



Policy and Resources Committee

Date: THURSDAY, 12 DECEMBER 2019

Time: 1.45 pm

Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members:

Deputy Catherine McGuinness (Chair)	Deputy Edward Lord
Simon Duckworth (Deputy Chairman)	Alderman Ian Luder
Sheriff Christopher Hayward (Vice-Chairman)	Jeremy Mayhew
Deputy Tom Sleigh (Vice-Chair)	Andrew McMurtrie
Randall Anderson (Ex-Officio Member)	Wendy Mead
Douglas Barrow (Ex-Officio Member)	Deputy Alastair Moss (Ex-Officio Member)
Nicholas Bensted-Smith (Ex-Officio Member)	Deputy Joyce Nash
Deputy Keith Bottomley	Graham Packham (Ex-Officio Member)
Tijs Broeke	The Rt Hon. The Lord Mayor, Alderman William Russell
Karina Dostalova	Alderman Baroness Scotland (Ex-Officio Member)
Anne Fairweather	Deputy Dr Giles Shilson
Marianne Fredericks	Jeremy Simons (Ex-Officio Member)
Alderman Timothy Hailes	Sir Michael Snyder
Deputy Tom Hoffman (Chief Commoner) (Ex-Officio Member)	Mark Wheatley
Deputy Jamie Ingham Clark	Deputy Philip Woodhouse
Shravan Joshi	Alderman Sir David Wootton

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Lunch will be served in Guildhall Club at 1PM
NB: Part of this meeting could be the subject of audio visual recording

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To consider minutes as follows:-
 - a) To agree the public minutes of the meeting held on 21 November 2019.
For Decision
(Pages 1 - 6)
 - b) To note the draft public minutes of the Projects Sub-Committee meeting held on 19 November 2019.
For Information
(Pages 7 - 12)
 - c) To note the draft public minutes of the Public Relations and Economic Development Sub-Committee meeting held on 5 November 2019.
For Information
(Pages 13 - 18)
4. **CITY OF LONDON ACADEMIES TRUST BOARD OF TRUSTEES:
REAPPOINTMENT OF SPONSOR TRUSTEE**
Report of the Town Clerk.
For Decision
(Pages 19 - 20)
5. **BID STRATEGY**
Joint report of the City Surveyor and the Director of the Built Environment.
For Decision
(Pages 21 - 32)
6. **FREIGHT PROGRAMME UPDATE**
Report of the Director of the Built Environment.
For Information
(Pages 33 - 50)
7. **MEMBERS' DIVERSITY UPDATE**
Report of the Town Clerk.
For Information
(Pages 51 - 56)

8. **POLICY INITIATIVES FUND AND COMMITTEE CONTINGENCY**
Report of the Chamberlain.
For Information
(Pages 57 - 78)
9. **DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY POWERS**
Report of the Town Clerk.
For Information
(Pages 79 - 80)
10. **CULTURE MILE REVENUE BUDGET**
Report of the Town Clerk (TO FOLLOW).
NB – To be read in conjunction with the non-public appendix at Item 20.
For Decision
11. **PROJECT FUNDING**
Report of the Chamberlain (TO FOLLOW).
For Decision
12. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
13. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
14. **EXCLUSION OF THE PUBLIC**
MOTION - That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.
For Decision

Part 2 - Non-Public Agenda

15. **NON-PUBLIC MINUTES**
To consider non-public minutes of meetings as follows:-
- a) To agree the non-public minutes of the meeting held on 21 November 2019.
For Decision
(Pages 81 - 88)
- b) To note the draft non-public minutes of the Projects Sub-Committee meeting held on 19 November 2019.
For Information
(Pages 89 – 96)
- c) To note the draft non-public minutes of the Public Relations and Economic Development Sub-Committee meeting held on 5 November 2019.
For Information
(Pages 97 - 98)

16. **COP26 GREEN FINANCE STEERING GROUP**
Report of the Director of Innovation & Growth.
For Decision
(Pages 99 - 102)
17. **CITY OF LONDON PRIMARY ACADEMY ISLINGTON: PROGRESS UPDATE**
Report of the Director of Community & Children's Services.
For Decision
(Pages 103 - 118)
18. **BRIDGE HOUSE ESTATES STRATEGIC REVIEW UPDATE**
Joint report of the Town Clerk and the Chief Grants Officer.
For Information
(Pages 119 - 128)
19. **ANNUAL CAPITAL PRIORITISATION**
Report of the Chamberlain (TO FOLLOW).
For Decision
20. **CULTURE MILE REVENUE BUDGET: NON-PUBLIC APPENDIX**
Non-public appendix to be considered in conjunction with Item 10 (TO FOLLOW).
For Information
21. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
22. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREE SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED.**

Part 3 - Confidential Agenda

23. **FUNDAMENTAL REVIEW**
Town Clerk to be heard.
24. **GOVERNANCE REVIEW**
Report of the Town Clerk (TO FOLLOW).
For Decision

POLICY AND RESOURCES COMMITTEE

Thursday, 21 November 2019

Minutes of the meeting of the Policy and Resources Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Thursday, 21 November 2019 at 1.45pm

Present

Members:

Deputy Catherine McGuinness (Chair)
Simon Duckworth (Deputy Chairman)
Sheriff Christopher Hayward (Vice-Chairman)
Deputy Tom Sleigh (Vice-Chair)
Douglas Barrow (Ex-Officio Member)
Nicholas Bensted-Smith (Ex-Officio Member)
Deputy Keith Bottomley
Tijs Broeke
Anne Fairweather
Marianne Fredericks
Alderman Timothy Hailes
Deputy Tom Hoffman (Chief Commoner) (Ex-Officio Member)
Deputy Jamie Ingham Clark
Deputy Edward Lord
Alderman Ian Luder
Jeremy Mayhew
Andrew McMurtrie
Wendy Mead
Deputy Joyce Nash
Graham Packham (Ex-Officio Member)
Alderman Baroness Scotland (Ex-Officio Member)
Deputy Dr Giles Shilson
Jeremy Simons (Ex-Officio Member)
Sir Michael Snyder
Mark Wheatley
Deputy Philip Woodhouse
Alderman Sir David Wootton

Officers:

John Barradell	- Town Clerk
Peter Lisley	- Assistant Town Clerk & Director of Major Projects
Angela Roach	- Assistant Town Clerk & Director of Member Services
Emma Cunnington	- Town Clerk's Department
Simon Latham	- Town Clerk's Department
David Mackintosh	- Town Clerk's Department
Greg Moore	- Town Clerk's Department
Peter Kane	- Chamberlain
Caroline Al-Beyerty	- Deputy Chamberlain
Michael Cogher	- Comptroller and City Solicitor

Paul Double	-	City Remembrancer
Paul Wilkinson	-	City Surveyor
Anna Dunne	-	City Surveyor's Department
Nicholas Gill	-	City Surveyor's Department
Peter Young	-	City Surveyor's Department
Caroline Dwyer	-	Director of the Built Environment
Bob Roberts	-	Director of Communications
Damian Nussbaum	-	Director of Economic Development
Vic Annells	-	Private Secretary and Chief of Staff, Mansion House
Sir Nicholas Kenyon	-	Managing Director, Barbican Centre

1. APOLOGIES

Apologies were received from Randall Anderson, Karina Dostalova, Alderman Peter Estlin, Shravan Joshi, and the Rt Hon The Lord Mayor Alderman William Russell.

2. MEMBERS DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA

Deputy Jamie Ingham Clark and Alderman Tim Hailes declared a non-pecuniary interest in respect of Item 19, by virtue of their position as Church Wardens of St Lawrence Jewry.

3. MINUTES

- a) The minutes of the meeting of the Policy and Resources Committee held on 17 October 2019 were approved.
- b) The public minutes of the meeting of the Projects Sub-Committee held on 16 October 2019 were noted.
- c) The draft public minutes of the meeting of the Public Relations and Economic Development Sub-Committee held on 10 October 2019 were noted.

4. RESOLUTION - STANDARDS COMMITTEE

The Committee received a resolution from the Standards Committee in relation to the prospective repeal of section 618 of the Housing Act 1985.

The Chair reminded the Committee of the relevant provisions of the particular section and Members agreed that the Remembrancer should be asked to look into the possibility and implications of pursuing such a repeal, reporting back to allow for a decision to be made.

RESOLVED: That the Remembrancer be asked to explore the potential repeal of section 618 of the Housing Act 1985 and report back to the Committee for a decision in relation to next steps.

5. OUTSIDE BODIES PROTOCOL

The Committee considered a joint report of the Town Clerk and Comptroller & City Solicitor proposing amendments to the Outside Bodies Protocol.

RESOLVED: That the revised Outside Bodies Protocol be approved, as set out at Appendix 1 to the report.

6. **CULTURE MILE REVENUE BUDGET**

This item had been withdrawn.

7. **SOCIAL MOBILITY STRATEGY - ANNUAL REPORT**

The Committee considered a report of the Director of the City Bridge Trust & Chief Grants Officer presenting the first annual report on the City Corporation's Social Mobility Strategy.

It was suggested that this report, together with items 8 and 9, be circulated to all Members of the Court for information.

It was asked that future iterations of the report incorporate an explanation of how social mobility would be measured, as well as link in to other strategies where there was a significant social mobility outcome, such as the digital skills strategy.

RESOLVED: That the Social Mobility Strategy Annual Report be approved.

8. **DIGITAL SKILLS STRATEGY - ANNUAL REPORT**

The Committee considered a joint report of the Director of Innovation & Growth and the Director of Community & Children's Services presenting the first annual report on the City Corporation's Digital Skills Strategy.

RESOLVED: That the Digital Skills Strategy Annual Report be approved.

9. **RESPONSIBLE BUSINESS STRATEGY - ANNUAL REPORT**

The Committee considered a joint report of the Chamberlain and the Director of the City Bridge Trust & Chief Grants Officer presenting the first annual report on the City Corporation's Responsible Business Strategy.

RESOLVED: That the Responsible Business Strategy Annual Report be approved.

10. **PUBLIC SPACE PROTECTION ORDER - LONDON MARATHON**

The Committee considered a report of the Town Clerk concerning a proposal to seek a Public Space Protection Order (PSPO) to help respond to recurring issues of violent disorder and anti-social behaviour on the day of the London Marathon.

RESOLVED: That an approach to the Court of Common Council be approved to seek a PSPO to help assist with the identified problems associated with the London Marathon.

11. **POLICY INITIATIVES FUND AND COMMITTEE CONTINGENCY AND COMMITTEE'S PROJECT RESERVE**

The Committee considered a report of the Chamberlain updating on projects

and activities that had received Policy Initiatives Funding and funding from the Committee's contingency or Brexit contingency funds.

RESOLVED: That the report be received and its content noted.

12. DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY POWERS

The Committee received a report of the Town Clerk advising of two actions taken under urgency or delegated authority procedures since the last meeting.

RESOLVED: That the report be received and its content noted.

13. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE

There were no questions.

14. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no urgent items.

15. EXCLUSION OF THE PUBLIC

RESOLVED – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Local Government Act.

16. NON-PUBLIC MINUTES

- a) The non-public minutes of the Policy and Resources Committee meeting held on 17 October 2019 were approved.
- b) The draft non-public minutes of the meeting of the Projects Sub-Committee held on 16 October 2019 were noted.
- c) The non-public minutes of the meeting of the Public Relations and Economic Development Sub-Committee held on 10 October 2019 were noted.

17. FUNDAMENTAL REVIEW OUTCOMES AND 2020/21 BUDGET SETTING

The Committee considered and approved a report of the Chamberlain concerning the Fundamental Review and budget setting for 2020/21.

18. GUILDHALL CHARGING REVIEW

The Committee considered and approved a joint report of the Chamberlain and Remembrancer concerning the charging arrangements for the hire of spaces across the Guildhall Complex.

19. ST LAWRENCE JEWRY

The Committee considered and approved a report of the City Surveyor regarding St Lawrence Jewry.

20. **STANDARDS COMMITTEE CO-OPTION AND GOVERNANCE**
The Committee considered and approved a report of the Town Clerk in relation to the appointment of individuals to the Standards Committee and alterations to that Committee's composition.
21. **GRESHAM COLLEGE FUNDING**
The Committee considered and approved a report of the Town Clerk in relation to the funding of Gresham College.
22. **FINANCIAL SERVICES SKILLS TASKFORCE**
The Committee considered and approved a report of the Director of Innovation & Growth concerning the Financial Skills Taskforce.
23. **MARKETS CONSOLIDATION PROGRAMME UPDATE**
The Committee considered and approved a joint report of the Town Clerk and City Surveyor concerning the Markets Consolidation Programme.
24. **BUSINESS PLAN - BARKING POWER LIMITED AND THAMES POWER SERVICES LIMITED**
The Committee considered and approved a joint report of the Town Clerk and Chamberlain setting out business plans for Barking Power Limited and Thames Power Services Limited.
25. **IT MANAGED SERVICES - PROCUREMENT STAGE 2 AWARD**
The Committee considered and approved a report of the Chamberlain concerning the procurement of IT Managed Services.
26. **SPITALFIELD MARKET COMMUNITY TRUST - UPDATE**
The Committee considered a report of the Comptroller & City Solicitor concerning the Spitalfield Market Community Trust.
27. **DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY POWERS**
The Committee received a report of the Town Clerk advising of two actions taken under urgency or delegated authority procedures since the last meeting.
28. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
There were two questions, one requesting a consolidated report on the City Corporation's environmental and sustainability activity, and one concerning the forthcoming General Election.
29. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREE SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED.**
There was one urgent item, concerning the Asian Infrastructure Investment Bank.

The meeting ended at 3.10 pm

Chairman

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PROJECTS SUB (POLICY AND RESOURCES) COMMITTEE

Tuesday, 19 November 2019

Minutes of the meeting of the Projects Sub (Policy and Resources) Committee held at the Guildhall EC2 at 11.00 am

Present

Members:

Deputy Keith Bottomley (Chairman)
Rehana Ameer
Randall Anderson

Deputy Edward Lord
James de Sausmarez
Deputy Philip Woodhouse

Officers:

Peter Lisle	- Assistant Town Clerk & Director of Major Projects
Alistair MacLellan	- Town Clerk's Department
Rohit Paul	- Town Clerk's Department
Sarah Baker	- Town Clerk's Department
James Aggio-Brewe	- Town Clerk's Department
Caroline Al-Beyerty	- Deputy Chamberlain
Nicholas Richmond-Smith	- Chamberlain's Department
Ola Obadara	- City Surveyor's Department
Paul Monaghan	- Department of the Built Environment
Paul Murtagh	- Department of Community and Children's Services
Jason Hayes	- Department of Community and Children's Services
Patrick Hegarty	- Open Spaces Department
Glenn Maleary	- City of London Police
Cecilie Booth	- City of London Police

1. APOLOGIES

Apologies were received from Jamie Ingham Clark, Karina Dostalova, Sheriff Chris Hayward, Deputy Catherine McGuinness and Andrew McMurtrie.

2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA

There were no declarations.

3. GATEWAY APPROVAL PROCESS

RESOLVED, that the Gateway Approval Process be received.

4. GATEWAY 1/2/3/4 - AIRWAVE REFRESH PROJECT

Members agreed to vary the order of items on the agenda so that Item 15 was considered next and **RESOLVED**, that under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the item on

the grounds that it involved the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

Members considered a Gateway 1/2/3/4 report of the Commissioner regarding the Airwave Refresh Project.

The public were readmitted on conclusion of the item.

5. **MINUTES**

RESOLVED, that the public minutes and summary of the meeting held on 16 October 2019 be approved as a correct record.

6. **ACTIONS**

Members considered a report of the Town Clerk regarding outstanding actions and the following points were made.

39/2019/P – Delegated Authority for Gateway 3/4/5 Walbrook Wharf Replacement Roof

- The City Surveyor noted that the delegated authority was no longer required and instead the report would be submitted to the December 2019 meeting of the Sub-Committee.

RESOLVED, that the report be received.

7. **GATEWAY 4 - BALDWINS AND BIRCH HALL PARK PONDS**

Members considered a Gateway 4 report of the Director of the Built Environment regarding Baldwins and Birch Hall Park Ponds, noting that it has been approved by the Epping Forest and Commons Committee at its 18 November 2019 meeting.

