



HILLINGDON
LONDON



Residents, Education and Environmental Services Policy Overview Committee

Councillors on the Committee

Wayne Bridges (Chairman)
John Morgan (Vice-Chairman)
Allan Kauffman
Devi Radia
Stuart Mathers
Paula Rodrigues
Jan Sweeting (Opposition Lead)
Colleen Sullivan
Alan Chapman

Mr Tony Little (co-opted member)

Date: TUESDAY, 23 FEBRUARY
2021

Time: 7.00 PM

Venue: VIRTUAL - LIVE ON THE
COUNCIL'S YOUTUBE
CHANNEL: HILLINGDON
LONDON

**Meeting
Details:** Members of the Public and
Media are welcome to view
the meeting on the Council's
YouTube channel.

This agenda is available online at:
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camera and scan the code below:



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Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

Terms of Reference

The Following Terms of Reference are common to all Policy Overview Committees (referred to as “The overview role”):

1. To conduct reviews of policy, services or aspects of service which have either been referred by Cabinet, relate to the Cabinet Forward Plan, or have been chosen by the Committee according to the agreed criteria for selecting such reviews;
2. To monitor the performance of the Council services within their remit (including the management of finances and risk);
3. To comment on the proposed annual service and budget plans for the Council services within their remit before final approval by Cabinet and Council;
4. To consider the Forward Plan and comment as appropriate to the decision-maker on Key Decisions which relate to services within their remit (before they are taken by the Cabinet);
5. To review or scrutinise decisions made or actions taken by the Cabinet, a Cabinet Member, a Council Committee or an officer.
6. To make reports and recommendations to the Council, the Leader, the Cabinet, a Policy Overview Committee or any other Council Committee arising from the exercise of the preceding terms of reference.
7. In accordance with the Local Government and Public Involvement in Health Act 2007, to consider ‘Councillor Calls For Action’ (CCfA) submissions.

To perform the policy overview role outlined above in relation to the following matters:

1. Education Services and statutory education authority functions
2. School performance and attainment
3. School Transport
4. Relationships with Local Academies / Free Schools
5. Pre-School & Early Years Services
6. Youth Services & Careers Services
7. Juvenile justice & probation services
8. Adult Learning
9. Education and learning partnerships
10. Music & The Arts
11. Highways, traffic, parking & street environment
12. Local transport, including rail, cycling & London Underground
13. Footpaths and Bridleways
14. Road safety and education
15. Planning & Building Control
16. Libraries
17. The Borough’s heritage and history
18. Sport & Leisure services
19. Waste management & recycling
20. Green spaces, allotments, woodlands, conservation and sustainable development
21. Consumer Protection, Trading Standards & Licensing
22. Registrars & Bereavement Services
23. Local watercourses, drainage and flooding
24. Environmental Health, Air & Noise Quality
25. Local impacts of Heathrow expansion
26. Local impacts of High Speed Rail

Agenda

Chairman's Announcements

- 1 Apologies for Absence
- 2 Declaration of Interest in matters coming before this meeting
- 3 To confirm that all items marked Part 1 will be considered in Public and that any items marked Part 2 will be considered in Private
- 4 To agree the Minutes of the previous meeting 1 - 6
- 5 First Witness Session - Review of Hillingdon's Adult and Community Learning Service 7 - 12
- 6 Planning for Canals and Towpaths 13 - 38
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Minutes

RESIDENTS, EDUCATION AND ENVIRONMENTAL SERVICES POLICY OVERVIEW COMMITTEE

27 January 2021



Meeting held at VIRTUAL - Live on the Council's YouTube channel: Hillingdon London

	<p>Committee Members Present: Councillors Wayne Bridges (Chairman), John Morgan (Vice-Chairman), Allan Kauffman, Devi Radia, Paula Rodrigues, Jan Sweeting (Opposition Lead), Colleen Sullivan, Alan Chapman, Scott Farley (In place of Stuart Mathers) and Mr Tony Little</p> <p>LBH Officers Present: Neil Fraser (Democratic Services Officer), Dan Kennedy (Director, Housing, Environment, Education, Performance, Health & Wellbeing), Marcus Briginshaw (Finance Manager - Capital and HRA), Graham Young (Lead Finance Business Partner - Schools/DSG), Laura Palmer (Head of Access to Education), Sarah Phillips (School Place Planning Project Manager), Debbie Scarborough (Adult & Community Learning - Service Manager)</p>
31.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillor Mathers, with Councillor Farley present as their substitute.</p>
32.	<p>DECLARATION OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Mr Tony Little declared a non-pecuniary interest in respect of agenda items 7 and 8, as he was a Governor at Harlington School.</p>
33.	<p>TO CONFIRM THAT ALL ITEMS MARKED PART 1 WILL BE CONSIDERED IN PUBLIC AND THAT ANY ITEMS MARKED PART 2 WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 3</i>)</p> <p>It was confirmed that all items were marked as Part I, and would therefore be considered in public.</p>
34.	<p>TO AGREE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 4</i>)</p> <p>Consideration was given to the updated draft minutes, circulated to Committee members prior to the meeting.</p> <p>Members requested an update on the Committee's previous request to receive details of Member Enquiries by Ward. The Committee was advised that Democratic Services staff had separately been in contact with Councillor Janet Duncan of the Labour Group on this matter. In addition, the Committee was reminded of the advice given at the previous meeting, which was that Councillors could source such data from their</p>

respective Group offices. It was suggested that the Chairman could discuss the matter further with his colleagues, in an effort to determine whether the requested data could be approved for publication.

RESOLVED: That the minutes of the meeting held on 03 November 2020 be approved as an accurate record.

35. **REVIEW SCOPING REPORT - HILINGDON ADULT AND COMMUNITY LEARNING SERVICE** (*Agenda Item 5*)

Consideration was given to the draft scoping report for the Committee's next review. The Committee was advised that this was a working document intended to help provide additional background information and to highlight potential areas of focus for the review. It was requested that Members make suggestions for further consideration.

