



Resource Allocation Sub (Policy and Resources) Committee

Date: MONDAY, 8 JUNE 2020

Time: 2.45 pm

Venue: ZOOM. MEMBERS OF THE PUBLIC CAN ACCESS THE MEETING AT
https://youtu.be/Jahaj_kvWkl

Members: Deputy Catherine McGuinness (Chairman)
Jeremy Mayhew (Deputy Chairman)
Deputy Keith Bottomley
Tijs Broeke
Deputy Jamie Ingham Clark
Karina Dostalova
Simon Duckworth
Anne Fairweather
Sheriff Christopher Hayward
Alderman Vincent Keaveny
Deputy Edward Lord
Alderman Ian Luder
Deputy Dr Giles Shilson
Deputy Tom Sleigh
Sir Michael Snyder
Alderman Sir David Wootton

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Accessing the virtual public meeting

Members of the public can observe the virtual public meeting at the below link:
https://youtu.be/Jahaj_kvWkl

John Barradell
Town Clerk and Chief Executive

AGENDA

1. **APOLOGIES**

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

3. **MINUTES**

To agree the public minutes of the Sub-Committee meeting held on 27 May 2020.

For Decision
(Pages 1 - 4)

4. **COMMITTEE APPOINTMENTS**

Report of the Town Clerk – *to follow*.

For Decision

5. **TFL LOCAL IMPLEMENTATION PLAN FUNDING - COVID-19 IMPACTS**

Report of the Director of Built Environment.

For Information
(Pages 5 - 12)

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

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

8. **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 1 of the Schedule 12A of the Local Government Act.

Part 2 – Non-Public Agenda

9. **NOTE OF THE INFORMAL MEETING OF RESOURCE ALLOCATION SUB COMMITTEE**

To receive the note of the informal meeting of the Resource Allocation Sub Committee meeting held on 27 May 2020. – *To follow*.

For Information

10. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB-COMMITTEE**
11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB-COMMITTEE AGREE SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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RESOURCE ALLOCATION SUB (POLICY AND RESOURCES) COMMITTEE

Wednesday, 27 May 2020

Minutes of the meeting of the Resource Allocation Sub (Policy and Resources) Committee held at Zoom. Members of the public are invited to watch via YouTube - <https://youtu.be/g11OdJSKXno> on Wednesday, 27 May 2020 at 3.45 pm

Present

Members:

Jeremy Mayhew (Deputy Chairman)	Deputy Edward Lord
Deputy Keith Bottomley	Alderman Ian Luder
Tijs Broeke	Deputy Dr Giles Shilson
Deputy Jamie Ingham Clark	Deputy Tom Sleigh
Anne Fairweather	Sir Michael Snyder
Sheriff Christopher Hayward	Alderman Sir David Wootton
Alderman Vincent Keaveny	

In Attendance

Randall Anderson
Deputy Alastair Moss

Officers:

Peter Kane	- Chamberlain
Caroline Al-Beyerty	- Deputy Chamberlain
Bob Roberts	- Director of Communications
Paul Wilkinson	- City Surveyor
Michael Cogher	- Comptroller & City Solicitor
Giles French	- Innovation and Growth
Peter Lisle	- Assistant Town Clerk
Angela Roach	- Assistant Town Clerk
Chrissie Morgan	- Director of HR
Bruce McVean	- Built Environment
Nigel Lefton	- Remembrancers
Vic Annells	- Mansion House
James Gibson	- IT
Simon Latham	- Town Clerks
Gemma Stokley	- Town Clerks
Polly Dunn	- Town Clerks
Becky Muscat	- Town Clerks
Devika Persaud	- Town Clerks

1. APOLOGIES

Apologies were received by the Chair, Deputy Catherine McGuinness, Karina Dostalova and Anne Fairweather.

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

There were no declarations.

3. **MINUTES**

The public minutes of the meeting held on 7 May 2020 were approved as a correct record.

4. **CITY STREETS: TRANSPORTATION RESPONSE TO SUPPORT COVID-19 RECOVERY**

The Sub-Committee considered a report of the Director of Built Environment concerning the City Corporation's transportation response to support COVID-19 recovery.