RESOLVED,

- That recommended Option 3 (to carry out repairs to the dams) be approved;
- That the estimated total budget for the project of **£1,335,000** (excluding risk provision) be approved, including £40,000 spent to date.
- the following proposed funding arrangements be noted:
 - a. funding of £300,000 from **Epping Forest Capital Fund** (for Baldwins Pond only) be approved by the Epping Forest and Commons Committee
 - b. the balance of the future funding requirement (excluding risk) of up to £995,000 to be funded from **City's Cash Reserves**, subject to the approval of Resource Allocation Sub-Committee (and other relevant committees)

- c. funding for the costed risk provision of up to £380,000 to be allocated from City's Cash reserves subject to the approval of Resource Allocation Sub-Committee (and other relevant committees) under separate report;

re: Birch Hall Park Pond

- That a budget of **£30,000** from **City's Cash** be approved and released for fees, staff costs, statutory approvals and public engagement to further progress the project to Gateway 5 for **Birch Hall Park Pond**;
- That Delegated Authority is given to Chief Officer to appoint a contractor for works at **Birch Hall Park Pond** at Gateway 5, subject to successful procurement and remaining within the estimated budget of **£100,000** for works at this location (but subject to use of Costed Risk Provision at G5);

re: Baldwins Pond

- That budget of **£242,500** from **Epping Forest Capital Fund (EFCF)** be approved and released for fees, investigations, staff costs, statutory approvals and public engagement to further progress the project to Gateway 5 for **Baldwins Pond**;
- That Delegated Authority is given to Chief Officer to appoint a Design-and-Build contractor for the design stages of the **Baldwins Pond** scheme, subject to successful procurement and remaining within the estimated budget of **£100,000** for these fees (but subject to the use of Costed Risk Provision at G4 as item 9 below);
- That Delegated Authority is given to Chief Officer to appoint a Cost Consultant for the design stages of the **Baldwins Pond** scheme, subject to successful procurement and remaining with the identified project budget of **£50,000** for these fees (but subject to the use of Costed Risk Provision at G4 as item 9 below);
- That Delegated Authority is given to Chief Officer to appoint the Design and Build contractor for works at **Baldwins Pond** at Gateway 5, subject to satisfactory completion of design, statutory approvals and remaining with the estimated budget **£880,000** for works at this location (but subject to use of Costed Risk Provision at G5).

re: Costed Risk Provision

- That a Costed Risk Provision (CRP) of **£100,000** be approved at **Gateway 4**, to be drawn down via delegation to Chief Officer for the fee/investigation items specifically identified in the appended Risk Register, funded by **City Cash**.
- That a further Costed Risk Provision (CRP) of **£280,000** be approved for use at **Gateway 5** (if required and subject to mitigation in the interim)

under delegated authority to Chief Officer, for works items specifically identified in the appended Risk Register, funded by **City Cash**

8. **GATEWAY 6 - SENATOR HOUSE GARDEN**

Members considered a Gateway 6 report of the Director of Open Spaces regarding Senator House Garden.

RESOLVED, that the lessons learned be noted and the project closed.

9. **GATEWAY 6 - GOLDEN LANE COMMUNITY CENTRE REFURBISHMENT**

Members considered a Gateway 6 report of the Director of Community and Children's Services regarding the Golden Lane Community Centre Refurbishment and the following points were made.

- Members congratulated the Director of Community and Children's Services on the successful conclusion of the project and the popularity of the refurbished centre as demonstrated by the fact it was consistently booked for use by the local community. The Chairman agreed to write to the officers concerned to thank them for their work on the project on behalf of the Sub-Committee **(40/2019/P)**.

RESOLVED, that the lessons learned be noted and the project closed.

10. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB-COMMITTEE**

There were no questions.

11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

There were no items of other business.

12. **EXCLUSION OF THE PUBLIC**

RESOLVED, that under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following item(s) on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

13. **NON-PUBLIC MINUTES**

RESOLVED, that the non-public minutes of the meeting held on 16 October 2019 be approved.

14. **NON-PUBLIC ACTIONS**

Members considered a report of the Town Clerk regarding non-public actions.

15. **GATEWAY 5 - AVONDALE SQUARE ESTATE, GEORGE ELLISON AND ERIC WILKINS HOUSES - ROOFS AND WINDOWS**

Members considered a Gateway 5 report of the Director of Community and Children's Services regarding Avondale Square Estate, George Ellison and Eric Wilkins Houses – Roofs and Windows.

16. **GATEWAY 5 - MIDDLESEX STREET ESTATE NON-EMERGENCY ELECTRICAL WORKS (LANDLORD'S) - PHASE 2**
Members considered a Gateway 5 report of the Director of Community and Children's Services regarding Middlesex Street Estate Non-Emergency Electrical Works (Landlord's) Phase 2.
17. **GATEWAY 1/2/3/4 - RENEWAL OF FLAT ROOF COVERINGS AT PETTICOAT SQUARE, MIDDLESEX STREET**
Members considered a Gateway 1/2/3/4 report of the Director of Community and Children's Services regarding the renewal of Flat Roof Coverings at Petticoat Square, Middlesex Street.
18. **GATEWAY 3 ISSUE - BARBICAN TURRET JOHN WESLEY HIGH WALK**
Members considered a Gateway 3 Issue report of the Director of Community and Children's Services regarding the Barbican Turret on John Wesley High Walk.
19. **GATEWAY 6 - BARBICAN CINEMAS 2 & 3**
Members considered a Gateway 6 report of the City Surveyor regarding Barbican Cinemas 2 & 3.
20. **GATEWAY 6 - BARBICAN THEATRE FLYING SYSTEM**
Members considered a Gateway 6 report of the City Surveyor regarding the Barbican Theatre Flying System.
21. **GATEWAY 6 - FINSBURY HOUSE, 23 FINSBURY CIRCUS, EC2**
Members considered a Gateway 6 report of the City Surveyor regarding Finsbury House, 23 Finsbury Circus, EC2.
22. **GATEWAY 6 - GOLDEN LANE LEISURE CENTRE**
Members considered a Gateway 6 report of the City Surveyor regarding Golden Lane Leisure Centre.
23. **PORTFOLIO OVERVIEW**
Members considered a portfolio overview report of the Town Clerk.
24. **REPORT ON ACTION TAKEN**
Members considered a report of the Town Clerk regarding action taken.
25. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB-COMMITTEE**
There were no questions.
26. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB-COMMITTEE AGREE SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
There was no other business.

26.1 **Gateway 2 - Refurbishment of Electra House, 84 Moorgate, EC2 - Bridge House Estates**

Members considered a Gateway 2 report of the City Surveyor regarding the Refurbishment of Electra House, 84 Moorgate, EC2 – Bridge House Estates.

The meeting closed at 11.57 am

Chairman

Contact Officer: Alistair MacLellan /alistair.maclellan@cityoflondon.gov.uk

PUBLIC RELATIONS AND ECONOMIC DEVELOPMENT SUB (POLICY & RESOURCES) COMMITTEE

Tuesday, 5 November 2019

Minutes of the meeting of the Public Relations and Economic Development Sub (Policy & Resources) Committee held at the Guildhall EC2 at 3.00 pm

Present

Members:

Deputy Catherine McGuinness (Chairman)	Deputy Jamie Ingham Clark
Simon Duckworth (Deputy Chairman)	Deputy Edward Lord
Deputy Keith Bottomley	Jeremy Mayhew
Tijs Broeke	Deputy Tom Sleigh
Alderman Prem Goyal	Alderman Sir David Wootton

Officers:

John Barradell	- Town Clerk and Chief Executive
Bob Roberts	- Director of Communications
Paul Double	- City Remembrancer
Giles French	- Assistant Director of Economic Development
Damian Nussbaum	- Director of Economic Development
Vic Annells	- Executive Director of Mansion House & CCC
Paul Wright	- Deputy Remembrancer
Nigel Lefton	- Director of Remembrancer's Office
Eugenie de Naurois	- Head of Corporate Affairs
Sam Hutchings	- Corporate Affairs, Communications
Sufina Ahmad	- Corporate Strategy Manager, Town Clerk's
Emma Cunnington	- Town Clerk's

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Dominic Christian, Karina Dostalova, Anne Fairweather, Sheriff Christopher Hayward, Andy Mayer and James Tumbridge.

2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA

There were no declarations of interest.

3. MINUTES

RESOLVED – That the public minutes and summary of the meeting held on 10 October 2019 be approved as a correct record.

4. **CORPORATE AFFAIRS UPDATE**

The Sub-Committee received a report of the Director of Communications providing Members with an update of the Corporate Affairs Team's activities in supporting the City Corporation's strategic political engagement.

Members were also updated on the recently announced party candidates for the Cities of London and Westminster seat. The Chair of Policy and Resources also informed Members that roundtables were being set up with mayoral candidates from different parties ahead of the London mayoralty elections in 2020.

RESOLVED, that:

- The report be noted.

5. **PARLIAMENTARY TEAM UPDATE**

The Sub-Committee received a report of the Remembrancer updating Members on the main elements of the Parliamentary Team's activity in support of the City Corporation's political and parliamentary engagement.

The Remembrancer updated Members on the election of the Speaker of the House of Commons as well as the Emissions Bill.

The Chair of Policy and Resources added that the meeting with Assembly Member, Caroline Russell, had been postponed until after the General Election.

RESOLVED, that:

- The report be noted.

6. **INNOVATION & GROWTH MONTHLY UPDATE**

The Sub-Committee received a report of the Director of Innovation and Growth providing Members with highlights of the key activity undertaken by the Innovation & Growth Directorate (IG) in October 2019.

RESOLVED, that:

- The report be noted.

7. **EU ENGAGEMENT**

The Sub-Committee considered a report of the Director of Innovation and Growth outlining the recently hosted high profile events in Brussels, which promote the City Corporation's core messages regarding its relationship with the EU, with a specific focus on sustainable finance.

RESOLVED, that:

- The report be noted; and
- Member representation at the Brussels Annual Reception include:
 - Chair of the Policy and Resources Committee
 - Deputy and Vice Chair(s)/men of the Policy and Resources Committee, or representatives of the Public Relations and Economic Development Sub-Committee in their absence.

8. **CPR/LM VISIT TO NEW YORK AND CPR VISIT TO WASHINGTON**

Members received two reports concerning the joint Lord Mayor and Chair of Policy & Resources' visit to New York City, and the Chair of Policy and Resources' visit to Washington D.C.

RESOLVED, that:

- The reports be noted.

9. **CPR VISIT TO SWITZERLAND**

The Sub-Committee received a report of the Director of Innovation and Growth concerning the Chair of Policy and Resources visit to Switzerland in September 2019.

RESOLVED, that:

- The report be noted.

10. **DRAFT SPORTS & PHYSICAL ACTIVITY STRATEGY 2020-25**

The Sub-Committee considered a report of the Town Clerk concerning the City Corporation's draft Sport and Physical Activity Strategy 2020-25.

Members discussed the importance of having an overview of the current spend associated with existing activity under the Sport and Physical Activity Strategy ahead of the next meeting of this Sub-Committee to allow for informed prioritisation.

The Sub-Committee also gave officers a steer as to try and ensure the Working Party that would oversee the successful implementation of this strategy was kept rather smaller and that overlap of Members representing different committees be the aim.

RESOLVED, that:

- The draft version of the Sport and Physical Activity Strategy be noted;
- Officers set out the current spend associated with existing activity under the Sport and Physical Activity Strategy ahead of the next meeting of this Sub-Committee.

11. **SOCIAL MOBILITY STRATEGY 2018-28 ANNUAL REPORT**

The Sub-Committee received a report of the Director of City Bridge Trust and Chief Grants Officer presenting the first annual report of the City Corporation's Social Mobility Strategy for 2018-28, which was approved by the Policy and Resources Committee in September 2018.

The Corporate Strategy Manager gave Members an overview of how social mobility links with other strategies (such as Education and Responsible Business strategies) to create a corporate narrative. Members suggested that simple factsheets be created to ensure that the work of this strategy could be clearly communicated, particularly including the work of the City of London Academies Trust.

The Sub-Committee also discussed the City Corporation's ranking on the Social Mobility Employer Index and the Town Clerk suggested he bring a report to the Establishment Committee considering some of the ways that the ranking could improve.

RESOLVED, that:

- The Social Mobility Strategy Annual Report be endorsed and prioritised.

12. DIGITAL SKILLS STRATEGY

The Sub-Committee considered a joint report of the Director of Innovation and Growth and the Director of Community and Children's Services concerning the first annual report of the Digital Skills Strategy, 2018-23.

RESOLVED, that:

- The Digital Skills Strategy Annual Report be endorsed and prioritised.

13. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB-COMMITTEE

Questions were raised as follows -

Battle of Ideas

A Member asked for clarification on the decision made for the City of London Corporation to continue to support the Battle of Ideas conference for future years. The Town Clerk agreed to get more information and discuss with the Member outside of the meeting.

14. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The following items of urgent business were raised –

Corporate Strategy Manager

The Chair and the Town Clerk took the opportunity to thank the Corporate Strategy Manager for her work ahead of her imminent departure from the City Corporation.

Regularity of meetings

The Chair raised that this Sub-Committee currently met 11 times a year and suggested that this be reduced in future. Members were in unanimous agreement.

RESOLVED, that:

- The Public Relations and Economic Development Sub-Committee meetings be reduced to six meetings a year from 2020 onwards.

Financial Services Skills Taskforce

The Chair asked the External Affairs Director in Innovation and Growth to update the Sub-Committee on the Financial Services Skills Taskforce launched by the previous Chancellor of the Exchequer to look at the UK's long-term competitiveness in regard to skills in the short to medium term. The External Director advised that although the report was due to be launched shortly, there had now been a delay due to the pre-election period. Members heard that the

Policy and Resources Committee would receive a non-public paper in due course to give a sense of the recommendations from the report.

15. **EXCLUSION OF THE PUBLIC**

RESOLVED – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

Item	Paragraph
16	3

16. **NON-PUBLIC MINUTES**

The non-public minutes and summary of the meeting held on 10 October 2019 were approved.

17. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB-COMMITTEE**

One question was raised in respect of departments working together.

18. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There were no items of urgent business.

The meeting closed at 3.50 pm

Chairman

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Committee: Policy and Resources Committee	Date(s): 12 December 2019
Subject: City of London Academies Trust Board of Trustees: Reappointment of Sponsor Trustee	Public
Report of: Town Clerk	For Decision
Report author: Kerry Nicholls, Town Clerk's Department	

Summary

The Articles of Association of the City of London Academies Trust specify under Article 50 that as Sponsor, the City of London Corporation may appoint up to six individuals to serve as Sponsor Trustees on the City of London Academies Trust Board of Trustees. When making appointments under Article 50, the Sponsor is required to have regard to the need for the Board of Trustees to have a balance of skills and experience and to appoint suitably qualified individuals who support the purposes of the Academy Trust and can commit the time necessary to fulfil the role of Trustee.

The Policy and Resources Committee previously agreed the appointment of Andrew McMurtrie to the City of London Academies Trust Board of Trustees for a four-year term commencing 14 January 2016 that is due to end on 13 January 2020. Andrew McMurtrie is seeking reappointment to serve as a Sponsor Trustee of the City of London Academies Trust Board of Trustees for a further four-year term.

Recommendation

The Policy and Resources Committee is asked to consider the reappointment of Andrew McMurtrie as a Sponsor Trustee of the City of London Academies Trust Board of Trustees for a further four-year term commencing 14 January 2020.

Main Report

Background

1. The City of London Academies Trust oversees four secondary academies, three primary academies and one sixth form centre in London and seeks to deliver outstanding educational outcomes for young people. The Trust also works closely with one maintained primary school, two co-sponsored academies and three independent schools supported by the City of London Corporation.
2. The Trust is overseen by a Board of Trustees, which has ultimate legal accountability for the educational outcomes of the Trust's schools and sets the Trust's strategy, financial management, and regulatory compliance.

3. Although not a sub-committee or City Corporation Committee, the Policy and Resources Committee is responsible for appointing two Trustees to the City of London Academies Trust. The current term of appointment of Andrew McMurtrie will end on 13 January 2020 and Mr McMurtrie has expressed an interest in being reappointed as a Sponsor Trustee of the City of London Academies Trust Board of Trustees for a further four-year term.
4. Andrew McMurtrie has served as Chairman of the Board of Trustees since April 2017 and is a Member of its Standards and Accountability Committee and Finance, Audit and Risk Committee. Since his appointment to the Board of Trustees, Mr McMurtrie has attended 18 out of a possible 18 meetings.