Suggestions for further areas of focus included:

- How the service could further stimulate demand and uptake of courses;
- How the service could further promote the use of online learning tools;
- Witnesses who could highlight areas of improvement in the service;

About witnesses and information gathering sessions, it was confirmed that Members could suggest attendees, or topics to be considered, via the clerk. It was agreed that, following the meeting, Councillor Sweeting would liaise with the clerk on suggested topics for consideration at the forthcoming witness sessions.

RESOLVED: That the scoping report be approved.

36. **CHANGES TO THE ELECTIVE HOME EDUCATION POLICY** (*Agenda Item 6*)

Laura Palmer, Head of Access to Education, introduced the report detailing proposed changes to the Council's Elective Home Education Policy, to update the policy in line with the Department for Education's latest guidance and to better support parents within Hillingdon.

Proposed changes included revisions to the layout of the policy, information on dedicated social care involvement and support, and the introduction of a flowchart detailing procedure.

The proposed changes had been submitted for consultation with stakeholders but no responses had been received.

The Committee noted that the policy set out the responsibility of head teachers to notify the Council of a child being home educated, and sought further information on how children would be identified if regularly moving in and out of the Borough. Officers advised that a safeguarding task and finish group was now in place, with attendees including partners such as the Police, to identify such cases and provide support to parents.

Other Members noted that there had been a 43% increase in the number of children being home educated within the Borough, likely due to parents choosing to keep children at home rather than send them to school during the pandemic. It was suggested that the service could require additional funding to support this increase. Officers advised that additional funding could be forthcoming from central government

in the future. It was agreed that the Opposition Lead would discuss the matter with their Group Leader and the relevant policy officers.

Members made a number of suggestions for further revisions to the policy, including:

- Ensuring that language used within the policy was gender neutral and easy to understand,
- Provide for alternative ways parents can discuss their choice to home educate their child without involving the school's head teacher,
- Contact signposting, particularly within the introduction,
- Links to relevant background information for parents.

Officers advised that the suggestions would be considered, subject to legal approval.

RESOLVED:

- 1. That the report be noted;**
- 2. That the suggestions for further amendments to the policy be considered for inclusion;**
- 3. That the comments of the Committee be included in the Cabinet report, to be presented in February 2021.**

37. **QUARTERLY SCHOOL PLACES PLANNING REPORT** (*Agenda Item 8*)

Sarah Phillips (School Place Planning Project Manager) and Dan Kennedy (Director - Housing, Environment, Education, Performance, Health & Wellbeing) introduced the most recent quarterly update on school places planning.

The Committee was informed that primary enrolments had slightly reduced, likely as children were being home educated or had moved out of the Borough due to the ongoing pandemic. Secondary school enrolments had increased in line with projections, and it was expected that there would be sufficient places available to meet the need for Year 7 pupils applying in 2021.

It had been acknowledged that the pandemic had resulted in greater pupil movement in and out of all year groups and schools, and as a consequence, previous trend analysis and forecasting was no longer wholly accurate. Schools had offered additional places without the need for temporary classrooms, and computer matching and further forecast analysis would mean that it was expected that 95% of pupils would be offered one of their preferred schools.

Members sought further information on a number of points, including:

Would schools have their Planned Admission Numbers (PANs) reduced in light of reduced demand for places?

Some schools could have their PANs reduced, and this was under review. Officers were not in a position to confirm which schools would have PANs reduced at this time, particularly as academy schools would progress proposals themselves for changes.

What information could be provided around potential bulge classes?

The DfE only allowed bulge classes in schools rated 'good' or 'outstanding' by Ofsted. Conversations with schools were ongoing, with the aim of securing sufficient places to

meet demand without retaining too many empty places. Offers to accommodate bulge classes had been received from several schools, not all of which were being taken up, though this could change based on future demand. Bulge classes should mean that parents received more places at their preferred schools.

Many families were experiencing financial hardship during the pandemic. Was the Borough providing free school meals?

If eligible, families were being given food vouchers, or pupils were receiving catering at their school. Feedback was that parents preferred to receive vouchers.

Was there available information regarding demand for places and potential expansion at Special schools?

It was acknowledged that the number of pupils with an Education and Healthcare Plan had increased significantly. Officers were working with SEN colleagues to ensure that school place panning was sufficient to meet demand at relevant special schools. Most new free schools now had planning permission, though some were still to go through the planning process. It was expected that new schools would begin opening from 2022-23.

RESOLVED: That the report be noted.

38. 2020/21 BUDGET PROPOSALS FOR SERVICES WITHIN THE REMIT OF REESPOC (Agenda Item 7)

Marcus Briginshaw – Finance Manager (Capital and HRA), and Graham Young – Lead Finance Business Partner (Schools/DSG), presented the report which laid out the draft budget for the services within the remit of the Residents, Education and Environmental Services Policy Overview Committee for the financial year 2021/22.

Members sought further information on the Council's application to the DfE to reclaim monies from the schools budget to help provide High Needs support, and whether the Schools Forum supported this proposal. The Committee was advised that the Schools Forum did not support the proposal, which was currently awaiting response from the DfE. It was confirmed that, if approved, this would reduce the total funds to allocate to schools, though there would remain a per-pupil increase over previous years. If not approved, the Council would need to set a deficit DSG budget, and schools would be allocated all the schools block funding.

Labour Group Members raised concerns regarding the budget, and particularly the fact that the services under the remit of REESPOC appeared to be taking the majority of reductions in funding, which were significant. Concerns were raised regarding the Council's intention to raise fees and charges and reduce funding for services such as theatres, museums, adult learning, youth services, and car parking, in a time of financial hardship for many residents. The potential negative impact of the proposed budget on street traders and the Borough's high streets was highlighted. Residents were also to be asked to pay for the Fiesta programme, which previously had been free, in a time when community services and sport to help improve resident's mental health was of even greater importance. On this basis, the Labour Group Members confirmed that they were unable to support all of the savings proposed within the budget.