The Sub-Committee heard how this report had already been approved by the Planning and Transportation Committee, and that the Resource Allocation Sub Committee were looking at this due to the strategic importance of this work to the City's financial recovery and to recommend it to the Policy and Resources Committee for decision under urgency.

It was also clarified that the report did not seek approval for funding as the costs and funding approach for Phase 1 were not confirmed at the time of writing the report. Members heard that an application had been submitted to Transport for London to fund these works and a decision on this was expected shortly. A report detailing the full costs and funding approach for Tier 1 delivery would be submitted to the Planning & Transportation Committee on 2 June and the Policy & Resources Committee on 11 June.

Members underlined the importance of ensuring that disabled people would not encounter access issues as a result of this scheme, and it was confirmed that this was understood and being acted upon.

A Member also urged officers to consider and build on air quality improvements that had been made during this time.

RESOLVED, that:-

- The aims and objectives of the transportation response to support COVID-19 recovery be endorsed to the Policy and Resources Committee to agree under urgency.

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

One question was raised concerning the governance timeline of the revised committee appointments paper, following the recent meeting of the Court of Common Council. Members heard that the paper would be considered by the Resource Allocation Sub Committee on 8 June 2020, then the Policy and Resources Committee on 11 June 2020, with a recommendation to the Court of Common Council to be considered at its meeting on 18 June 2020.

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

There was no urgent business.

7. **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 Schedule 12A of the Local Government Act.

Item No	Exemption Paragraph
8-9	3

8. **NON-PUBLIC MINUTES**

The non-public minutes of the meeting held on 7 May 2020 were approved as a correct record.

9. **NOTE OF THE INFORMAL MEETING OF RESOURCE ALLOCATION SUB COMMITTEE ON 14 MAY 2020**

The note of the informal meeting on 14 May 2020 was noted.

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 AND WHICH THE SUB-COMMITTEE AGREE SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There were no items of urgent business.

The meeting ended at 4.08 pm

Chairman

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Agenda Item 5

Committee(s): Planning & Transportation Committee Resource Allocation Sub-Committee	Date(s): 02/06/20 08/06/20
Subject: TfL Local Implementation Plan funding - Covid-19 impacts	Public
Report of: Director of the Department of the Built Environment	For Information
Report author: Samantha Tharme, Strategic Transportation	

Summary

This report sets out the implications of changes to Transport for London's (TfL) funding for the Local Implementation Plan (LIP).

TfL wrote to London Authorities on the 18th May to notify that all spending under the current LIP programme should be paused, due to the financial constraints on TfL from reduced revenue and a need to reprioritise any spending to measures that will support social distancing requirements of people travelling around London as part of the Capital's Covid-19 recovery.

TfL have asked the Government for £45m of emergency funding to deliver social distancing projects. This funding is for the first six months of the financial year, up to September 2020. Negotiations for funding beyond this point are ongoing.

TfL will prioritise available funding for temporary interventions on London's streets that allocate greater space for walking and cycling, and help reduce the risk of infection from Covid-19.

City officers will submit requests for funding under the new guidance for the measures set out in 'City Streets: transportation response to support Covid-19 recovery.' report to Planning and Transportation Committee on the 14th May 2020 and Resource Allocation Sub Committee on the 26th May 2020.

The current LIP programme is now paused. The budget previously approved for 2020/21 was £1.27m, which includes Corridors & Neighbourhoods, and Liveable Neighbourhoods Programme. Any costs already incurred for financial year 2020/21 will be met by TfL, these are relatively low given the timing of the decision and that project delivery had halted in March 2020 due to Covid-19 restrictions. Previously agreed carry forward from 2019/20 is also included in the LIP pause on funding.

This will have implications for some elements of the City of London Transport Strategy programme for 2020/21, and recovery of staff time against those elements.

Recommendation(s)

Members are asked to note the report.