Appendices

- None.

Kerry Nicholls

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Agenda Item 5

Committees: Property Investment Board – For decision Policy and Resources Committee – For decision	Date(s): 11/12/2019 12/12/2019
Subject: BID Strategy	Public
Joint Report of: City Surveyor and Director, Built Environment	For Decision
Report author: Simon McGinn, City Surveyors Department	

Summary

In December 2017, the Policy and Resources Committee agreed a set of criteria that the City Corporation should have regard to when considering whether to support the future development of formal Business Improvement Districts (BIDs) within the City. In September 2019, the Policy and Resources Committee approved the BID Proposals to allow Cheapside (second term) and Aldgate (first term) to progress to ballot in January 2020. Recently, two new voluntary business partnerships have been established in Fleet Street and the eastern cluster, both with the view of becoming a formal BID in due course. The Property Investment Board (PIB) agreed in July 2019 to be a paying partner of the emerging Fleet Street voluntary business partnership but requested that the City Corporation consider the adoption of a formal BID strategy to inform the development of future BIDs in the City. This report sets out a suggested strategy framework in Paragraph 6 of the report for the future development of BIDs in the City of London.

Recommendation(s)

Policy and Resources Committee is asked to:

- Agree the BID strategy framework set out in Paragraph 6 of the report.

Property Investment Board is asked to:

- Agree to consider requests to become joint funding partner for the life of a voluntary partnership only where significant assets managed by Property Investment Board are in the partnership area, and where its involvement will aid the establishment of a BID for the area.

Main Report

Background

1. In December 2017, the Policy and Resources Committee agreed a set of criteria that the City Corporation should have regard to when considering whether to support the future development of formal BIDs within the City. The considerations relate to:
 - a. Whether there was a demonstrable need for a BID as opposed to any other form of partnership initiative.
 - b. Is there strong private sector support for a BID and has the business partnership been established for up to 2 years prior to seeking to promote a BID.
 - c. Can the partnership demonstrate the BID proposal is viable to achieve the aims of the businesses in the area.
 - d. Has the response to any perception analysis achieved a return rate of at least 40%.
 - e. That the City Corporation is the formal BID Proposer.
2. In September 2019, the Policy and Resources Committee approved the BID Proposals to allow Cheapside (second term) and Aldgate (first term) to progress to ballot in January 2020.
3. Formal voluntary business partnerships have now been established in the Fleet Street area and for the eastern cluster where a combination of businesses and property owners have agreed to be paying partners for a two-year term to take forward the development of a partnership to inform the future promotion of a BID for the area. At its meeting in July 2019, PIB agreed to be a funding partner in the Fleet Street partnership in recognition of the key property assets held as part of the Fleet Street Estate. The total contribution is for £20k for this financial year and £20k for 2020/21 from the City Fund local risk budget. A similar request to be a paying partner will be made to PIB regarding membership of the eastern cluster partnership given our property assets at Leadenhall Market. Prior to considering this request, PIB has requested a formal strategy be developed for consideration relating to the future development of BIDs in the City.
4. The City Corporation has previously supported the development of business partnerships to varying degrees. For Cheapside, the City Corporation was much more hands on in driving the establishment of the partnership to support the regeneration opportunities that presented themselves on the back of the development of a new shopping centre at One New Change - we agreed to support the cost of paying for the executive team to run the partnership prior to it becoming a formal BID. For both Aldgate and Fleet Street, some limited funding has been provided from CPAT's local risk budget to support the initial establishment of the partnership and the development of a business plan that has been utilised to bring paying partners on board.

Current Position

5. Provided the City Corporation is satisfied that the criteria in Paragraph 1 have been met, we would be supportive of the development of formal BIDs within the Square Mile, subject to a successful ballot outcome. Across the UK and in London, BIDs are now recognised as a vehicle to promote ongoing regeneration of areas through engagement with business communities. BIDs vary in how they are set up in terms of governance and their focus which is often distinct, responding to different communities and priorities. There are varying approaches to how BIDs are promoted and their governance structure and whether it is a property BID, in addition to an occupier BID. This report seeks to outline a strategy framework for BIDs, to set out how the City Corporation can best support and manage the future development of BIDs in the Square Mile. Appendix 1 sets out the key areas for consideration in relation to the development of the strategy framework which should be considered in conjunction with the previously identified criteria set out in Paragraph 1.

Proposals

6. BIDs are becoming more prevalent across the UK with over 320 UK wide and 66 within London. Given the diverse nature of BIDs, it is considered that the City Corporation adopt a strategy framework to inform the approach to be taken as new business partnerships are established and progress to a more formal BID.

The points below set out the strategy framework:

- a. The City Corporation support the establishment of voluntary business partnerships as a precursor to the development of a formal BID. The City Property Advisory Team provide limited seed funding up to a maximum of £5k to aid the set-up of the partnership. The Property Investment Board will consider requests to become a joint funding partner for the life of the voluntary partnership only where it holds significant assets and where its involvement will aid the establishment of a formal BID for the area.
- b. For the City to be supportive of the promotion of a BID within the Square Mile, the City Corporation should be the BID Body and BID Promoter.
- c. For the City to be supportive of a BID there should be a demonstrable need for a BID.
- d. For the City to be supportive of a BID, there should be strong private sector support for a BID and the business partnership should have been established for up to 2 years prior to seeking to promote a BID.
- e. For the City to be supportive of a BID, the partnership should be able to demonstrate the BID proposal is viable to achieve the aims of the businesses in the area.
- f. For the City to be supportive of a BID, the response to any perception analysis should achieve a return rate of at least 40%.
- g. The City Corporation should retain a flexible approach to supporting property owner BIDs in conjunction with occupier BIDs, where there is

clear need to generate income relating to key infrastructure related projects that would be difficult to fund through just an occupier BID.

- h. It will be down to each individual BID to determine whether there are benefits to sharing the administrative services and it is considered the City should remain flexible in considering what is appropriate.
- i. Executive management of the BID, whether it be a dedicated CEO with a support team or through a consultancy team, will be dependent on the needs of the BID. Each potential BID should consider the delivery needs prior to ballot and determine the best model for taking forward the BID Proposal.
- j. Boundaries between BIDs should be contiguous with adjacent BID areas, where practicable.
- k. Not all areas of the City will be appropriate for a BID.
- l. Cross borough BIDs are supported provided that the City is the BID Body for that part of the BID that falls within the City boundary.
- m. Residential communities should be engaged with directly by BIDs to ensure inclusivity.
- n. Bid Levy Rules will be determined to accord with the practice generally adopted elsewhere in London, notably the levy will be no greater than 1% of rateable value, minimum thresholds will be applied for when the levy will be applied along with capped contributions and the levy will be applied to each hereditament.

Corporate & Strategic Implications

- 7. The development of BIDs in the City aligns with 9 of the 12 Outcomes of the Corporate Plan 2018-2023.

Financial Implications

- 8. As advised in previous reports, all funding generated from the BID would be collected and administrated by the City Corporation. The staff cost associated to the levy collection and administration of invoicing and budget management will be paid for from the BID levy. As the billing authority, the City is required to hold a BID ballot. The associated costs to the Corporation for running any BID ballots are currently estimated at about £3000, which to date have been covered by the Electoral Services Team as part of their budget. As the BID Body, this is considered to be appropriate and the Electoral Services Team will continue to pay for the cost of this from their budget.
- 9. CPAT would seek to support the establishment of future voluntary partnerships by providing seed funding where necessary, up to a maximum of £5k from its local risk budget.

Conclusion

10. Subject to successful ballot outcomes in January 2020, the City will have two established BIDs in Cheapside and Aldgate. In addition, there are two voluntary business partnerships that are established for the Fleet Street and the eastern cluster areas that in time will seek to become a formal BID. BIDs as a model are a key vehicle for engaging with communities to promote ongoing regeneration of areas. BIDs evolve with specific and often differing needs although there are key areas of commonality. The proposed BID strategy recognises areas of commonality of approach but also advocates appropriate flexibility in areas to recognise the unique nature of BIDs.

Appendices

- Appendix 1 – Key areas for consideration in developing the BID Strategy
- Appendix 2 – Map of BID and voluntary business partnership areas in the City

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APPENDIX 1

Areas for consideration in developing the BID Strategy

Voluntary partnerships and promotion of BIDs

- 1 The City Corporation has moved away from the initial Cheapside model where it actively promoted the development of a voluntary business partnership to support regeneration of the area and paid the significant costs associated with the running of the partnership. Recently, as was the case with Aldgate and Fleet Street, the City Corporation has provided limited seed funding to support the initial set up of the partnership. In the case of Fleet Street this amounted to £2,000 funded through the CPAT local risk budget. This funding has been utilised to support engagement with local businesses to identify the appetite for developing a voluntary business partnership and to secure agreement to fund the development of the partnership to promote the delivery of a BID for the area. A “not for profit” limited liability company has been established for each voluntary partnership which allows appropriate fiscal management.
- 2 In addition to this limited funding, there has been a request to the Property Investment Board to become one of the paying partners where the City Corporation has significant property assets in the area, which has been the case for the Fleet Street Partnership (Fleet Street Estate) and a request will be made for the Eastern Cluster partnership (Leadenhall Market)
- 3 CPAT, in delivering its role in supporting the needs of business, provides ongoing support to the development of the business partnerships and ensures there is appropriate engagement with stakeholders and ward Members in the development of partnership and will continue to prepare reports for consideration by the relevant Committees. Once a formal BID has been established CPAT will attend Board meetings in conjunction with a nominated Member representative to inform the delivery of the BID Proposal.
- 4 Continued financial support by CPAT on a limited basis (up to a maximum of £5k from its local risk budget) to establish a voluntary partnership is considered appropriate. Where the City has significant property holdings, support by PIB as a paying partner for the initial 2 years of a partnership is also considered to be appropriate, although this will need to be considered on the merits of the specific partnership, the size of City Corporation ownerships and the benefits of supporting future regeneration of the area.

City Corporation as BID Proposer

- 5 A BID is normally proposed by a business rate payer or a person or company whose purpose it is to develop the BID area, or that has an interest in the land in that area. This provides the most flexible way of delivering a BID as there would

be no need for the BID to be constrained by the local authority procurement regulations. Prior to the Cheapside BID, the BID Regulations were amended to allow a local authority to become the BID Proposer promoting the BID, and the BID Body responsible for delivering the BID objectives. Due to the City's unique franchise, the Remembrancer is of the view that the City Corporation should remain the body responsible for supporting the needs of businesses and that there should not be a separate BID company representing business needs. The City Corporation is uniquely positioned to support the needs of business and has successfully engaged with businesses to develop BID Proposals and supported implementation of the proposals in collaboration with a BID Board. It is considered that the City Corporation should continue to be the BID Body responsible for implementing BID Proposals for those areas that fall within the City boundary.

Occupier BIDs / Property BIDs

- 6 In 2014, the Business Improvement District (Property Owners) (England) Regulations took effect to allow a separate BID for property owners but only in London in areas where there is an established occupier BID. A property owner BID is created through a ballot of those property owners that would be subject to the levy. Geographically the BID area can't sit beyond the BID boundary of the occupier BID, but it can be in a smaller area within the footprint of the occupier BID boundary. There are two property owner BIDs established in London, the New West End Company (NVEC) and Heart of London Business Alliance (HOLBA).
- 7 The creation of a property owner BID in parallel to the occupier BID provides the opportunity to increase the revenue received from levy payers so can enhance the impact on the scale of projects undertaken by the BID. NVEC and HOLBA adopt differing approaches in how the projects are identified and delivered with NVEC having a specific property owner board with specific property owner projects. HOLBA has an integrated property and occupier board with shared spending priorities.
- 8 A key reason there are only two property owner BIDs is because establishing such a BID can be complex in terms of determining who the levy is charged to within the ownership hierarchy (freehold / long lease) and it being difficult to map ownership where it is both fragmented and difficult to identify the correct levy payer. This is a cost incurred by the occupier BID who has then to research and map out all the ownerships.
- 9 Key to the decision of whether to promote a property owner BID is what issues a specific BID area wants to address. If there are large and significant projects that an area wants to deliver, then the costs of such projects may require a level of funding that can't be provided by the levy received from an occupier BID. NVEC for example has many enhancement projects that they are seeking to deliver which come at some cost that are borne by the property owner BID. Most BIDs have a unique identity and focus, and it will not always be necessary or desirable for a property owner BID to be promoted. Cheapside Business Alliance (CBA)

has sufficient funds to support the delivery of the key themes set out in the BID Proposal but a future eastern cluster BID may wish to develop a far more extensive list of projects that require increased levels of funding and in such cases it may be appropriate to promote a property owner BID to support the development and delivery of such projects. It is therefore considered that the City Corporation should retain a flexible approach to supporting property owner BIDs where there is clear need to generate income relating to key infrastructure related projects.

Governance and resource

- 10 Across the UK, various governance management structures have been put in place from a complete outsource model through to a full service “in house” approach as adopted at NWECC and HOLBA. The City to date has adopted the outsourcing model where consultants to run the CBA have been procured in accordance with procurement regulations. It is generally considered important for the “face” of the organisation to be either a business member of the board if there is a management outsource or the CEO if there is an “in house” management arrangement. An “in house” arrangement tends to employ a significant number of team members, in teams of up to 20 staff supporting the delivery of the BID Proposal and is considered appropriate should the scale of the BID and the nature of the delivery projects require significant resource. For smaller BID areas such as Cheapside the staffing levels are much smaller with typically no more than three staff delivering all aspects of the BID Proposal. Each type of management solutions brings with it particular benefits which are specific to the needs of the BID. It is considered that there should not be one solution for all future BIDs in the City and that each potential BID should consider the delivery needs prior to ballot and determine the best model for taking forward the BID Proposal. Any solution would need to be subject to compliance with local authority procurement regulations.
- 11 Many of the today’s BIDs now seek to reduce costs through appointing a cross BID executive team to help reduce the costs associated in running a BID. Whilst this is now more common practice among adjacent BIDs it is not necessarily desirable given the need to be as relevant as possible to a given area. So, for example, Cheapside will have significantly different issues to address than those of the Aldgate Connect BID, as will, in the future, Fleet Street have with the eastern cluster. It will be down to each individual BID to determine whether there are benefits to sharing the administrative services and it is considered the City should remain flexible in considering what is appropriate.

BID area and demographic

- 12 Appendix 2 identifies the four areas that are currently subject to a formal BID ballot or have established a voluntary business partnership. In considering future boundaries it would be good practice to ensure that where BIDs are established in adjacent areas, the boundary to each area is, where possible, contiguous with the boundary of the adjoining BID area to ensure that there are no gaps so as not to exclude businesses. The City Corporation has historically directly sought to promote the establishment of a business partnership to promote the

regeneration of an area (Cheapside /Aldgate) in accordance with policies contained in the Local Plan or as most recently is the case with Fleet Street and the eastern cluster, been approached by businesses / property owners who seek support in setting up a partnership. The definition of future partnership / BID areas is one that evolves as the partnership becomes established through discussions with various stakeholders in an area. Whilst there are clear benefits of being within a BID this has normally been driven by a strong desire from the community to promote ongoing regeneration of areas and it will not always be appropriate to all parts of the City.

- 13 Typically, a BID area is wholly within a local authority boundary but in 2013 government introduced Cross-Boundary Business Improvement Districts enabling BIDs to operate across local authority boundaries. Such BIDs recognise that regeneration of areas and its communities do not necessarily conform to local authority boundaries and in certain cases a cross borough BID is appropriate. This model was agreed for the Aldgate Connect BID Proposals going to ballot in January 2020. This is considered to be acceptable provided that the BID is in agreement that the City is the BID Body for that part of any BID that falls within the City boundary. It should be noted that for cross-boundary BIDs such as at Aldgate, this means that there are two BID Bodies and two BID areas. However, both BIDs collaborate closely under a shared name to provide a shared identity and deliver economies of scale.
- 14 Residential communities, whilst not paying a levy can be represented through various strands of activity such as employment and training opportunities, community events and platforms such as privilege cards and should be engaged with directly by future BIDs to ensure inclusivity.