Additionally, Mr Tony Little expressed his concerns over the proposal to divert funds

from the schools budget to address the High Needs deficit.

During the discussion, it was noted that several figures within the report appeared to be erroneous. It was agreed that officers would provide updated figures to Members following the meeting. It was therefore agreed that, upon receipt of these updated figures, the Chairman would draft the comments on the budget on behalf of the Committee, in consultation with the Opposition Lead.

RESOLVED:

- 1. That the Committee note the report;**
- 2. That the Chairman draft the comments on the budget on behalf of the Committee, in consultation with the Opposition Lead.**

39. **CABINET FORWARD PLAN** (*Agenda Item 9*)

Consideration was given to the Cabinet Forward Plan.

Members sought further information on the forthcoming Cabinet items: 009 - Government Planning Consultation (due to for consideration at Cabinet 18 February) and 017 - Standards and Quality in Education (due for consideration at 22 April Cabinet).

Officers advised that the Planning Consultation item was a complex issue, but information could be provided to the Committee if requested. Regarding the Standards report, it was expected that the report would focus heavily on the impact of the Covid-19 pandemic on schools and pupil performance.

It was agreed that the clerk would source further information on item 018 -Borough Wide Weed Control (decisions expected April 2021) regarding the impact of weed control on wildlife and water.

RESOLVED:

- 1. That the report be noted;**
- 2. That the requested information on the forthcoming Borough Wide Weed Control item be circulated to the Committee.**

40. **WORK PROGRAMME** (*Agenda Item 10*)

Consideration was given to the Committee's work programme.

Members requested that officers drafting the forthcoming CIL report be reminded to include detail of CIL spend by Ward. The Clerk advised that officers had been requested to provide as much detail as possible.

It was requested that an information report on road and footway repair, including how surfaces were selected for repair, how petition on the subject were dealt with, and costings of works undertaken, be added to the programme for consideration at a future Committee meeting.

RESOLVED:

- 1. That the Forward Programme be noted;**

2. That an information item on road and footway repair be added for consideration at a future Committee meeting.

The meeting, which commenced at 7.00 pm, closed at 8.48 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Neil Fraser on 01895 250692 . Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

REVIEW INTO THE ADULT AND COMMUNITY LEARNING SERVICE - FIRST WITNESS SESSION

Committee name	Residents, Education and Environmental Services Policy Overview Committee
Officer reporting	Neil Fraser, Chief Executive's Office
Papers with report	None
Ward	All

HEADLINES

The Committee is conducting an in-depth review into Hillingdon's Adult and Community Learning Service. As part of the review, a number of witness sessions and other activities will be undertaken to gather relevant information and evidence for Members.

This first witness session is themed around officer and resident feedback and experiences, including challenges faced within the service.

Witnesses attending will include:

- a. Thoria King - Curriculum Manager for adults with learning difficulties and disabilities team
- b. Ginette Powis - Sessional tutor for adults with learning difficulties and disabilities
- c. Ebony Gonzalez - Learner who has completed ESOL and Maths courses during the lockdown period.

Debbie Scarborough – Service Manager, Adult and Community Learning, will also be attending to aid the Committee from a technical perspective.

RECOMMENDATIONS

- 1. That the Committee considers the evidence provided by the witnesses in attendance and asks further exploratory questions to aid their review.**
- 2. That the Committee suggest further topics and/or attendees for forthcoming witness sessions.**

SUPPORTING INFORMATION

The witnesses have provided the following supporting information to aid the Committee:

- a. Thoria King, Programme Area Leader, Adults with Learning Difficulties & Disabilities, HAFL**

What was the struggle?

In March 2020, with the onset of the Covid-19 pandemic, our ALDD curriculum ground to a halt. Until then, teachers had some teaching and learning activities online on Moodle, our virtual learning environment. However, the majority of learners were not accessing these Moodle pages. During the first lockdown the department developed our Moodle section on the Beat Corona Boredom page and although we contacted our learners, very few bothered to visit the site.

In May 2020, the staff were offered training to upskill digital teaching skills. The questions we asked ourselves were: how can we teach online, how can we facilitate learning online, how can ALDD learners learn best online? Learning more about the tools available in Moodle and using the Google G-Suite tools provided the tutors with far more confidence and alleviated some of the fears they had toward using technology in teaching and learning. However, many of the general tools were not suitable for ALDD learners with quite profound cognitive disabilities. They would need to be rigorously adapted and thought through carefully in order to be fully effective.

How did we overcome these issues?

The team worked very hard thinking about how to apply what we learned in the training to our subject areas, what could we adapt, what could we do differently, what was possible and what seemed impossible (at the time). In June 2020, we tested out our newfound skills in a 5-week online pilot project involving some of our high needs learners. Each session was taught by a pair of teachers who delivered a topic they wanted to experiment with. As the pilot went on, whatever we learned from previous sessions was shared forward and in this way each session improved week on week. Issues with logging in, figuring out the easiest way for learners to log in so that they didn't get put off, devising learning activities that were fun, engaging and effective: we learnt that it was not impossible, careful planning was key.

Since September (Term 1), teachers have placed all learning activities for their sessions on Moodle and use this in class so that the learners become more familiar with the platform. Teachers also had to move Individual Learning Plans (ILPs) online. This meant employing various ways of ensuring that this important tracking document was updated during each lesson. These ILPs were posted onto Moodle pages to encourage learners to visit when out of class. Learner work completed in class each week was also posted to encourage learners to want to go online and admire their work. This was great for learners who missed classes for whatever reason to be able to catch up with what was done. Then with increasing instances of shielding and covid-isolation, we tried to encourage learners and teachers to continue to attend remotely providing they were well enough to do so. This was challenging for learners who depend on their parent/carers without whom they are unable to connect.