Main Report

Background

1. Under Section 159 of the Greater London Authority Act 1999, TfL is empowered to provide grants to London boroughs and the City of London for the provision of safe, efficient and economically viable transportation facilities and (or) services to, from or within Greater London. Every year, TfL provides grants to the City under the *Corridors, Neighbourhoods and Supporting Measures, Local Transport Initiatives* and *Principal Road Maintenance* programme.
2. The amount is confirmed at the beginning of each financial year. For 2020/21 financial year TfL had agreed to provide the following grants to the City of London Corporation, determined on a formula:

Table 1: Transport for London Grants for FY 2020/21 as agreed in January 2020

LIP Programme	Amount £
Local Transport Initiatives	100,000
Corridor, Neighbourhoods & Supporting Measures	867,000
Principal Road Renewal	105,000
Liveable Neighbourhoods	200,000
Central London Cycling Grid	TBC
Mayors Air Quality Fund	TBC

Current situation.

3. TfL wrote to London Authorities on the 18th May to notify that all spending under the LIP programme should be paused. TfL have asked the Department for Transport (DfT) for £45m of funding for the first six months of the financial year, to September 2020. This funding is ring-fenced for the delivery of temporary measures to enable social distancing, prioritise walking, cycling and public transport and support Covid-19 recovery. It may be possible for TfL to restart elements of the LIP Corridors programme, and other borough programmes for 2020/21, if they secure additional support from the DfT.
4. Guidance has been issued on how we should bid for funding for Covid-19 recovery measures. A funding request for Tier 1 streets, as outlined in the report to the 14 May Planning & Transportation Committee and 27 May Resource Allocation Sub Committee has been submitted. TfL are keen to ensure the process has a quick turnaround and City officers are in close contact with TfL.
5. The table below lists those schemes affected by the pausing of LIP funding. Some schemes may be able to proceed with background work if officer time allows but there is no assumption of claiming officer time from TfL.

6. Those we consider appropriate in light of the TfL guidance to meet the requirements under the London Streetspace Plan will be submitted to TfL in accordance with their guidance, which is likely to be after September 2020 as the initial focus is on temporary measures. Those schemes not progressed this year will be considered for funding in 2021/22, although there is no certainty that all schemes will, or should, be included as funding circumstances are unknown.
7. TfL has yet to confirm allocations for the development of discretionary funded items in 2020/21 under the programmes of Liveable Neighbourhoods, Cycleway Network Development (previously known as Quietways), and Bus Priority schemes. Funding for these items is also paused.

Table 2 TfL funded schemes for 2020/21 as approved January 2020

Local Transport Initiatives	Revised status June 2020
ZEZ City Cluster; Barbican/Golden Lane	Mixed funding (TfL, MAQF & EU) Although TfL funding is approximately 30% of the schemes, the Mayors Air Quality Fund (MAQF) and EU fund require match funding to implement. Some scheme development can be continued during 2020/21 where only officer time is required. Options for these schemes will be reviewed towards the end of 2020/21 looking at behaviour and traffic patterns as people and business respond to a return to the workplace. No formal indication has been received on the MAQF, and the EU project partners are seeking an extension period to complete the projects.
City-wide 15mph – scheme development	TfL funding 100% Funding is for implementation, some scheme development can be continued during 2020/21 including preparing the submission to the Department for Transport. TfL funding to be reviewed in September 2020.
Corridor, Neighbourhoods & Supporting Measures	
Healthy Streets minor schemes	TfL funding 100%. TfL funding represents 100% of project cost; project implementation on hold with immediate effect. Some scheme development, with officer time can be continued, and consideration of use of local risk budget if seen as a priority. Covid-19 recovery safety and social distancing schemes will help deliver the objectives of this programme in the short-

	term. TfL funding to be reviewed in September 2020.
Legible London City-wide Roll Out	Mixed funding (TfL, OSPR) Not affected, substantially complete and sufficient OSPR funding available.
Puddle Dock Pedestrian safety and route severance scheme	TfL funding 100% Currently on site - works on hold. Delivery of the highway works started in February 2020 and are on hold since March 2020. TfL funding represents 100% of this scheme. This scheme may be suitable for later rounds of Streetspace funding. Bid to be submitted later in 2020/21 subject to TfL guidance.
Mansion House Station walking and public realm improvements	Mixed Funding sources (S106 & TfL) Approaching gateway 5 TfL funding represents approximately 25% of project budget. Design development can continue in 2020 utilising S106 funds. However, TfL funds will be required to implement. Implementation therefore delayed until funding is confirmed. TfL funding to be reviewed in September 2020.
100 Minorities public realm enhancements	Mixed Funding sources (S106 & TfL) Approaching gateway 5 TfL funding represents approximately 20% of project budget. Design development can continue in 2020 utilising S106 funds. However, TfL funds will be required to implement the scheme. There is potential to utilise other S106 funds to replace the TfL funds, subject to Member's agreement. TfL funding to be reviewed in September 2020.
Thames Riverside Walkway – Globe View section	Mixed Funding sources (S106 & TfL) Approaching gateway 5 TfL funding represents approximately 35% of project budget. Design development can continue in 2020 utilising S106 funds. However, TfL funds will be required to implement. Implementation is therefore delayed until funding is confirmed. The implication is that this section of Riverside Walk will not be able to be opened in 2020