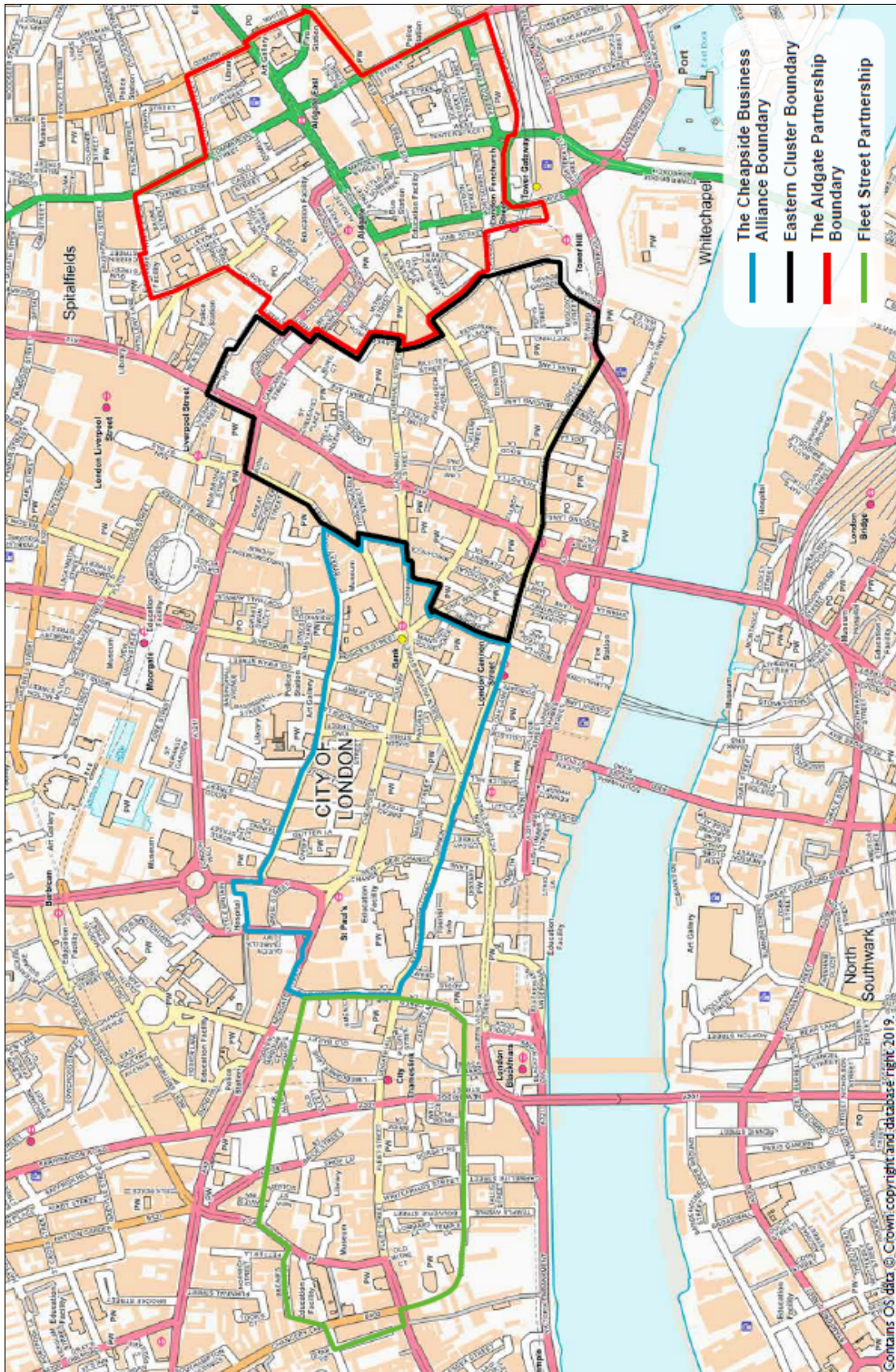
BID Levy

- 15 The approach for arriving at an appropriate levy income for an area, although not prescribed in the BID Regulations, tends to be standard for most areas. A BID proposer establishes a set of 'BID Levy Rules' (BLR) that define what level of levy will be collected and from whom. In determination of the BLR consideration needs to be given to:
 - a. Bid levy multiplier – the rate at which to charge. Most BIDs charge a levy of 1% on rateable value.
 - b. A threshold setting out the minimum rateable value of the premises before contributions are sought – this ensures that the smaller businesses do not need to pay a levy
 - c. A capped contribution so that larger businesses will not be liable for a disproportionately large BID levy.
 - d. Whether businesses with multiple hereditaments in an area should be subject to multiple or single levy payments
- 16 In determining the above, it is important to bear in mind that any levy will be the subject of approval through a majority vote at ballot, so any proposal needs to demonstrate best value and be set at a rate that does not discourage businesses from supporting a BID for their area. For BIDs outside the City, there are varying

approaches to the BLR where the contribution by businesses are not capped and a levy is charged for each hereditament occupied by businesses. The City Corporation's current approach is to cap the levy payment and to limit it to a single payment for each business. Whilst it is still considered reasonable to determine an appropriate cap for the largest levy payers, the issue of only having a single payment for each business regardless of the number of hereditaments occupied has caused an issue to the Revenue Team that collect the levy as it requires significant manual intervention by COL staff. Further roll out of this approach would negate advantages gained from switching to an automated process which allows all bills to be dispatched directly from the printers without the need to have them returned to the COL office. Given the prevalence of this type of arrangement for BIDs outside the City, the application of the BID levy to each business hereditament is considered to be acceptable.

APPENDIX 2

Map of BIDs and voluntary business partnerships in the City



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Committee(s)	Date(s):
Planning and Transportation Committee Policy and Resources Committee	12 December 2019 12 December 2019
Subject: Freight Programme Update	Public
Report of: Director of the Built Environment	For Information
Report author: Thomas Parker – Department of the Built Environment	

Summary

This report provides Members of the Planning and Transportation and Policy and Resources Committees with an update on work to date to reduce the impact of freight on City streets.

The recently adopted 25-year Transport Strategy provides a strong mandate to deliver a radical freight programme. The Strategic Transportation team have made substantial progress against several initiatives and as detailed below. This includes:

- Establishing a path to significant retiming of motorised freight in the Square Mile. This principally focuses on the identification of challenges to retiming and proposals on how to overcome these, including modernising the London Lorry Control Scheme, targeting appropriate delivery types and streamlining processes to facilitate out of hours deliveries at pre-existing City developments.
- Stimulating significant uptake in consolidation across the Square Mile through use of the planning system and working with property groups to develop solutions for existing property portfolios. Additionally, it has been identified that consolidation is a prerequisite for achieving our retiming ambitions.
- Significant industry engagement to establish baseline demand for last mile logistics hubs in the Square Mile, including preparation to release land and nominate operators. We are working with all major parcel and courier operators as part of this project. A paper requesting release of land in London Wall Car Park will be submitted to the Planning and Transportation Committee in January 2020. We have also been awarded the Clean Air Award at the Institute of Courier awards 2019 for trialling innovative commercial season tickets for cargo cycles in our off street car parks.
- Identifying key service providers and stakeholders for developing a Servicing Action Plan. This aims to reduce the number of motorised vehicles to fulfil servicing requirements for City occupiers. Whilst this project has required a change of scope due to Transport for London's ongoing transformation

programme we will continue to work closely with stakeholders to deliver the plan.

- Updating the draft Local Plan to stimulate an uptake in river logistics. We have also requested light freight capabilities as part of the proposed Swan Lane Pier development and are working closely with the City Surveyors to develop proposals for an integrated river logistics operation for the consolidated markets site.
- Working with Network Rail and the Rail Operations Group to support a trial of parcel freight into Liverpool Street station from May 2020. Specifically, we are focussed on supporting green last mile deliveries from the station to City addresses through additional infrastructure provision.
- Ensuring that minimising the impact of freight is a theme in the Future City Streets programme. Additionally, we are working with academia and groups such as Ford Smart Mobility on trialling innovative pedestrian porter freight delivery solutions for the Square Mile as well as smart kerbside management systems.
- Updating the City of London Delivery and Servicing Supplementary Planning Document once the draft Local Plan is approved. This will reflect stricter requirements for developments in the Square Mile. We will also work with Transport for London produce updated guidance for construction logistics and fit out activity with a strong focus on consolidation.
- Substantial engagement with the freight industry through running and attending conferences, chairing freight forums and liaising with international contemporaries on policy development for freight.

This work supports the delivery of Corporate Plan outcomes 1, 5, 9 and 11.

Recommendation(s)

Members are asked to note the contents of the report.

Main Report

Introduction

1. The City of London's 25-year Transport Strategy aims to ensure that the Square Mile is a healthy, attractive and easy place to live, work learn and visit.
2. The Strategy classifies freight and servicing vehicles with a destination in the Square Mile as essential traffic. Freight and servicing activities are critical to City occupiers, as well as facilitating new development and fit out activity.
3. The Transport Strategy seeks to meet the Square Mile's delivery and servicing needs more efficiently and minimise associated impacts. This includes working with the freight industry and City businesses to reduce the number of motorised freight vehicles. The Transport Strategy commits to:

- a. Reducing the number of motorised freight vehicles in the Square Mile by 15% by 2030 and 30% by 2044
 - b. Reducing the number of motorised freight vehicles at peak times (7-10am, 12-2pm and 4-7pm) by 50% by 2030 and 90% by 2044
4. These proposals also support our targets to improve air quality and reduce road danger on City streets. This report provides an update on activities to deliver the Transport Strategy's freight and servicing proposals.

Retiming

5. The Transport Strategy's retiming targets are ambitious and go beyond targets in the Mayor's Transport Strategy (MTS). The MTS aims to reduce AM peak freight vehicles in central London by 10% by 2026, while the Transport Strategy interim target is 50% at all peak times by 2030.
6. The opportunity to retime deliveries depends on several factors. These include the supply chain of the delivered good, whether the delivery is couriered or through a traditional parcel operator and if the delivery vehicle is subject to restrictions such as the London Lorry Control Scheme.
7. We have identified that retiming is more straightforward if:
 - a. The delivery is part of a small drop network (e.g. a supermarket or retail delivery from with a single logistics provider utilising a whole vehicle's capacity to deliver to few sites).
 - b. The delivery location has either long operational hours outside the peaks or 24-hour concierge/security permitted to receive goods.
 - c. The delivery vehicle comes from a consolidation centre as the recipient has control over the timing of the vehicle.
8. There is a particular challenge with retiming multi drop parcel deliveries, which make up a significant amount of the Square Mile's deliveries. A typical parcel delivery van can deliver to up to 100 locations. This type of delivery needs all delivery locations to be able to receive goods outside of normal business hours. Additionally, these deliveries are often business critical and 'just in time'.
9. The Transport Strategies target for peak time reductions between 7-10am, 12-2pm and 4-7pm seek to meet the delivery and servicing needs of City businesses while reducing the impacts of deliveries on congestion and road danger (particularly for people walking and cycling).
10. Members have requested an update regarding our efforts to retime vehicles out of daytime hours on City streets.

11. In the medium term there are significant challenges to implementing a City-wide restriction on delivery vehicles. These, and actions to try to overcome them, are outlined below:

Challenge	Action
<p>Many buildings, either through planning conditions or operational hours, are not open late into the evening or in the early morning. This means these buildings would have a very small window in which they could be served.</p> <p>The buildings with smaller operational hours tend to be low rise multi-tenanted offices predominantly occupied by SMEs. Without significant changes to building management a daytime ban would have a disproportionate negative impact on this occupier group.</p>	<p>We are exploring how to best work with property groups to support out of hours deliveries. This does not necessarily mean overnight but enabling receipt of deliveries on the ‘shoulders’ of the day.</p> <p>To achieve this, we must streamline the process for developments to both change their hours through applying for a variation to their planning consents or Section 106 agreement and supporting infrastructure requirements for out of hours deliveries, such as on-site lockers accessible by all operators.</p> <p>Consolidation of deliveries is key to facilitating change at these sites as it puts direct control into the supply chain. This means vehicles can be requested to make the deliveries from the consolidation centre at specific times and in small delivery windows.</p>
<p>Using GPS data from freight vehicles we estimate that servicing and fit out vehicles constitute as much as 50% of light goods vehicles on City streets.</p> <p>Daytime delivery restrictions would limit the ability of occupiers to undertake essential maintenance. Physical consolidation is not possible for this type of servicing activity as it limits responsive works.</p>	<p>There is currently limited scope to support servicing trips by other modes, but alternatives will be explored during the development of the Servicing Action Plan (detailed in paragraphs 48-51).</p>
<p>The London Lorry Control Scheme (LLCS) restricts vehicles over 18tn to particular routes between 9pm and 7am on weeknights and 1pm Saturday - 7am Monday without formal permission from London Councils, who administer the scheme.</p> <p>The excluded route to the City ends near Angel, Islington and the entire</p>	<p>We are putting significant pressure on London Councils to overhaul the timings and scope of the LLCS.</p> <p>London Councils have agreed that City Corporation officers can attend the working group that is considering the future of the LLCS. Officers will use this forum to press for changes.</p>

<p>Square Mile is subject to these restrictions.</p> <p>A review was undertaken in 2017 by London Councils with no clear commitment to reconsidering the scope of the scheme. It has been suggested recently that the weight limit could be lowered, significantly worsening this issue for the Square Mile.</p> <p>Without change to the LLCS in both the City and neighbouring boroughs a daytime delivery restriction would significantly impact construction and many catering and retail deliveries. It would also require a larger number of smaller vehicles to be used to meet the City's delivery requirements.</p> <p>A map of LLCS restrictions is in Appendix 1.</p>	<p>The Chair of the Planning and Transportation Committee is a member of London Councils' Transport and Environment Committee (TEC). This provides another opportunity to influence. We will also liaise with neighbouring boroughs on this issue.</p> <p>Officers are using the Central London Freight Quality Partnership to engage with our neighbouring authorities on more radical change. Initial consultation has been positive, and this will be built on in engagement with London Councils.</p> <p>We are using our freight network to develop case studies for what could be achieved should the LLCS be amended. This is principally through the Construction Logistics Improvement Group (CLIG) but also through our networking with parcel operators.</p>
<p>Due to previous planning policy, many buildings are currently not able to undertake delivery and servicing activity between 11pm and 7am.</p> <p>Without changes to these sites would have too small a window to receive deliveries. This is likely to lead to challenges to any traffic orders restricting access to their sites.</p>	<p>We are engaging with City businesses and property owners regarding retiming deliveries to their property portfolios. This includes occupiers such as Goldman Sachs, who wish to alter the planning requirements on their new site ahead of occupation to facilitate overnight deliveries. The occupier/property owner must request a Section 73 variation of consents themselves, which can be an onerous process. We are reviewing how to streamline the planning process to achieve this.</p> <p>Mostly, these restrictions are in place for good reason, protecting the health of residents near the developments. Any ban would need to consider the localised impacts to these areas and the consequences of out of hours deliveries to residents.</p> <p>Once we have a process in place the transportation and noise pollution teams will engage with City occupiers to find</p>

	<p>suitable locations which will not adversely impact City residents for overnight deliveries.</p>
<p>Administering a scheme which permitted consolidated freight vehicles only would require significant investment in an ANPR system as well as ongoing management. The system would need to be more extensive than the ring of steel, but this would be a core component.</p> <p>There would need to be an evaluation and permitting system to certify consolidation centres as adequate in their activity as well as track associated vehicles. This system would be at considerable cost to the City Corporation and require ongoing resourcing.</p>	<p>We will consider how we may be able to administer such a scheme as part of our request to Transport for London to consider new forms of road user charging in central London.</p> <p>Should the next MTS not include such measures we will consider how we can use the ring of steel and additional infrastructure to implement our own form of road user charging. Freight and servicing vehicles will be considered as part of any proposal.</p>
<p>Should we wish to permit certain types of vehicles/deliveries beyond simply those from a consolidation centre (e.g., allowing servicing vehicles but not deliveries between 7am and 7pm) we do not have the technology to differentiate effectively between the use of the same vehicle types.</p>	<p>As above, this will be considered as part of road user charging. It is likely a permit system would be needed through registering though identifying the use of the vehicle as part of the payment registration process.</p>
<p>City financial and professional services have high couriering requirements related to the regular movement of large boxed of legal documentation or contracts. Additionally, security sensitive trips such as those from the Bank of England or retail collections by Securitas and G4S require regular access.</p> <p>This is often with fixed same day deadlines related to case work. Additionally, the insurance industry still relies on wet signatures. In many cases this can create significant volumes of documentation which needs moving around the Square Mile.</p>	<p>We are working with the industry to support the transition to cargo cycles through provision of parking and last mile delivery hubs. However, cargo bikes may not suitable for all items due to volume/weight limits.</p> <p>As couriered items typically have origin and destinations in the City or central London, these are not suitable for consolidation.</p> <p>We will work closely with the couriering industry to best understand the frequency of trips with volumes too great for existing cargo cycle models and what the opportunities are to shift these to non-motorised modes.</p>