What other issues do we now face?

With the January 2021 lockdown, ALDD took on the challenge of moving to an online provision. This highlighted many issues: many of our learners do not find online learning appealing and prefer traditional methods. Many do not have ICT equipment e.g. laptop, tablet, pc or even a smartphone therefore our Learn and Loan Scheme has now supported them to access a device with which to be able to join their classes online. Some have broadband/wi-fi issues especially those in care homes although these issues have seen improvement in recent weeks. A couple

of learners do not have someone with them to help and supervise them especially when their parents have to work. There is also a general lack of digital skills with parents and carers. Some parents say they don't have email addresses and are not interested in gaining digital skills or helping their charges to get online. Our team has been brilliant in providing hours of telephone support to assist learners and their parent/carers to join online, which is challenging when there is no face to face physical assistance.

What can help?

- General encouragement for people (parent/carers) to gain and improve digital skills.
- Physical technical assistance provided where needed?
- Assist Care homes to receive support to enable remote learning to take place (some have no time to take on this extra task, not enough technical knowledge, not enough staff)
- For those who can't connect, test if when the remote connection is made, they still do not want to participate i.e. if the difficult parts are done for them, then all they have to do is show up, but sometimes they just don't want to take part online.
- Encourage learners to enrol on a digital skills course to improve their ability to join in online. Encourage parents and carers to do the same.

b. Ginette Powis – Sessional Tutor and Established Learning Support Assistant, HACL

As a tutor, there have been many adjustments and adaptations that we have needed to make, given the pandemic situation that started March 2020. In the main, the outcome has been extremely positive, but it has presented many challenges along the way.

During the initial lockdown, we were in a position where learners could not access online classes and it became clear that this was an area that needed planning and developing. As an ICT tutor, I had practiced using the Moodle platform in the class, demonstrating and providing the printed instructions to take home, hopefully to encourage parental or carer support for this to be accessed in between classes. Unfortunately, this didn't happen and the number of learners that accessed this at home were very low. This is what initially made me aware that there were many factors and obstacles to be overcome, mainly the lack of support and/or devices.

Therefore, during the first lockdown we, as tutors/LSA's, attended online CPD sessions to learn some new digital skills to assist moving our classes online in the future and develop our Moodle pages to be more interactive, informative and appealing. We had the opportunity to practice these newfound skills when we taught an online pilot session and even though the attending number of learners were limited, it helped us as tutors, to realise that this was possible and with some work it could be a reality if it was required in the future.

When we returned to courses in September, I focused on using Moodle every week in class, supporting learners to login to not only Moodle but also their HAE Google accounts and access their online ILPs. They fill their weekly diary entries in every session. We revised using the Google Meet links to help prepare for the possibility of online sessions. This stretched their digital skills and albeit confusing for them at times, it was great practice for doing this at home. They all had a list of their log in details to take home should they need them for the purpose of

online learning.

I gradually noticed that learners were becoming familiar with the process and the more able students were now doing this independently. The access to Moodle at home increased a little and they were participating in interactive quizzes, completing homework and accessing evidence of learning that I had uploaded from the session. However, there was still this gap where support, device access and internet connection were an issue.

My learners experienced the use of Google Meet in November 2020 when, because of my own Covid isolation, I taught the classes remotely from my home. They adapted well and their learning was not disrupted because of my absence.

When the January 2021 lockdown was announced, we found ourselves in a position to make online learning a reality. As a tutor, this involved many changes to lesson plans and adaptations to the course content and uncertainty of attendance.

As part of the established LSA team, I have contributed to supporting many learners, parents and carers to get online, login, access Moodle and Google Meet.

This has been challenging, time consuming and has identified issues that have needed to be addressed:

- Parent / carer lack of digital skills
- No support / Parents working
- No device / old device
- No internet connection / unable to share residential home Wi-Fi
- Learners finding online learning too daunting
- Learners disinterested / Parent disinterested
- Online attendance determined by level of support provided at home
- No response to calls, email etc
- Absent learners miss learning outcomes that are set
- Environment not always suitable

As many of our learners are in residential care or supported living, they sometimes rely on the staff to support them 1:1. This is not always possible due to staffing numbers and can determine if the learner can attend, as they are unable to do so without support. This situation is out of our control, but we have also been able to support other carers to connect and have demonstrated the functions of Google Meet, so they are able to encourage the learner to participate as fully as possible.

We have witnessed, in some online classes where learners are from a residential home, that although they are supported to connect this is not continued through the session and does not enable the learner to participate as fully as they could. Also, the environment in these situations is not always appropriate and conducive to learning. e.g. in residential homes, several learners may be in the same room which makes it noisy.

A 'Loan and Learn scheme' has now been introduced for learners that do not have devices,

which is positive, but they still require an internet connection, and this is not always possible. As a tutor, I am grateful for every learner that participates and I know that the team I am part of have worked so hard to make this happen. We are continuing to do this every week, checking on absent learners, offering support over the phone to encourage attendance and providing digital advice.

c. Ebony Gonzalez, Learner who has completed ESOL and Maths courses during the lockdown period.

Born in the Dominican Republic, Ebony spent her childhood travelling the world with her working mother, a model. Although she learned five languages along the way her formal education was frequently interrupted and when she settled in the UK in October 2015 with her husband and 2 children, she knew wanted to get some formal qualifications to fulfil her dreams of using her languages to build a career, either in teaching or interpreting.

By the time the Covid-19 pandemic hit and lockdown came, she was studying English and maths with Hillingdon Adult and Community Learning. By then, her 9-year-old and 15-year-old daughters had a 3-year-old sister but sadly her husband was suffering from Parkinsons and was increasingly depressed. During the lockdown, Ebony struggled to balance her children's welfare with her role as her husband's carer. She tried hard to continue her studying. Her courses had transferred online and, with the family's laptop so often used by the children for their schoolwork, she found it difficult to attend regularly and keep up with homework. Somehow, she managed to pass her English exams but failed her maths qualification.