	as originally planned and will be delayed beyond the completion of the adjacent hotel development walkway. TfL funding to be reviewed in September 2020.
Road Danger Reduction campaigns, behaviour change and community engagement	Mixed funding sources (Local Risk and TfL) The anticipated programme is on hold, incl. funding for Car Free Day. Local risk element will be prioritised to support Covid-19 recovery measures. TfL funding to be reviewed in September 2020.
Lunchtime Streets	TfL funding 100% Project on hold. TfL funding to be reviewed in September 2020
Liveable Neighbourhoods	
City Cluster Scheme	Mixed funding sources (TfL, S106) Some scheme development to functional traffic changes can continue including preparing baseline modelling. Option development will be paused until some evidence emerges from traffic patterns and behaviour during Covid-19 recovery. St Mary Axe Experimental traffic restrictions (Gateway 3/4 approved Feb 2020) are not affected by funding but are on hold pending practical consideration in light of Covid-19 recovery plans. A programme update report is being prepared for Committees that will re-set the delivery plan, following the deferred Capital bid for Phase 2, covering functional change to traffic management and public realm works.

Central London Cycling Grid	
<p>City Cycleways Programme: Phase 2 and 3 – Sun St to Monument and Blackfriars to Aldgate</p>	<p>100% TfL funding. On hold The feasibility studies for these cycle routes are fully funded and 50% complete. Discussion in progress with TfL on reviewing studies and proposals given changing circumstances with Covid-19 recovery schemes being implemented. Study, designs and funding to be reviewed with TfL.</p>
<p>Cycle route Quietway 11 upgrade</p>	<p>100% TfL funding. Highways works commenced in March are 80% complete. Elements to the scheme have altered and issues report to come to Committee in July. Planning, project management and reporting to committee can continue with officer time only. TfL Funding to be reviewed in September 2020.</p>

Corporate & Strategic Implications

8. The pause on funding of these schemes has implications for delivering the City of London Transport Strategy in the immediate future. In the longer term the projects and initiatives delivered as part of the response to Covid-19 recovery may enable delivery of some elements of the Transport Strategy quicker than originally planned.
9. The transportation response to Covid-19 recovery supports the delivery of the following Corporate Plan outcomes:
 - People are safe and feel safe (1)
 - We are digitally and physically well-connected and responsive (9)
 - Our spaces are secure, resilient and well-maintained (12)

Implications

10. The requirement to pause on LIP funding has an impact on funding to the City of up to £1.27 million. This will also have an impact on staff cost recovery for those teams which were expecting to deliver these schemes in 2020/21. It is possible that some of this work can go ahead in the second half of 2020/21 depending on TfL funding and priorities and further approval. LIP funding makes up a proportion of the Transport Strategy programme which also has funds committed from developer contributions and other City Funds.

Conclusion

11. Funding from TfL is paused for all LIP programmes and projects. Work on transport and public realm projects with all or part TfL funding will only continue where considered appropriate, but with consideration to prevent abortive work and ensure that no unnecessary costs are incurred. Work on projects and schemes is also proceeding with caution to understand the emerging traffic/behaviour patterns where these are fundamental to any proposals.
12. Under current guidance from TfL there is no assumption that previous project amounts and total budget under these programmes will be available later in 2020/21 or 2021/22. Funding potential will be reviewed again and projects prioritised in September 2020, or when further guidance is received from TfL.

Background Papers:

Planning & Transportation 14th May 2020: City Streets: Transportation response to support Covid-19 recovery

Samantha Tharme

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