12. The Strategic Transportation team will work to identify solutions to these issues and will provide updates in due course. We will update members periodically on our performance against the Transport Strategy's targets.
13. If significant progress is made by 2022, when the Transport Strategy is due to be updated, we can consider further measures to achieve our retiming ambitions by both 2030 and 2040.
14. In the meantime, as committed to in the Transport Strategy, we will consider area based retiming schemes where delivery and business types may support this. For example, the City Cluster due to the density of large, concentration of 24hr accessible developments and spatial pressure. Opportunities to introduce on-street loading restrictions will also be considered as part of individual projects, including those to improve and expand the City cycle network and deliver bus priority.
15. New developments are restricted to receiving deliveries outside the peak hours and this will continue to be mandated. Once we have a critical mass of developments delivering outside the peak hours, we will again evaluate opportunities to introduce similar restrictions on existing buildings.
16. Retiming through consolidation will be core focus. This supports the delivery of both our freight targets in the Transport Strategy. Most deliveries to the Square Mile are to commercial offices the uptake in consolidation is critical in facilitating retiming. This additional control in the supply chain ensures both occupiers and property owners can effectively control the timings of deliveries and circumvents many of the issues outlined above. Further details on our approach to enabling greater use of consolidation are outlined below.
17. As approved to Planning and Transportation Committee on 8 October we are reviewing the potential impact of reducing loading times from 40 minutes to 20 minutes in the Kerbside Review.
18. Whilst there are potential congestion benefits, this may cause greater vehicle miles of parcel delivery vehicles. Our industry engagement has revealed that drivers often leave their vehicle for the maximum period as a 'mobile depot' and shuttle between the delivery destinations and the vehicle on foot. Any impact on vehicle miles is being considered within the Kerbside Review.

Consolidation

19. Freight consolidation is an effective method of reducing the number of vehicles required to fulfil a development's delivery requirements. Deliveries are rerouted to a consolidation centre where they are broken down and loaded into the fewest, fullest vehicles possible.

20. All major developments are mandated to use a consolidation centre to reduce the number of vehicles required to fulfil the delivery requirements as part of the planning process.

21. Agreements are made by evaluating the worst-case scenario for delivery numbers in our 'ready reckoner' and reducing this to a figure only achievable using a physical consolidation centre. The ready reckoner calculates the delivery numbers through the size of the development and its use type from existing survey data on such developments. We currently have seven signed S106 agreements of this type.

Site	Expected deliveries	Max daily deliveries in S106	Reduction
22 Bishopsgate	398	202	196 (49%)
21 Moorfields	169	85	84 (50%)
6-8 Bishopsgate	186	84	102 (55%)
100 Leadenhall Street	295	138	157 (53%)
1 Leadenhall Street	153	50	103 (66%)
1 Stonecutter Court	87	55	32 (37%)
1-2 Broadgate	411	250	161 (40%)
Total	1,699	864	835 (51%)

22. The variety of % reduction figures are due to negotiations over the balance of use type and loading capabilities of the individual development. It is expected that an efficient consolidation centre serving City occupiers will reduce deliveries by at least 51%. Consolidation has been shown to reduce deliveries to commercial office spaces by over 80%.

23. We will work with the developers and occupiers of these sites to monitor actual reductions. We expect reductions beyond the figures above and this will be used as a basis for putting more stringent restrictions on developments in future.

24. In addition to mandating consolidation through the planning system The Strategic Transportation team engages with City landowners and occupiers to encourage uptake of consolidation services. This includes identifying and promoting cost saving opportunities for occupiers through using consolidation services. This includes the potential for reduced loading and security staff requirements at the point of delivery. This offset saving is a core component in stimulating greater consolidation in the Square Mile.

25. This work has shown that there has been a significant increase in demand for consolidation services, particularly at a portfolio level where organisations are looking to provide services to their whole estates.
26. Several major City occupiers and estates are undertaking feasibility studies for consolidation. Considering the mandated consolidation requirement outlined above, this indicates that the market may be becoming mature enough for consolidation without need for direct intervention by the City. Three major city landowners are currently undertaking feasibility studies or preparing to launch consolidation services.
27. The Transport Strategy commits to providing a consolidation service for City occupiers by 2022. This service would seek to become a key service provider for both new developments with requirements for consolidation as well as occupiers who are looking to better manage their deliveries and improve air quality around their site.
28. Since November 2018 the City Corporation uses CEVA logistics to provide a consolidation service to the Guildhall. We have entered an agreement to use this service through using spare capacity from the existing tenants. This has ensured cost effectiveness of the service to the City. We will provide a report on the successes of the service in 2020 once monitoring has been undertaken.
29. Building on this experience and being an anchor tenant within the consolidation facility, we can reduce costs through sharing overheads with City occupiers. In addition, this reduces the procurement burden to other tenants by providing a framework agreement into our existing service. It is expected that this would stimulate demand for consolidation.
30. We will continue to work with occupiers and landowners as well as reach out to new audiences through groups such as the City Property Association. The Strategic Transportation and Commercial teams will monitor the market for consolidation services and reconsider the necessity of using City resources to launch a consolidation service by 2022.

Last Mile Logistics

31. Releasing land in the City and City fringe for logistics operations can reduce the van miles required to complete deliveries as well as facilitate the transition to delivery by cargo cycles, pedestrian porters and small, city appropriate electric vehicles.
32. A paper was presented to Planning and Transportation and Policy and Resources in March 2019 updating members on progress, principally regarding the route to market for the sites.

33. We have identified three locations which provide quick win opportunities to establish last mile logistics hubs. These are:
 - a. London Wall Car Park
 - b. Barbican Trading Estate Access
 - c. Middlesex Street Estate Car Park
34. To ensure that the sites are appropriate for logistics hubs, we have commissioned noise monitoring for the Barbican and Middlesex Street sites due to their location within residential developments. This includes scope to identify mitigation measures if necessary. Initial feedback from the noise consultants has been positive and that there is likely no negative noise interaction with residents. A final report is due before Christmas 2019.
35. The detail of this monitoring will be brought to committee with, if viable, firm proposals for these sites in early 2020. In the case of the ground floor car park at the Middlesex Street estate, this is also subject to the approval of the Middlesex Street Working Group.
36. A request for the declaration of 39 parking spaces in London Wall Car Park as surplus to requirements will be presented to the January meeting of the Planning & Transportation Committee. This will facilitate a 2000sqft facility at the western end of the site. This small facility is expected to generate revenue in excess of £60,000 per year.
37. Once the spaces are declared surplus to requirements the City Surveyor's will build on our existing soft market testing to lease the site to a provider who will both generate revenue and deliver against the objectives of the Transport Strategy.
38. Monitoring is a prerequisite of leasing this space. We will require a data service level agreement to analyse the benefits and challenges of deliveries by non-motorised modes.
39. This will principally look at the impact of more cargo cycles on City streets, including their safety and interaction with the kerbside and street infrastructure such as segregated cycle paths.
40. A monitoring plan will be submitted to relevant committees as part of the approvals process.
41. Beyond our property portfolio, we are working with estate managers across the Square Mile and City fringe to identify other potential sites. The draft Local Plan requires developers to consider, where appropriate, constructing bespoke last mile logistics hubs within larger developments. Furthermore, we are continually

reviewing our own property portfolio to identify new opportunities as tenancies and uses change at our sites.

42. In addition to releasing land for last mile delivery hubs, we have developed a non-motorised season ticket for public car parks. This provides dedicated space for courier firms to store and charge e-cargo cycles. We are offering these spaces at an 87.5% discount from a motorised commercial season ticket to help induce demand with operators. The annual season ticket model also provides flexibility for both the City Corporation and the operator to expand or cease operations.
43. We can offer these tickets as they fall within the planning scope of use of the car park as they do not receive parcel deliveries into the site or undertake any logistics activity. The locations are exclusively used for the storage and charging of the bikes that start their route empty and do A-B collect and deliver services. In central London, CitySprint have been able to demonstrate that cargo cycles are approximately 250% more efficient than vans in fulfilling this purpose.
44. We are presently working with two operators to provide dedicated sites in public car parks this way. As with the hubs, we will work with the operators to get data to monitor the impacts of increased cargo cycle operations.
45. For creating this season ticket to support clean couriership, the City Corporation have been awarded the Institute of Couriers Clean Air Award for 2019.

Servicing

46. Proposal 39 in the Transport Strategy commits to developing a Servicing Action Plan in 2020. The purpose of this is to identify, through engagement with occupiers, property managers and servicing providers, methods of reducing the number of vans required to meet the City's servicing requirements.
47. Transport for London are also investigating more efficient servicing. It was agreed that we would pool resources and networks to develop the action plan. In March 2019, a project plan was agreed between Transport for London and the City Corporation.
48. Unfortunately, due to the ongoing restructuring of Transport for London we have lost their resourcing for this project and are now recommissioning it ourselves. We will:
 - a. Consider the role of last mile logistics hubs in supporting non-vehicular servicing, specifically in relation to storage of parts and tools which can be brought to a building by a freight operator within the site as a value-added service to their operation.

- b. Engage with service providers to the City of London's corporate and investment property portfolios to identify barriers to non-motorised servicing. This will include our general maintenance and engineering contractors as well as responsive service providers, such as lift repair.
 - c. Work with proactive members of our facilities management network to understand their servicing requirements, the appetite for change and the opportunities available to facilitate non-motorised servicing trips.
49. We will report back to committee with the Servicing Action Plan for approval in 2020.

River Logistics

50. The Strategic Transportation team is actively looking for opportunities to encourage river freight in the Square Mile. We have:
- a. Updated the draft Local Plan to include the requirement for developers to mandatorily consider use of the river in their construction phase.
 - b. Required that the proposed reinstatement of Swan Lane Pier must introduce light freight capabilities at the site. We would expect this to include a small facility on the pier to cross dock parcels onto either cargo cycles or for delivery by pedestrian porter.
 - c. Supported the Markets Consolidation scheme in scoping the potential for river freight at the site in Barking Reach. This includes actively seeking opportunities include 'outbound' logistics from the market to central London by river.
 - d. Worked with the freight industry and suppliers to identify medium term solutions for an inbound freight service at Walbrook Wharf. Any new service would need to support the existing waste transfer use of the site and will likely need new infrastructure. The site is restricted in its present format due to both layout and existing contractual arrangements.

Rail Logistics

51. Rail Operations Group (ROG) are a specialist train operating company who are set to trial a new fast rail freight operation in May 2020 between London Gateway and London Liverpool Street Station.
52. Unlike traditional rail logistics which slowly transports heavy goods, this service will use recently retired Thameslink passenger units which are converted to

carry parcels in cages. There will be three trips a day arriving at 1am, 1pm and 8pm into Liverpool Street.

53. The volume will be made up of goods from those who have warehouses or import through London Gateway. Whilst the partners haven't been announced, it is expected that the trial may bring significant parcel freight to the City.
54. The last mile delivery from Liverpool Street is not yet scoped. We have met with ROG to discuss how this may be undertaken and any supporting infrastructure requirements the City Corporation may be able to provide, primarily through the last mile logistics hubs workstream.
55. As there may be a further integration with the Markets Consolidation Programme for moving goods to and from the market by this method ROG have agreed to share information once the trial is underway.
56. We will update the committee in late 2020 regarding the trial and earlier should any approvals be needed for new infrastructure to support the final mile.

Future Transport and Innovation

57. It is expected that technology will revolutionise the way freight and supply chains operate through both increasing automation as well as wider uptake of algorithmic programmes to support operator efficiencies. Opportunities to trial and support freight innovation will be unidentified through the Future City Streets programme.
58. This will build on existing work with various stakeholders to review how technology and innovation can reduce the impact of freight operations in the Square Mile, including:
 - a. Contributing to the European Commission funded Freight Traffic Control 2050 project chaired by the University of Westminster. This project seeks to identify the drivers and potential of an 'air traffic control' system for freight using automatic allocation, blockchain and smart contracting to ensure each delivery is made by the most efficient means.
 - b. Working with Ford Mobility to trial multi-modal delivery using pedestrian porters in the Square Mile. Ford, with freight operator Gnewt Cargo, have been able to demonstrate during a two month pilot significant reductions in, congestion, vehicle miles per delivery and a differentiated service by using a network of porters delivering small parcels and a van delivering those too large to deliver on foot. Their initial EC1 and EC2 pilot delivering mainly fashion retail parcels proved that 90% of those goods could be delivered on foot. Further efficiency may be gained with infrastructure for

local parcel storage and we are considering this new delivery methodology as part of our last mile logistics hubs work.

- c. We have been engaging with smart kerbside management systems ParkUnload and Grid Smarter Cities to review opportunities for app-based space availability checking and booking. We do not think a booking system would be suitable due to issues of booked bays being occupied and the ensuing additional enforcement requirement. Additionally, missed booked bays are likely as journey times in central London are becoming increasingly unreliable. However, these systems may be effective for managing freight only parking bays and supporting 'mobile depot' operations. This is being considered in the Kerbside Review.

Monitoring

59. As we deliver against these initiatives to support significant changes to the way deliveries and servicing are fulfilled in the Square Mile it is essential that we successfully monitor progress and implications to the use of City streets.
60. Principally, there are two forms of monitoring:
 - a. Traffic composition surveys, as undertaken by the City Transportation team since 1999, capture both the volumes and composition of freight vehicles on City streets. This data has been used to baseline freight vehicle activity and will be used to monitor our main Transport Strategy freight targets for reducing and retiming freight.
 - b. As we encourage new, non-motorised delivery methods such as increased uptake of cargo cycles we must ensure that these do not work to the detriment of other street users. Therefore, as a prerequisite of releasing land for logistics hubs or other transport innovation projects we will develop monitoring strategies. Anchored to this will be a service level agreement to any trial participant to provide data as agreed in the monitoring strategy.
61. Updates against our key freight targets will be provided as part of our Traffic in the City survey and other Transport Strategy updates. Monitoring strategies will be presented to committee as part of member approvals.

Best Practice

62. The City of London Freight and Servicing Supplementary Planning Document (SPD) was adopted in February 2018 and provides guidance to developers on freight and servicing within their planning applications.
63. As with all other City Corporation SPDs, this will be updated to reflect changes in the Local Plan on adoption in 2020. Additionally, we will review existing

guidance on consolidation, retiming and use of the River Thames to ensure that this best delivers against the proposals of the Transport Strategy.

64. Transport for London are updating their Construction Logistic Plan (CLP) Guidance to support the delivery of Healthy Streets. This will review the opportunities for greater construction consolidation.
65. Currently there is no guidance or planning restrictions related to the fit out of buildings. During initial occupation, this generates significant vehicle activity which, due to subcontracting, developers have very little oversight and control over.
66. To assist in mitigating this, we will produce case studies to be issued with CLP guidance to encourage best practice by developers and contractors. For example, this will include restricting vehicle access for appropriate types of fit out activity and consolidation, which Broadgate Estates have shown to be cost neutral when undertaking high density fit out.
67. The approach to deliveries and servicing set out in the Transport Strategy and the programme of activities outlined above help meet the recommendations for improving physical connectivity set out in Central London Forward's Inclusive Growth Strategy. In particular, the programme promotes and enables the switch to more sustainable modes of freight movement and provides the infrastructure necessary to accommodate the freight demands of a growing City.
68. We also continue to engage with City businesses and workers to reduce the impact of personal deliveries, including promoting the Click. Collect. Clean Air website which provides details of click and collect services across London.