When her husband died in the summer, Ebony returned to college to pick up her studies again. Following a conversation with the staff there, she decided to concentrate on just one of her subjects while she helps her children manage their grief, and with the help of a laptop borrowed from the service she is now studying English at Entry Level 3. She has also struggled with her own grief and has felt isolated and exhausted much of the time. Despite this, she values her time at college and is determined to show her children that studying and working hard is the way to a better life.

Potential lines of Questioning:

The Committee may wish to consider the following lines of enquiry, along with any other questions Members may have for witnesses during the meeting:

- What further challenges are expected, if the Covid-19 pandemic continues?
- How has the delivery of virtual adult learning during the pandemic:
 - enabled the service to consider future opportunities for greater online education and learning delivery and thereby provide value for money and optimise resources?
 - given rise to ideas on how to reach out to new future residents/customers that would not usually consider or access more 'traditional' adult education services in person?
 - affected those learners or potential learners that find technology a barrier in participating virtually - and what can be done to overcome this going forward?
- What will be the impact if learner numbers decrease?
- Do the officers have ideas around sourcing alternative funding?

- What has the learner experience been? What helped keep learners going? What made the difference?
- What feedback on difficulties experienced can the officers share?
- What requests have been made by learners for additions or improvements to the service?
- What courses are requested but not currently provided?
- What provision does the service make for addressing mental health in learners?

Implications on related Council policies

The role of the Policy Overview Committees is to make recommendations on service changes and improvements to the Cabinet, who are responsible for the Council's policy and direction.

How this report benefits Hillingdon residents

Policy Overview Committees directly engage residents in shaping policy and recommendations to the decision-making Cabinet that seek to improve the way the Council provides local services.

Financial Implications

None at this stage.

Legal Implications

None at this stage.

BACKGROUND PAPERS

NIL.

INFORMATION ITEM - PLANNING FOR CANALS AND TOWPATHS

Committee name	Residents, Education and Environmental Services Policy Overview Committee, Committee
Officer reporting	Mandip Malhotra & James Rodger; Planning Environment, Education and Community Services
Papers with report	Appendices (1-16)
Ward	All Wards with Canals and towpaths

HEADLINES

The purpose of this report is to provide the committee with an overview of the planning policies governing Canals and Towpaths within the Borough and the bodies involved in the implementation of improvement works relating to the Canals and Towpaths.

RECOMMENDATIONS:

That the Residents, Education and Environmental Services Policy Overview Committee notes the information contained within the report.

SUPPORTING INFORMATION

At a recent meeting of the Residents, Education and Environmental Services Policy Overview Committee, Committee Members suggested new information items to be considered at future meetings. This included Canals and towpaths.

Set out below is a summary of the role of the Council and the Canal and Rivers Trust, followed by an overview of the planning policies relating to the protection and enhancement of the Borough Canal and Towpaths. This is concluded by a brief overview of the current proposals securing works to upgrade and enhance the local stretches of Canal.

(a) THE CANAL AND RIVERS TRUST

The Canal and Rivers Trust, founded in 2012, took over the guardianship of British Waterways' canals, rivers, reservoirs and docks in England and Wales. The Canal and Rivers Trust are a charity, who in 2012, were passed control of the waterways by the government. The role of the Trust is to safeguard the waterways now and in the future; whilst in the past they were used to transport goods and people, their function has since changed and the Trust endeavour to ensure their future in providing leisure and public spaces for everyone's enjoyment. The role of the Canal and Rivers Trust has influenced and shaped the planning policies surrounding the waterways and this can be seen in more detail in part (b) where details of national, regional and local policy support to enhance the use and protect the nature of the waterways is enshrined.

The Canal and River Trust is also a statutory consultee who provides advice to decision makers about protecting and enhancing the waterway infrastructure, facilities and environments when

development is proposed. The Canal and River Trust also seeks to work with developers and local planning authorities to ensure that development interacts positively with the waterway network, to encourage better use of waterside spaces by new and existing communities for their enhanced wellbeing.

The Canal and River Trust are consulted on Major and Minor planning applications where development is likely to affect:

- (i) Any island waterway (whether natural or artificial) or reservoir owned or managed by the Canal and River Trust, or
- (ii) Any canal feeder channel, watercourse, let-off or culvert, which is within an area which has been notified for the purposes of this provision to the local planning authority by the Canal and River Trust

The type of developments likely to affect the waterway are:

- development which involves any digging of foundations
- the building of anything large which could impose a loading on the side of the waterway
- any development which could create a breach in the waterway for example by increasing surface water discharges
- any major change of land use, for example from fields to housing

The Canal and River Trust have defined areas next to their waterways where they should be notified on planning applications (notified areas). Planning applications are likely to affect waterways if the application site falls within 150m from the relevant waterway or waterway asset for Major applications, or 50m for Minor applications, unless there are assets such as reservoirs, tunnels, cuttings and embankments or because of the width or nature of the waterway, in which case the notified area is either 75m or 150m from the relevant waterway.

Local planning authorities consider if the proposal falls within the Canal and River Trust's notified area, and whether the development would be likely to affect their infrastructure; if yes, then the local planning authority have a statutory requirement to consult the Canal and River Trust. Local planning authorities are not required to consult the Canal and River Trust where development would not impact on the structure of the waterway or its integrity, such as domestic roof extensions, change to external appearance of buildings which do not involve foundations or additional loadings and the erection of sheds, fences etc where no significant foundation is required.

(b) PLANNING POLICIES

National Planning Policies and Guidance on Canals

The National Planning Policy Framework (NPPF) (February 2019) sets out the Government's planning policies for England and how these should be applied. The NPPF is a material consideration in planning decisions. Whilst it does not specifically refer to canals, the NPPF includes canals within its definition of 'open space' as "All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity" (page 69).

Chapter 8 of the NPPF seeks to promote healthy and safe communities and considers access to a network of high-quality open spaces and opportunities for sport and physical activity to be important to the health and well-being of communities. Chapter 15 of the NPPF sets out the need to conserve and enhance the natural and local environment, by ensuring that developments

consider likely impacts on the natural environment, such as biodiversity, water quality, contamination, noise, light pollution and air quality. In addition, local authorities should take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure.

Regional Planning Policies and Guidance on Canals

Policies for the London Region are set out in the 2016 London Plan - Consolidated with Alterations and in the Emerging London Plan – Publication Version (2020). The London Plan defines the Blue-Ribbon Network as a strategic network of waterspaces for London which covers the River Thames, canals, tributary rivers, lakes, reservoirs and docks alongside smaller waterbodies. The key waterways for Hillingdon Borough are the Grand Union Canal, the River Colne and the River Pinn, (**Appendix 1**).

Policy 2.18 of the London Plan - Consolidated with Alterations (2016) (**Appendix 2**) seeks to protect, promote, expand and manage the extent and quality of, and access to London's network of green infrastructure (defined as the network of all green and open spaces together with the Blue-Ribbon Network). Development proposals should (a) incorporate appropriate elements of green infrastructure that are integrated into the wider network and (b) encourage the linkage of green infrastructure including the Blue-Ribbon Network, the wider public realm to improve accessibility for all and develop new links.

Policy 7.24 of the London Plan - Consolidated with Alterations (2016) (**Appendix 3**) states that the Blue-Ribbon Network is a strategically important series of linked spaces and that it should contribute to the overall quality and sustainability of London by prioritising uses of the waterspace and land alongside it safely for water related purposes. Policies 7.25 and 7.26 of the London Plan - Consolidated with Alterations (2016) (**Appendix 4** and **Appendix 5**) seek to increase the use of the Blue-Ribbon Network for passenger and tourist river services and for freight transport.

Policy 7.27 of the London Plan - Consolidated with Alterations (2016) (**Appendix 6**) states that development proposals should enhance the use of the Blue-Ribbon Network for infrastructure and recreational purposes, particularly in regard to access points and waterway support infrastructure such as boatyards and moorings.

Policy 7.28 the London Plan - Consolidated with Alterations (2016) (**Appendix 7**) states that development proposals should restore and enhance the Blue-Ribbon Network through a number of ways, in particular by improving and protecting biodiversity and by protecting the open character of the Blue-Ribbon Network.

Policy 7.30 the London Plan - Consolidated with Alterations (2016) (**Appendix 8**) refers specifically to London's canal network and other rivers and waterspaces, such as reservoirs, lakes and ponds. Developments should respect the local character of the waterway and contribute to their accessibility and active water related uses where possible, whilst developments located within or alongside London's Docks should protect and promote the vitality, attractiveness and historical interest of remaining docklands. In addition, local planning authorities should identify local opportunities to increase the local distinctiveness and use of the Blue-Ribbon Network.

Within the emerging London Plan - Publication Version 2020, Policy SI 14 (**Appendix 9**) states that development plans and development proposals should address the strategic importance of London's network of linked waterways, including the River Thames, and should seek to maximise their multifunctional, social, economic, and environmental benefits. Additionally, Boroughs are encouraged to work together on policies or other appropriate area-based strategies that address

cross-boundary waterway issues, and the policy sets out what these joint waterway strategies should consider, for example the local character of the river/waterway, development sites and regeneration opportunities, sites, buildings, structures, landscapes and views of sensitivity or importance, inclusive public access and indicative flood risk and water quality.

Policy SI 15 of the emerging London Plan - Publication Version, 2020 (**Appendix 10**) seeks to support, protect and enhance the use of the waterways for passenger and freight transport. The use of the waterways for transport purposes will relieve road congestion and reduce lorry movements on the roads and is a more sustainable mode of transport for freight. Boroughs should protect existing boat yards and wharves and identify new locations for additional waterborne freight. Redevelopment of safeguarding wharves for other land uses would only be acceptable where the wharf is no longer viable or capable of being made viable for waterborne freight handling. New developments next to existing wharves should minimise potential conflicts of use and disturbance and should maintain appropriate highways access for commercial vehicles to the wharves.

Policy SI 16 of the emerging London Plan - Publication Version, 2020 (**Appendix 11**) seeks to protect, enhance and support waterway infrastructure including educational and community facilities, water sport provision, moorings and public access. New developments should utilise the Blue-Ribbon Network for active water-based leisure and informal waterside recreation or access. Additionally, there is a demand for residential moorings within the waterway network given a significant increase in the number of boats on London's canals.

Policy SI 17 of the emerging London Plan - Publication Version, 2020 (**Appendix 12**) requires development plans and development proposals to support river restoration and biodiversity improvements. Development proposals are also required to support and improve the protection of the distinct open character and heritage of waterways (including canals) and their settings along with their biodiversity and accessibility.

Local Planning Policies and Guidance on Canals

The London Borough of Hillingdon's Local Plan consists of two parts, Part One which sets out strategic policies (November 2012) and Part Two which sets out development management policies (January 2020).

Chapter 8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012)¹ sets out the Council's strategic policies for environmental improvement within the Borough, including open spaces, rivers and canal corridors; Strategic Objective SO3 seeks to "improve the quality of, and accessibility to, the heritage value of the borough's open spaces, including rivers and canals as areas for sports, recreation, visual interest, biodiversity, education, health and well-being. In addition, address open space needs by providing new spaces identified in Hillingdon's Open Space Strategy" whilst Strategic Objective SO9 seeks to "promote healthier and more active lifestyles through the provision of access to a range of sport, recreation, health and leisure facilities". Hillingdon Borough is characterised by an extensive network of open spaces, rivers, canal corridors (including the Grand Union Canal) and associated hinterlands, known as the Blue-Ribbon Network. The network links across borough boundaries and has a strategic function in West London.