Industry engagement

69. In June 2018, the City Corporation held 'The Future of Freight in Central London' event at Grocer's Hall. The event's keynote speech was from the then Chairman of Planning and Transportation Committee and there were presentations from Apur (Paris' transportation authority), TfL, major freight operators such as UPS and DHL, representatives from 22 Bishopsgate and multi-national retailers including Staples.
70. Due to the success of this event, and the significant progress made on freight in the Square Mile since, we will look to have another event in 2020. This will either be a similar format to the 2018 conference or a half day workshop with leading industry representatives.
71. Officers have been invited to present at several conferences in recognition of the freight work done to date. This has included the 9th International Urban Freight Conference in Los Angeles and Freight in the City at Alexandra Palace.

72. Additionally, the Strategic Transportation team are working closely with Transport for London and other authorities on projects and engagement. For example, we have chaired the Central London Freight Quality Partnership and are a key stakeholder for Transport for London in developing new delivery and servicing and projects such as the river freight toolkit

Conclusion

73. The Strategic Transportation team have made substantial progress with establishing a programme to reduce the impact of freight on City streets, supporting the freight industry in its efforts to reduce, retime and remode deliveries in the Square Mile.
74. We will continue to work closely with City occupiers, landowners and the wider freight industry to both support these initiatives as well as identify new opportunities to reduce freight's impact on City streets.

Appendices

- Appendix 1 – Map of London Lorry Control Scheme Permitted Routes

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Appendix 1 – Map of London Lorry Control Scheme Permitted Routes

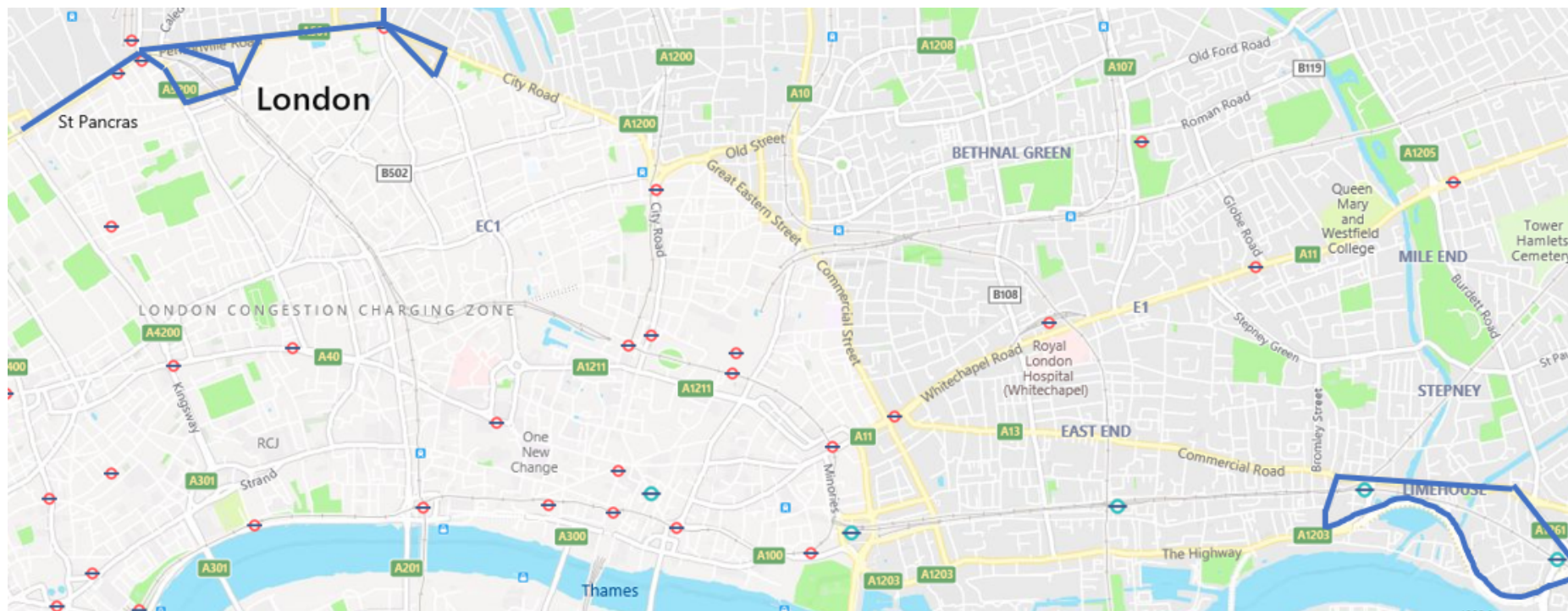


Figure 1: Map showing nearest excluded streets accessible by 18tn+ vehicles 9pm-7am Monday to Friday and 4pm Saturday to 7am Monday.

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Committee(s): Policy and Resources Committee	Date(s): 12 December 2019
Subject: Members' Diversity Update	Public
Report of: The Town Clerk & Chief Executive	For Information
Report author: Angela Roach, Assistant Town Clerk and Director of Members Services & Emma Cunnington, Head of Chairmen's Support Services	

Summary

At its meeting on 13 December 2018, the Policy & Resources Committee considered the outcome of the work undertaken to help enhance the diversity of the Court and promote the merits of standing for office as a Common Councilman or an Alderman by its Members Diversity Working Party (MDWP). Of the 20 recommendations presented 17 were approved.

Whilst most of the recommendations have been progressed a number are dependent on the appointment of a dedicated senior Officer responsible for Member diversity and inclusion such as the delivery of promotional activities, networking and engaging with other business groups. The recruitment and appointment of this post is currently on hold due to the fundamental review and the moratorium currently in place on recruitment.

The remaining 9 recommendations have been progressed and are detailed in this report.

Recommendation(s)

Members are asked to:

- Note the report.

Main Report

Background

1. Following a report of the Members Diversity Working Party (MDWP) to the Policy & Resources Committee in December 2018, it was agreed that recommendations relating to enhancing diversity of the Court of Common Council be looked at in more detail and be subject to further decision-making by the Committee in due course.
2. Your Committee rejected two recommendations of the MDWP: the introduction of a new dedicated (formal) Diversity and Inclusion Sub Committee and Members not participating in all male events or speaking on all male panels unless participation assists in altering the balance. Approval was given for the remaining

recommendations to be looked at in more detail and the purpose of this paper is to update Members on the progress of the agreed recommendations.

Current Position

3. Recommendations that have already been reconsidered and fully approved by the Policy & Resources Committee are as follows:-

a. Set aspirations for diversity representation on the Court of Common Council by 2021 and 2025 elections

At its meeting in March 2019, this Committee set aspirations for representation on the Court of Common Council by the 2021 and 2025 elections and agreed that these should be 30% female and 15% BAME by 2021, and 42% female and 22% BAME by 2025. In addition, Members requested an analysis of the output following the two elections.

b. Voluntary Members' Diversity Charter

At its meeting in March 2019, this Committee approved the introduction of a voluntary Diversity Charter for Members to consider signing up to as a public show of commitment and to help drive the debate internally on diversity and inclusion. This Charter has since been circulated to the Court of Common Council and, so far, 40 Members have elected to sign it. When new Members are elected to the Court, they are also invited to sign the Charter as part of their induction. A further reminder about the Charter will be sent to Members in the New Year.

c. Nomenclature

In March 2019, this Committee agreed that the gender-neutral title of "Common Councillor" be used in all communications and documents in place of "Common Councilman", with the exception of documents intended to have legal effect. This change has been implemented. The Committee also supported the title "Chairman" remaining as the default but with Members having the option of being referred to as "Chair" if they so wish.

d. Unconscious Bias Training

In March 2019, this Committee agreed that unconscious bias training be added to the Member Development Programme. To date, internal learning and development specialists have been designing a bespoke equalities and inclusion training course that will be delivered to Members. The first of these training sessions will take place on Monday 2 March 2020.

e. Meeting timings and technology

In November 2018, this Committee noted that current legislation did not allow Members to participate fully in local government meetings via audio or video link. Nevertheless, it was keen to support the principle of officers and Members participating in non-local government meetings and agreed to the use of via video link at meetings of the Board of Governors of the City of London Freeman's School on a trial basis. Members also instructed the Chamberlain, in consultation with the City Surveyor, to report on the budget allocation required to facilitate virtual meetings more generally. An estimated cost of

providing the relevant technology in meeting rooms will be the subject of a bid for resources in the next round of the capital bid process.

Notwithstanding this, and whilst there are legal restrictions, the use of technology to participate in other meetings has been made available to Members wherever possible.

In terms of the timing of meetings, whilst the previous desire of the majority of Members was to maintain the status quo, committees remain free to change the times of their meetings should they wish to do so. Chairmen have been reminded of this and have been asked to be mindful that altering the time could have wider resource implications.

f. Committee election system

At its meeting in February 2019, this Committee considered the MDWP's recommendation to review the First Past the Post voting system for committee elections to ascertain whether it would help to improve diversity. Members noted that the Court had given consideration to voting systems in early 2016 and introduced an Alternative Vote system for elections to single vacancies. The arrangements seemed to be working well and it was agreed that the status quo should be retained.

g. Ballot Paper Statistics

At its meeting in February 2019, this Committee agreed that statistics of a committee's breakdown in terms of gender and race be added to ballot papers to help keep diversity at the forefront of Members' minds. In order to do this, a voluntary survey was carried out to understand the demographics of the current composition of the Court of Common Council in terms of sex and ethnicity. Data was collected and securely stored by the Committee and Members Services team. Although there was only a 46% response rate to the survey, breakdown statistics are now added to ballot papers for Committee vacancies.

h. Encouraging diversity in partner organisations – including Livery

The Chair of the MDWP wrote to the Town Clerk and Lord Mayor earlier this year highlighting the importance of the admission of women in Livery Companies. The Town Clerk and Lord Mayor were urged to provide targeted messaging concerning diversity and inclusion in their remarks to Livery Masters and Clerks in order to encourage greater diversity.

i. Ancillary support to Members

The MDWP was keen that, as a minimum, a support system similar to that available for staff should be available for Members. As a result of this, the Director of HR has been able to extend the Employee Assistance Programme to Members. The programme offers free and confidential support on personal (e.g. debt, alcohol, drug and gambling issues), legal, financial and other practical issues. In addition, to maximise wellbeing during the flu season, Members are now able to reclaim the cost of a private flu vaccination (up to the maximum of £15 per member).

4. Recommendations that are still in progress are as follows:-

a. Better guidance for selecting voters

The MDWP asked the Director of Communications to ensure that material sent to companies regarding voter registration encouraged them to select a diverse representation of their workforce. We now include a message to businesses urging them to reflect the diversity of their employees when nominating voters. We repeat the message in a letter from the Town Clerk reminding businesses to register to vote. We have agreed to make these messages more prominent in future years.

b. Compensation/remuneration for Members

Following the MDWP's request for remuneration to be reviewed again with the sole aim of improving diversity and inclusion, it was noted that a Members Financial Assistance Working Party (MFAWP) had already been created to review the existing Financial Loss Scheme and establish whether any further assistance was required. The MFAWP has met on a number of occasions and as part of its deliberations it has been mindful of the MDWP's view that the absence of payment served as barrier to enhancing the diversity of City Corporation Councillors. The findings of the MFAWP which will include the views of an Independent Panel is scheduled to be reported to the Policy Committee in January.

5. Recommendations that are on hold are as follows:-

a. Appointing a dedicated senior Officer responsible for Member diversity and inclusion

The MDWP asked for consideration to be given to appoint a dedicated Senior Officer with overarching responsibility for promoting Member diversity and inclusion, with a budget. It was envisaged that the role would be responsible for the development of diversity events at Guildhall (e.g. Citizen Ceremonies), as well as other elements of work that it was anticipated would be pursued, such as diversity network engagement and the merits of a mentoring scheme. Shortly after this was discussed by the Committee, the Fundamental Review was brought in and a moratorium placed on recruitment. Notwithstanding this, it should be noted that the Diversity and Engagement Lead Officer based in HR is already liaising with diversity networks across the private sector as part of their role. Subject to discussion, it might be possible to streamline some of the outreach work it was envisaged should be undertaken by a dedicated role.

Corporate & Strategic Implications

6. The workstreams around increasing Members' diversity align to the Corporate Plan's strategic aim "Contributing to a flourishing society", specifically under aim 3: "People have equal opportunity to enrich their lives and reach their full potential."

Conclusion

7. In conclusion, a large amount of work has been undertaken following the work of the MDWP. 10 recommendations are completed or are onto the next stage, 2

recommendations are still in progress and one recommendation is on hold pending the outcome of the fundamental review.

Appendices

- None

Background Papers

- [Virtual Meetings](#) – Report of the Town Clerk and Comptroller and City Solicitor submitted to the Policy & Resources Committee at its meeting on 15 November 2018
- [Enhancing the Diversity of the Court of Common Council](#) – Report of the Town Clerk submitted to the Policy & Resources Committee at its meeting on 13 December 2018
- [Impact of Voting Systems on Diversity and Ballot Paper Wording](#) – Report of the Town Clerk submitted to the Policy & Resources Committee at its meeting on 21 February 2019
- [Aspirations for Member Representation by 2021 and 2025 and voluntary Members' Diversity Charter](#) – Report of the Town Clerk submitted to the Policy & Resources Committee at its meeting on 14 March 2019
- [Unconscious Bias Training and Nomenclature](#) – Report of the Town Clerk submitted to the Policy & Resources Committee at its meeting on 14 March 2019

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Committee: Policy and Resources	Date: 12 December 2019
Subject: Policy Initiatives Fund/Committee Contingency/Brexit Contingency/Committee's Project Reserve	Public
Report of: Chamberlain	For Information
Report author: Laura Tuckey	

Summary

This report provides the schedule of projects and activities which have received funding from the Policy Initiatives Fund (PIF), the Policy and Resources Committee's Contingency Fund, the Brexit Contingency Fund and the Committee's Project Reserve for 2019/20 and future years with details of expenditure in 2019/20. The balances remaining for these Funds for 2019/20 are shown in the Table below.

Fund	Balance Remaining 2019/20
Policy Initiative Fund	£469,748
Policy and Resources Contingency	£258,753
Brexit Contingency Fund	£ 2,154,420
Policy and Resources Committee's Project Reserve	£405,000

Recommendations

Members are asked to:

- Note the report and contents of the schedules.

Main Report

Background

1. The purpose of the Policy Initiatives Fund (PIF) is to allow the Committee to respond swiftly and effectively with funding for projects and initiatives identified during the year which support the City Corporation's overall aims and objectives.
2. The current process for identifying which items should sit within the PIF are if they fall under the below criteria:
 - Items that relate to a specific initiative i.e. research;
 - Sponsorship/funding for bodies which have initiatives that support the City's overall objectives; and
 - Membership of high profile national think tanks.

3. To restrict the depletion of funds in future years, a two-year time limit is in place on multiyear PIF bids, with three years being an option by exception. To ensure prioritisation within the multiyear bids, the PIF for the financial year 2019/20 and onwards has £600k of its total budget put aside for multiyear bids with the rest set aside (£650k) for one off allocations, with the option to 'top up' the multiyear allocation from the balance if members agree to do so. This will ensure that there should always be enough in the PIF to fund emerging one-off opportunities as they come up.
4. PIF bids need to include a measurable success/benefits criterion in the report so that the successful bids can then be reviewed to see what the outcomes are and if the works/activities meet the objectives of the PIF. These measures will be used to review PIF bids on a six-monthly basis. This review will aide members in evaluating the effectiveness/benefits of PIF bids supported works/activities which can be taken into consideration when approving similar works/activities in the future.
5. When a PIF bid has been approved there should be a reasonable amount of progress/spend on the works/activities within 18 months of approval which allows for slippage and delays. If there has not been enough spend/activity within this timeframe, members will be asked to approve that the remaining allocation be returned to the Fund where it can be utilised for other works/activities. If the Department requires funding for the same works/activities again at a later date, it is suggested that they re-bid for the funding. If there is a legitimate reason, out of the Departments control, which has caused delays, it is recommended that these are reviewed by Committee as needed.
6. The Committee Contingency Fund is used to fund unforeseen items of expenditure when no specific provision exists within the Policy Committee's budget such as hosting one-off events.
7. The Brexit Contingency Fund is a time limited fund established to meet any unforeseen items of expenditure due to the UK leaving the EU such as; communicating the interests of the City, helping mitigate the risks identified in the Corporate Risk Register or managing any urgent unforeseen issues arising from Brexit.
8. The Committee's Project Reserve is a limited reserve which has been established from funds moved from the Projects Sub Committee Contingency Fund as approved in May's Policy and Resources Committee. This reserve of £450,000 from the Project Sub Committee is not an annual Contingency but a one-off sum. It is suggested that this reserve is used for project type spend.