Hillingdon's green and blue network of open spaces, rivers and canals play an important role in tackling climate change, are integral to the delivery of sustainable development, promote a

healthy way of life, encourage social cohesion and provide an attractive alternative environment to an urban setting. The Borough contains seven main rivers and about 20km of the Grand Union Canal, including the Main Line, Paddington and Slough Arms, along with associated tributaries and smaller streams. The Hillingdon Local Plan: Part One - Strategic Policies (November 2012) aims to promote the river and canal corridors as a key part of Hillingdon's strategic green infrastructure network. The Grand Union Canal Corridor crosses several local authority boundaries, includes many multi-functional sites and is of regional importance. Given the multi-functional nature of strategic river and canal corridors, many local planning polices seek to prioritise these corridors in planning decisions, provide opportunities to enhance water quality and the environmental performance of the river and canal corridors, and to ensure that developers make a positive contribution to the river or canal.

Policy EM3 of the Local Plan: Part One - Strategic Policies (November 2012) (**Appendix 13**) sets out the Council's aim to promote and contribute to the positive enhancements of strategic river and canal corridors, to enhance the local character, visual amenity, ecology, transportation, leisure opportunities and sustainable access to rivers and canals, and to ensure that the river and canal corridors complement and link with cross boundary corridors. The implementation of the policy is achieved through working with relevant agencies and partners to develop strategies of the Grand Union Canal and other blue networks where needed, achieve environmental and habitat improvements in the Colne Valley Regional Park, improve facilities and enhance nature along the Grand Union Canal, conserve and enhance biodiversity and improving access to and the quality of Hillingdon's river and canal corridors.

Chapter 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)² sets out local policies to protect and enhance the environment; green infrastructure is a fundamental aspect of the character of the Borough and provides many valuable assets such as woodland, river and canal corridors and a network of open green spaces, playing an important role in helping to mitigate the effects of climate change and prevent flooding.

Policy DMEI 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) (**Appendix 14**) requires development proposals in green edge locations, including the Blue-Ribbon Network, to assimilate development into the surrounding area using extensive peripheral landscaping to site boundaries. Additionally, the Borough's rivers and canals support a diverse range of wildlife, although there has been pressure from historic development. Therefore Policy DMEI 7 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) (**Appendix 15**) seeks to ensure that biodiversity is protected and enhanced or that any significant loss of biodiversity is replaced with features of equivalent biodiversity value on site; developments alongside or that benefit from a frontage on a main river or the Grand Union Canal are expected to demonstrate that they are contributing towards a net gain in biodiversity value, through the provision of green infrastructure where appropriate.

Policy DMEI 8 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) (**Appendix 16**) requires waterside developments to enhance the waterside environment and biodiversity through high quality designs that respect the historical significance and character of the waterway and provide access and improved amenity to the waterfront. Developments located alongside or fronting the Grand Union Canal will be expected to contribute to the improvement of the Canal. The policy supports the renewal of small scale canalside facilities for servicing vessels that use the canal and improvements to facilities to improve living conditions for marina users.

(c) DEVELOPMENT PROPOSALS AND CANAL CONTRIBUTIONS

The Canal and Rivers Trust have works programmed which relate to the enhancement and usability of Canal and the towpaths throughout the Borough. Numerous schemes either abut the Canal or are located near the Canal and therefore the Canal and Rivers Trust are consulted on such applications. Where it can be justified in planning policy terms, the Council work with the Trust to secure monies to deliver the existing programme of works, or secure works on towpath land to be implemented with developers.

There are numerous sites across the Borough where canal improvements have been negotiated over the years. Set out below are a list of sites which have recently been granted consent with an obligation to secure monies or works (via S106 agreements) for the Trust for the period 2019-current day.

Site Address/Location	Comments
Former Nestle Factory Site, Nestles Avenue, Hayes	Construction underway, site involves a long stretch of canal frontage which will be significantly enhanced.
233-236 Nestles Avenue, Hayes	Planning consent granted; no construction works yet.
Chailey Industrial Estate, Pump Lane, Hayes	Construction underway, off site enhancements agreed.
Bulls Bridge site, North Hyde Gardens, Hayes	Decision Notice not yet released but scheme approved at committee.
1 Vinyl Square, Blyth Road, Hayes	Not yet commenced, off site enhancements contribution
Crown Trading Centre, Clayton Road, Hayes	Decision Notice not yet released but scheme approved at committee. On site canal enhancements.
Fairview Business Centre, Clayton Road, Hayes	Decision Notice not yet released but scheme approved at committee. On site canal enhancements.
Weir House, 50 Riverside Way, Uxbridge	Decision Notice not yet released but scheme approved at committee. On site canal enhancements.
GSK, Stockley Park, Iron Bridge Road	Decision Notice not yet released but scheme approved at committee. On site canal enhancements.

It should be noted that recently completed developments at Waterloo Wharf in Uxbridge and Stockley Park Phase 3 have delivered significant canal-side improvements.

Implications on related Council policies

N/A

How this report benefits Hillingdon residents

Provides an understanding of the works being secured to enhance the Canals and waterways.

Financial Implications

There are no direct financial implications associated with the recommendation to this report.