Current Position

9. Appendices 1, 3 and 5 list the projects and activities which have received funding for 2019/20 from the PIF (Appendix 1), your Committee's Contingency (Appendix 3) and the Brexit Contingency (Appendix 5) with the expenditure incurred to date. Appendices 2, 4 and 6 shows all committed projects and activities approved by this Committee from the PIF (Appendix 2), the Contingency (Appendix 4), the Brexit

Contingency (Appendix 6) and the Committee's Project Reserve (Appendix 8) for the current and future financial years with the remaining balances available shown.

10. It should be noted that all items bar those in Appendices 5 and 6 have been the subject of previous reports approved by this Committee. Items in Appendices 5 and 6 have either been approved by the Town Clerk under delegated authority (for amounts under £100k) or by this Committee.
11. The balances that are currently available in the Policy Initiatives Fund, Committee Contingency Fund, Brexit Contingency Fund and Committee's Project Reserve for 2019/20 are shown in the Table below.

Fund	Balance Remaining 2019/20
Policy Initiative Fund	£469,748
Policy and Resources Contingency	£258,753
Brexit Contingency Fund	£ 2,154,420
Policy and Resources Committee's Project Reserve	£405,000

12. In June's Committee Members agreed to approve the transfer of funds of £61,865 from the Committee Contingency Fund to the Policy Initiatives Fund in order to increase the 2019/20 Multiyear allocation to £700,000; the initial allocation set aside of £600,000 was not high enough for the financial year. The remaining multiyear allocation is shown in the Table below with details, as shown in Appendix 7, prior to any allowances being made for any other proposals on today's agenda.

	2019/20	2020/21	2021/22
Balance remaining of Multiyear PIF allocation	£57,865	£ 154,365	£583,365

Corporate & Strategic Implications

13. Although each PIF application has to be judged on its merits, it can be assumed that they may be helping towards contributing to a flourishing society, supporting a thriving economy and shaping outstanding environments as per the corporate plan.
14. Each PIF application should be approved on a case by case basis and Departments should look to local budgets first before seeking PIF approval, with PIF requests only being submitted if there is no funding within local budgets available.

Appendices

- Appendix 1 – PIF 2019/20 expenditure
- Appendix 2 – PIF 2019/20 & Future FY Committed
- Appendix 3 – Contingency 2019/20 expenditure
- Appendix 4 – Contingency 2019/20 & Future FY Committed

- Appendix 5 – Brexit Contingency 2019/20 expenditure
- Appendix 6 – Brexit Contingency 2019/20 Committed
- Appendix 7 – PIF Multiyear allocations
- Appendix 8 – Committee Project Reserve

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POLICY AND RESOURCES COMMITTEE - POLICY INITIATIVES FUND 2019/20

<u>ALLOCATIONS FROM PIE</u>						<u>STATUS OF BALANCE</u>	
<u>COMMITTEE</u>	<u>DESCRIPTION</u>	<u>RESP OFFICER</u>	<u>ALLOCATION</u>	<u>ACTUAL PAID</u>	<u>BALANCE</u>	<u>NOTES</u>	
<u>DATE</u>			£	TO 28/11/2019 £	TO BE SPENT £		
	Events						
22/02/2018	Sponsorship of the Wincott Foundation's 'Wincott Awards' - the City Corporation to sponsor this annual Awards programme. The Wincott Foundation is a registered charity that supports and encourages high quality economic, financial and business journalism in the UK and internationally to contribute to a better understanding of economic issues	DOC	4,000	4,000	-	3 year funding: £4,000 in 2019/20 & 2020/21	
05/07/2018	City Week 2019 Events Sponsorship	DIG	25,000	25,000	-		
05/07/2018	Events Partnership with the Strand Group, Kings College London - City of London to fund 3 events in partnership with the Strand Group	DOC	50,000	13,101	36,899	£25,000 re 2018/19 deferred to 2019/20. £25,000 final payment in 2019/20	
06/09/2018	Event and Publication Sponsorship: Centre for London Conference and Fabian Society - City of London to sponsor the Centre for London's 2018 London Conference (£25,000) and the Fabian Society's London: Policy and Challenges into the 2020s Publication (£18,500)	DOC	9,250	9,250	-	£9,250 deferred from 2018/19	
09/01/2019	Sponsorship of the CPS Margaret Thatcher Conference on British and America - The City of London Corporation to sponsor this Conference to discuss the relationship between British and the USA	DOC	20,000	15,525	4,475		
14/03/2019	Franco-British Young Leaders Programme - Gala Dinner 2019	DOC	20,000	17,387	2,613		
14/03/2019	Sponsorship of the 2019 Bright Blue Conference, "Fixing The Future"	DOC	6,000	-	6,000		
14/03/2019	Think Tank Review and Memberships 2019-20: Renewal of COL's membership to Centre for the Study of Financial Innovation (£5,000); Chatham House (£20,000); Institute for Public Policy Research (IPPR - £14,500); Local Government Information Unit (LGIU - £12,500); New Local Government Network (NLGN - £12,400); Whitehall & Industry Group (WIG - £5,000); Institute for Fiscal Studies (IFS - £10,000) & Open Europe (£10,000), Chatham House Europe Programme (£10,000)	DOC	99,400	72,395	27,005		
11/04/2019	2019 Party Conferences Funding - the City Corporation to hold private roundtables and dinners at the 2019 party conferences of the Liberal Democrats, Labour and Conservatives. In addition City Corporation is exploring to partner with UK Finance, a trade association, for the private dinners at the Labour and Conservative party conferences	DOC	41,000	33,646	7,354		

<u>ALLOCATIONS FROM PIF</u>					<u>STATUS OF BALANCE</u>	
<u>COMMITTEE DATE</u>	<u>DESCRIPTION</u>	<u>RESP OFFICER</u>	<u>ALLOCATION</u> £	<u>ACTUAL PAID</u> TO 28/11/2019 £	<u>BALANCE TO BE SPENT</u> £	<u>NOTES</u>
06/06/2019	Centre for London Conference - The City Corporation to sponsor the CFL's 2019 London Conference on 5 November 2019 and will look to explore what London's leaders must do to solve London's critical challenges ahead of the Mayoral election in May 2020. The CFL is a politically-independent, not-for-profit think-tank and charity focused on exploring economic and social challenges across London	DOC	25,000	25,000	-	
04/07/2019	Sponsorship of Centre for European Reform's 2019 Ditchley Conference: COL partnering with the Centre for European Reform (CER) in hosting this high-level conference taking place on 15-16 November 2019 Promoting the City	DOC	20,000	20,000	-	
04/05/2017	Secretariat of the Standing International Forum of Commercial Courts: City Corporation to provide financial support for a third of the costs of the secretariat for the first 3 years	DIG	100,000	100,000	-	£50,000 final payment in 2019/20; £50,000 allocated in 2018/19 now deferred to 2019/20
06/07/2017	One City Social Media Platform: City Corporation to provide financial support for a third of the costs for 3 years of this ongoing development of a new social media led platform dedicated to City workers in promoting the attractions and events held within the Square Mile	DBE / CS / DOC	60,000	50,000	10,000	Final payment in 2019/20
05/02/2018	Continued Sponsorship to support Innovate Finance	DIG	250,000	125,000	125,000.00	£250,000 final payment in 2020/21
03/03/2018	Match Funding from The Honourable Irish Society to the National Citizenship Scheme - City of London Corporation to match fund the Society's grant totalling £33,000 over 3 years	TC	11,000	11,000	-	3 year funding: £11,000 final payment in 2020/21
12/04/2018	City of London Corporation Regional Strategy: City of London's membership to Scottish Financial Enterprise (SFE) and expanding the partnership programme to 3 more UK City Regions	DIG	22,695	22,695	-	£22,695 deferred from 2018/19
03/05/2018	Saudi Arabia: Vision 2030 - COL to engage with Saudi Arabia and to support work on the new Private Sector Groups established by the Dept of International Trade to support export and investment programmes	DIG	27,487	-	27,487	£27,487 deferred from 2018/19
07/06/2018	City of London Corporation - Engagement with Strategy World Economic Forum (WEF): City of London Corporation to develop a 3 year rolling engagement strategy with WEF, an independent non-profit organisation dedicated to improving global economic and social conditions on a global scale. The CPR and LM to attend the WEF Annual Meeting in Davos and an event in another priority market and CoL to host a WEF meeting/event in the City	DIG	57,662	8,702	48,960	3 year funding: £21,162 deferred from 2018/19. £36,500 in 2019/20 & £38,000 in 2020/21

<u>ALLOCATIONS FROM PIF</u>					<u>STATUS OF BALANCE</u>	
<u>COMMITTEE DATE</u>	<u>DESCRIPTION</u>	<u>RESP OFFICER</u>	<u>ALLOCATION</u> £	<u>ACTUAL PAID</u> TO 28/11/2019 £	<u>BALANCE TO BE SPENT</u> £	<u>NOTES</u>
17/01/2019	Further Sponsorship Chemistry Club, City: City of London to sponsor a series of high calibre networking events to enhance the Corporation's credibility in the Cyber tech and related technologies in the financial services sector	DIG	40,000	-	40,000	
17/01/2019	Sponsorship of Children's Book with Guy Fox History Project Ltd	DOC	42,000	39,115	2,885	
21/02/2019	London & Partners: Domestic Promotion of London	DOC	100,000	100,000	-	3 year funding: final payment in 2021/22
21/02/2019	City of London Advertising - continuation of placing advertisements in CityAM to promote services provided by COL and advertising in a new newspaper, City Matters, covering the Square Mile	DOC	45,000	30,000	15,000	
21/02/2019	City Matters: placing additional full page advertisements in City Matters to promote City of London Corporation's cultural events and activities	DOC	34,000	34,000	-	
06/06/2019	Sponsorship of the IPPR Commission on Environmental Justice: City of London to sponsor the first year. This will enable the Corporation to make a substantive contribution to the debate on how climate change is best tackled	DOC	40,000	40,000	-	
07/07/2019	Recognition of Women: a City Response	TC	61,000	8,000	53,000	
10/10/2019	Renewal of CWEIC's Strategic Partnership: City of London to renew both its Strategic Partnership with CWEIC (£10k pa) and to provide office accommodation in the Guildhall Complex (£10k pa)	REM / DIG	20,000	10,000	10,000	2 year funding: £20,000 final payment in 2021/22
	Communities					
16/11/2017	Centre for Study of Financial Innovation (CSFI): Corporation supporting CSFI in its continued occupancy to enable the Think Tank to remain in the City	DOC	6,635	-	6,635	5 year funding: final payment in 2021/22
07/06/2018	Social Mobility: Sponsorship of the Social Mobility Employer Index - City of London to sponsor the 2018 SMEI and enable City of London to continue being a leading voice on Social Mobility	DIG	27,610	-	27,610	£27,610 deferred from 2018/19
	Research					
11/04/2019	Sponsorship of the Fabian Society research project: City Corporation to sponsor the research project, "Using Arts and Culture to enable Deprived Communities to Thrive". This would support and advance the Corporation's strategic aims to "contribute to a flourishing society, shape outstanding environments and support a thriving economy	DOC	20,000	20,000	-	

<u>ALLOCATIONS FROM PIF</u>					<u>STATUS OF BALANCE</u>	
<u>COMMITTEE DATE</u>	<u>DESCRIPTION</u>	<u>RESP OFFICER</u>	<u>ALLOCATION</u> £	<u>ACTUAL PAID</u> TO 28/11/2019 £	<u>BALANCE TO BE SPENT</u> £	<u>NOTES</u>
04/07/2019	Sponsorship of Reseach and Events Programme: Looking Ahead: UK Engagement and Influence After Brexit: City Corporation to cooperate with the Institute of Government, a non-partisan think-tank, on a project looking at how the UK can engage and influence the EU after Brexit. COL to co-host two roundtables, one held in the Guildhall then one in Brussels	DOC	25,000	-	25,000	
	BALANCE REMAINING		1,309,739	833,815	475,924	
	TOTAL APPROVED BUDGET		469,748			
	ANALYSIS OF TOTAL APPROVED BUDGET		1,779,487			
	ORIGINAL PROVISION		1,250,000			
	UNCOMMITTED BALANCES BROUGHT FORWARD FROM 2018/19		105,341			
	UNSPENT COMMITTED BALANCES DEFERRED FROM 2018/19		183,204			
	UNSPENT COMMITTED BALANCES RETURNED TO FUND		140,942			
	TRANSFERRED FROM CONTINGENCY		100,000			
	TOTAL APPROVED BUDGET		1,779,487			

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NOTES: (i) The Committee date records the actual approval meeting; in some instances approval is given for multi-year support for a project but the financial details in this table only show the expenditure due in the current year (2019/20). It should be noted that actual payments sometimes are made towards the end of a financial year.

KEY TO RESPONSIBLE OFFICER:-

DIG	Director of Innovation and Growth	DOC	Director of Communications	DBE	Director of Built Environment
TC	Town Clerk	CS	City Surveyor	REM	City Remembrancer

CAROLINE AL-BEYERTY - DEPUTY CHAMBERLAIN

POLICY AND RESOURCES COMMITTEE - POLICY INITIATIVES FUND 2019/2020 - 2021/2022

Date	Description	Allocation 2019/20	Allocation 2020/21	Allocation 2021/22
		£	£	£
	BASE BUDGET	1,250,000	1,250,000	1,250,000
	+ Uncommitted balance brought forward from 2018/19	105,341		
	+ unspent balances deferred from 2018/19	183,204		
	+ unspent balances in 2018/19 returned to Fund	140,942		
	+ balance moved from P&R Contingency to cover multi year allocations	100,000		
	TOTAL BUDGET	1,779,487	1,250,000	1,250,000
	ALLOCATIONS			
07/07/2016	London Councils Summit		16,000	
04/05/2017	Secretariat of Standing International Forum of Commercial Crts	100,000		
06/07/2017	One City Social Media Platform	60,000		
16/11/2017	Proposed Grant to retain the Centre for the Study of Financial Innovation	6,635	6,635	6,635
22/02/2018	Sponsorship of the Wincott Foundation's 'Wincott Awards'	4,000	4,000	
22/02/2018	Continued Sponsorship to support Innovate Finance	250,000	250,000	
15/03/2018	Match Funding from The Honourable Irish Society to the National Citizenship Scheme	11,000	11,000	
12/04/2018	City of London Corporation Regional Strategy	22,695		
03/05/2018	Saudi Arabia Vision 2030, Public Investment Fund and Financial Services	27,487		
07/06/2018	City of London Corporation - Engagement with Strategy World Economic Forum (WEF)	57,662	38,000	
07/06/2018	Social Mobility: Sponsorship of the Social Mobility Employer Index	27,610		
05/07/2018	City Week 2019 Event Sponsorship	25,000		
05/07/2018	Events Partnership with The Strand Group, King's College London	50,000		
06/09/2018	Sponsorship of the Fabian Society's London: Policy and Challenges into the 2020s publication	9,250		
17/01/2019	Sponsorship to support Chemistry Club, City	40,000		
17/01/2019	Sponsorship of the CPS Margaret Thatcher Conference on Britain & America	20,000		
17/01/2019	Sponsorship of Children's Book with Guy Fox History Project Ltd	42,000		
21/02/2019	London and Partners: domestic promotion of London	100,000	100,000	100,000
21/02/2019	City AM & City Matters	79,000		
14/03/2019	Sponsorship of the 2019 Bright Blue Conference, 'Fixing the Future'	6,000		
14/03/2019	Think Tank Review and Memberships 2019-20	99,400		
14/03/2019	Franco-British Young Leaders' Programme - Gala Dinner 2019	20,000		
11/04/2019	Sponsorship of the Fabian Society Research Project	20,000		
11/04/2019	2019 Party Conferences	41,000		
06/06/2019	Sponsorship of the IPPR Commission on Environmental Justice	40,000		
06/06/2019	Centre for London - 2019 London Conference	25,000		
04/07/2019	Sponsorship of Centre for European Reform's 2019 Ditchley Park Conference	20,000		
04/07/2019	Sponsorship of Reseach and Events Programme: Looking Ahead: UK Engagement and Influence After Brexit	25,000		
04/07/2019	Recognition of Women: a City Response	61,000		
17/10/2019	City Week 2020 Event Sponsorship		25,000	
23/10/2019	Renewal of CWEIC Strategic Partnership	20,000	20,000	
	TOTAL ALLOCATIONS	1,309,739	470,635	106,635
	BALANCE AVAILABLE	469,748	779,365	1,143,365

Less: Possible maximum allocations from this meeting: 12 December 2019

-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
	469,748	779,365	1,143,365

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POLICY AND RESOURCES COMMITTEE - CONTINGENCY 2019/20

<u>ALLOCATIONS FROM CONTINGENCY</u>					<u>STATUS OF BALANCE</u>	
<u>COMMITTEE DATE</u>	<u>DESCRIPTION</u>	<u>RESP OFFICER</u>	<u>ALLOCATION</u> £	<u>ACTUAL PAID</u> TO 28/11/2019 £	<u>BALANCE TO BE SPENT</u> £	<u>NOTES</u>
17/03/2016	Lord Mayor's Show Fireworks: City of London Corporation to hold a public fireworks display following the LM's Show. Funding to cover all aspects of the planned display including the fireworks display itself, and all the traffic management, public safety and crowd and related events management issues	DOC	125,000	42,835	82,165	
08/05/2014	City of London Scholarship - Anglo-Irish Literature: CoL to award a yearly scholarship to a single student to continue their studies in the field on Anglo-Irish Literature	TC	29,350	0	29,350	£4,350 deferred from 2016/17; £25,000 deferred from 2017/18
17/11/2016	Police Arboretum Memorial Fundraising Dinner: City Corporation to host a fundraising dinner at Guildhall	DIG	30,000	0	30,000	Originally allocated from 2016/17; deferred to 2019/20
06/06/2018	Renewal Electricity Policy and Sourcing Strategy: City of London Corporation to adopt this strategy and purchase renewable electricity	CHB / CS / TC	25,000	25,000	-	Deferred from 2018/19
05/07/2018	Resourcing Diversity and Business Engagement - Establishing the Diversity and Business Engagement Manager to support the City's wider equalities, diversity and inclusion work	HR	7,375	7,375	-	Deferred from 2018/19
06/09/2018	Gresham College Funding Arrangements: Appointment of a Consultant - City of London Corporation to joint fund the cost of appointing a Consultant to conduct a review of Gresham College	TC	30,000	29,034	966	Deferred from 2018/19
04/10/2018	Beech Street Transformation Project - an additional budget to support detailed analysis and business case work as progression to a Gateway 3 report	BC	55,000	0	55,000	Deferred from 2018/19

<u>ALLOCATIONS FROM CONTINGENCY</u>					<u>STATUS OF BALANCE</u>	
<u>COMMITTEE DATE</u>	<u>DESCRIPTION</u>	<u>RESP OFFICER</u>	<u>ALLOCATION</u> £	<u>ACTUAL PAID</u> TO 28/11/2019 £	<u>BALANCE TO BE SPENT</u> £	<u>NOTES</u>
11/04/2019	Sponsorship of Battle of Ideas Festival 2019 - the City Corporation to sponsor the festival as a "Battle Champion" and "Debate Partner", organised by The Academy of Ideas (AOI), taking place on 2nd & 3rd November 2019 at the Barbican Centre	DOC	20,000	20,000	-	
	BALANCE REMAINING		321,725	124,245	197,480	
	TOTAL APPROVED BUDGET		258,753			
	ANALYSIS OF TOTAL APPROVED BUDGET		580,478			
	ORIGINAL PROVISION		300,000			
	UNCOMMITTED BALANCES BROUGHT FORWARD FROM 2018/19		78,450			
	UNSPENT COMMITTED BALANCES DEFERRED FROM 2018/19		176,725			
	UNSPENT COMMITTED BALANCES RETURNED TO FUND		125,303			
	TRANSFERRED TO POLICY INITIATIVE FUND		(100,000)			
	TOTAL APPROVED BUDGET		580,478			

NOTE: The Committee date records the actual approval meeting; in some instances approval is given for multi-year support for a project but the financial details in this table only show the expenditure due in the current year (2019/20). It should be noted that actual payments sometimes are made towards the end of a financial year.

KEY TO RESPONSIBLE OFFICER:-

- | | | | | | |
|-----|-----------------------------------|-----|-------------|-----|------------------------------------|
| DIG | Director of Innovation and Growth | TC | Town Clerk | DOC | Director of Communications |
| CS | City Surveyor | CHB | Chamberlain | BC | Managing Director, Barbican Centre |
| HR | Human Resources | | | | |

CAROLINE AL-BEYERTY - DEPUTY CHAMBERLAIN

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POLICY AND RESOURCES COMMITTEE - CONTINGENCY 2019/2020 - 2021/2022

Date	Description	Allocation 2019/20	Allocation 2020/21	Allocation 2021/22
	BASE BUDGET	£ 300,000	£ 300,000	£ 300,000
	+ Uncommitted balance brought forward from 2018/19	78,450		
	+ unspent committed balances deferred from 2018/19	176,725		
	+ unspent balances in 2018/19 returned to Fund	125,303		
	- balance moved to Policy Initiative Fund to cover multi year allocations	- 100,000		
	TOTAL BUDGET	580,478	300,000	300,000
	ALLOCATIONS			
08/05/2014	City of London Scholarship - Anglo-Irish Literature	29,350		
17/03/2016	Lord Mayor's Show Fireworks	125,000		
17/11/2016	Police Arboretum Memorial Trust - Dinner	30,000		
07/06/2018	Renewable Electricity Policy and Sourcing Strategy	25,000		
05/07/2018	Resourcing Diversity and Business Engagement	7,375		
06/09/2018	Gresham College Funding Review	30,000		
04/10/2018	Beech Street Transformation Project	55,000		
11/04/2019	Sponsorship of the 2019 Battle of Ideas Festival	20,000		
	TOTAL ALLOCATIONS	321,725	-	-
	BALANCE AVAILABLE	258,753	300,000	300,000

Less: Possible maximum allocations from this meeting: **12 December 2019**

-	Administrative, consultancy and support fees associated with governance review activities	25,000	-	-
	Balance	233,753	300,000	300,000

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POLICY AND RESOURCES COMMITTEE - BREXIT CONTINGENCY 2018/19 - 2019/20

<u>ALLOCATIONS FROM BREXIT CONTINGENCY</u>						<u>STATUS OF BALANCE</u>	
<u>Date of Bid</u>	<u>DESCRIPTION</u>	<u>RESP OFFICER</u>	<u>ALLOCATION</u>	<u>ACTUAL PAID TO 31/03/2019</u>	<u>ACTUAL PAID TO 28/11/2019</u>	<u>BALANCE TO BE SPENT</u>	<u>NOTES</u>
			£	£	£	£	
11/01/2019	Brexit Engagement Action Plan: Develop and bring into effect an engagement action plan and to provide for the City Corporation's participation in a cross-sectoral project to enhance the City's soft power potential	REM	60,000	10,000	47,200	2,800	2 year funding: £20,000 in 2018/19 & £40,000 final payment in 2019/20
05/02/2019	No Deal Preparation Adverts: A dedicated information resource is currently being created within the corporate website and it is this page (and the urgent need for businesses to prepare for Brexit, especially a 'no deal' scenario) that needs widespread communication to our business audiences	DOC	13,680	13,680	0	-	2018/19 funding
07/02/2019	The Communications Team requires funding for a short-term post to assess and mitigate all committee reports and other external committee output for reputational risk relating to Brexit.	DOC	13,000	0	12,560	440	2019/20 funding
08/03/2019	Supply Chain category card analysis: Commissioning an external consultancy firm to work with us to produce Category level risk cards. The categories that selected were based on internal knowledge, spend data and of the areas that would be most impacted by Brexit. These have been developed to allow us at this stage to identify the main risks in these categories	CHB	9,900	9,900	0	-	2018/19 funding
27/03/2019	Police costs as a result of protest activities: Activity as a result from Brexit protest groups has meant that the Police have had to deal with direct action without time delay awaiting PAN LONDON resources. Due to the increased number of regional protest this could impact on response to the incident and therefore impact on business ability to continue to operate	POL	44,000	9,022	30,856	4,122	2018/19 funding

POLICY AND RESOURCES COMMITTEE - BREXIT CONTINGENCY 2018/2019 - 2019/20

Date	Bid Name	Description	Department	Brexit Risk Mitigation Category	Funding	Allocation 2018/19	Allocation 2019/20
		BASE BUDGET MHCLG funding Additional MHCLG funding + balance brought forward as agreed by Committee: Mar 2019 TOTAL BUDGET				£ 2,000,000 105,000	£ - 105,000 105,000 2,017,420
						2,105,000	2,227,420
11/01/2019	Brexit Engagement Action Plan	Develop and bring into effect an engagement action plan and to provide for the City Corporation's participation in a cross-sectoral project to enhance the City's soft power potential	Remembrancers	Attractiveness of London & Regulatory Landscape	Brexit Contingency Fund	20,000	40,000
05/02/2019	No Deal Preparation - Adverts	A dedicated information resource is currently being created within the corporate website and it is this page (and the urgent need for businesses to prepare for Brexit, especially a 'no deal' scenario) that needs widespread communication to our business audiences.	Communications	Attractiveness of London	MHCLG Funding	13,680	
07/02/2019	Post Funding for Mitigation of Reputational Risk	The Communications Team requires funding for a short-term post to assess and mitigate all committee reports and other external committee output for reputational risk relating to Brexit.	Communications	Other	MHCLG Funding		13,000
03/03/2019	Supply Chain category card analysis	Commissioning an external consultancy firm to work with us to produce Category level risk cards. The categories that selected were based on internal knowledge, spend data and of the areas that would be most impacted by Brexit. These have been developed to allow us at this stage to identify the main risks in these categories.	Chamberlains	Procurement & Supply Chain	Brexit Contingency Fund	9,900	
27/03/2019	Police costs as a result of protest activities	Activity as a result from Brexit protest groups has meant that the Police have had to deal with direct action without time delay awaiting PAN LONDON resources. Due to the increased number of regional protest this could impact on response to the incident and therefore impact on business ability to continue to operate.	City of London Police	Other	MHCLG Funding	44,000	
03/04/2019	Guildhall School of Music & Drama Expanded Recruitment	Expand recruitment activity to (and increase the number of places on) the Bmus/Mmus Jazz, World, Studio and Electronic pathways, which currently recruit the great majority of their students from within the UK.	Guildhall School of Music & Drama	Income Stream & recruitment and Retention	Brexit Contingency Fund		20,000
		TOTAL ALLOCATIONS				87,580	73,000
		BALANCE AVAILABLE				2,017,420	2,154,420

Less: Possible maximum allocations from this meeting: 12 December 2019

Brexit Contingency Fund Balance	1,970,100
MHCLG Balance	47,320
Total Balance	2,017,420 2,154,420

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POLICY AND RESOURCES COMMITTEE - POLICY INITIATIVES FUND MULTI YEAR ALLOCATIONS

Date	Description	Allocation 2019/20	Allocation 2020/21	Allocation 2021/22
	Multi Year Allocation	£ 600,000	£ 600,000	£ 600,000
	+ Transfer from contingency	100,000		
	TOTAL BUDGET	700,000	600,000	600,000
	ALLOCATIONS			
07/07/2016	London Councils Summit		16,000	
04/05/2017	Secretariat of Standing International Forum of Commercial Crts	50,000		
06/07/2017	One City Social Media Platform	60,000		
16/11/2017	Proposed Grant to retain the Centre for the Study of Financial Innovation	6,635	6,635	6,635
22/02/2018	Sponsorship of the Wincott Foundation's 'Wincott Awards'	4,000	4,000	
22/02/2018	Continued Sponsorship to support Innovate Finance	250,000	250,000	
15/03/2018	Match Funding from The Honourable Irish Society to the National Citizenship Scheme	11,000	11,000	
07/06/2018	City of London Corporation - Engagement with Strategy World Economic Forum (WEF)	36,500	38,000	
05/07/2018	Events Partnership with The Strand Group, King's College London	25,000		
21/02/2019	London and Partners: domestic promotion of London	100,000	100,000	10,000
21/02/2019	City AM & City Matters	79,000		
23/10/2019	Renewal of CWEIC Strategic Partnership	20,000	20,000	
	TOTAL ALLOCATIONS	642,135	445,635	16,635
	BALANCE AVAILABLE	57,865	154,365	583,365

Less: Possible maximum allocations from this meeting: **12 December 2019**

-	-	-
57,865	154,365	583,365

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POLICY AND RESOURCES COMMITTEE - PROJECT RESERVE 2019/2020

Date	Description	Allocation 2019/20
06/06/2019	BASE BUDGET	£ 450,000
	TOTAL BUDGET	450,000
	ALLOCATIONS	
	Housing Delivery Strategy – Request for Funding to Appoint Advisors	45,000
	TOTAL ALLOCATIONS	45,000
	BALANCE AVAILABLE	405,000

Less: Possible maximum allocations from this meeting: **12 December 2019**

Balance

405,000

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Committee:	Date:
Policy & Resources Committee	12 December 2019
Subject: Decisions taken under delegated authority or urgency powers	Public
Report of: Town Clerk	For Information
Report Author: Greg Moore	

Summary

This report advises Members of one action taken by the Town Clerk in consultation with the Chairman and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and 41(b), since the last meeting.

Recommendation

That Members note the action taken since the last meeting of the Committee.

Main Report

1. Since the last meeting of the Committee, approval was given to the following matter under delegated authority or urgency arrangements, pursuant to Standing Order No. 41, as follows:-

London Business Rates Pool - Strategic Investment Pot

2. For 2019-20, the Greater London Authority (GLA) and the 33 London billing authorities (LBAs) are continuing to pilot 75% business rates retention. This allows London to retain an estimated £181m of extra funding. Of this, approximately 50% was to be used for strategic investment. This includes 15% (approximately £27m) allocated to a Strategic Investment Pot (SIP) to be allocated by agreement of the 33 LBAs and the GLA. In addition, £12.8m of the 2018-19 SIP remained unallocated.
3. The City of London Corporation (CoLC) is the Lead Authority, accountable to Government for the pilot, and also participating for itself, in respect of the operation of the SIP in accordance with the terms of a Memorandum of Understanding (MoU) agreed by all 33 LBAs and the GLA, renewable annually. Officers had made arrangements for inviting bids, evaluation, and the preparation of a recommendation report for consultation.
4. 18 bids for SIP funding had been received this year, for a total of £102m. London Councils and the CoLC, as lead authority, convened a Panel of Chief Officers from across London to evaluate the bids and a recommendation was made to award funding to ten bids, totalling £37.14m.
5. An update on the process was provided at the October 2019 meeting of the Policy & Resources Committee, with authority subsequently delegated to the Town Clerk, in consultation with the Chairman and Deputy Chairman, to allow for

a decision to be taken in respect of the CoLC's response and the subsequent decision on the allocation of funds.

6. The requisite consultation process was undertaken and, following its conclusion, the recommendations in respect of the ten bids received the support required (two-thirds of participating authorities) to proceed with the allocation of funds. Approval was, therefore, sought in respect of the CoLC's response and a decision on the allocations.
7. The Town Clerk, in consultation with the Chair and Deputy Chairman of the Policy and Resources Committee, subsequently agreed to:
 - Approve, as a Participating Authority, a response to the Consultation supporting the recommended bids for SIP funding.
 - Allocate, as Lead Authority (and subject to the GLA's formal response to the consultation), the SIP funds according to the outcome of the consultation with London local authorities and the GLA.
 - Note that the financial administration arrangements would remain as previously approved by the Finance Committee in November 2018, and therefore no further approvals will be sought to progress to the completion and execution of funding agreements with accountable boroughs.

Contact:

Greg Moore

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