Legal Implications

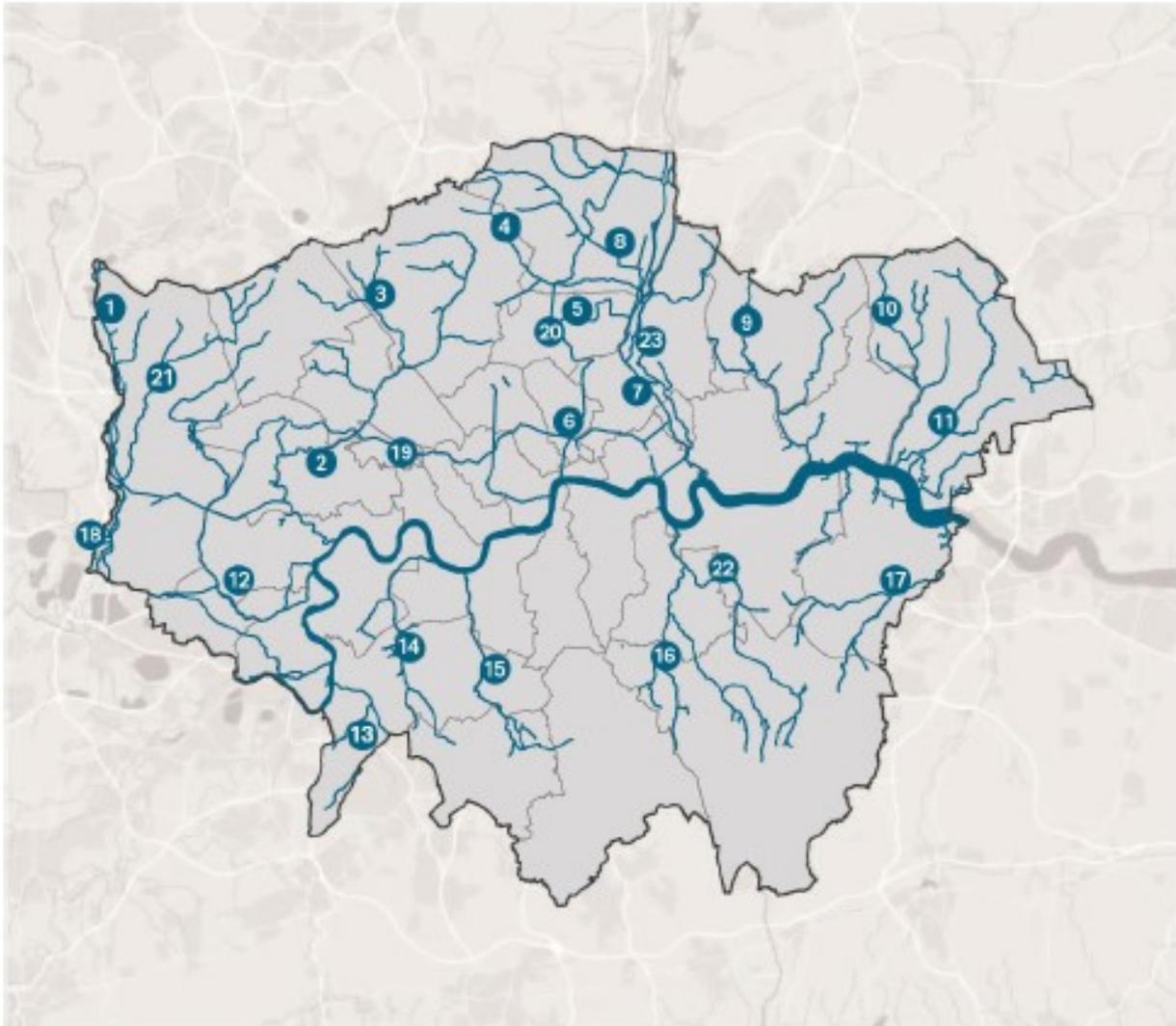
The Borough Solicitor confirms that the legal implications are included in the body of the report.

BACKGROUND PAPERS

Appendix 1- Appendix 16

Appendices (1-16)

Appendix 1 London Plan – Publication Version, 2020 - Figure 9.6 - London's Network of Waterways (the Blue Ribbon Network)



London's Waterways

● Waterways

Note: Not all tributaries shown

Source: OS Open Rivers

Contains OS data © Crown copyright and database right (2017)

- | | | | |
|----------------------|---------------------|---------------------|--------------------|
| 1. Grand Union Canal | 7. Lee Navigation | 13. Hogsmill River | 19. Paddington Arm |
| 2. River Brent | 8. Salmons Brook | 14. Beverley Brook | 20. New River |
| 3. Silk Stream | 9. River Roding | 15. R. Wandle | 21. River Pinn |
| 4. Pymmes Brook | 10. River Rom | 16. Ravensbourne R. | 22. River Quaggy |
| 5. Moselle Brook | 11. Ingrenbourne R. | 17. River Cray | 23. River Lea |
| 6. Regents Canal | 12. R. Crane | 18. River Colne | |

POLICY 2.18 GREEN INFRASTRUCTURE: THE MULTI FUNCTIONAL NETWORK OF GREEN AND OPEN SPACES

Strategic

- A The Mayor will work with all relevant strategic partners to protect, promote, expand and manage the extent and quality of, and access to, London's network of green infrastructure. This multifunctional network will secure benefits including, but not limited to, biodiversity; natural and historic landscapes; culture; building a sense of place; the economy; sport; recreation; local food production; mitigating and adapting to climate change; water management; and the social benefits that promote individual and community health and well-being.

- B The Mayor will pursue the delivery of green infrastructure by working in partnership with all relevant bodies, including across London's boundaries, as with the Green Arc Partnerships and Lee Valley Regional Park Authority. The Mayor has published supplementary guidance on the All London Green Grid to set out the strategic objectives and priorities for green infrastructure across London.
- C In areas of deficiency for regional and metropolitan parks, opportunities for the creation of green infrastructure to help address this deficiency should be identified and their implementation should be supported, such as in the Wandle Valley Regional Park¹.

¹ EDAW Ltd. London Strategic Parks Project. GLA, 2004

Planning decisions

- D Enhancements to London's green infrastructure should be sought from development and where a proposal falls within a regional or metropolitan park deficiency area (broadly corresponding to the areas identified as "regional park opportunities" on Map 2.8), it should contribute to addressing this need.
- E Development proposals should:
 - a incorporate appropriate elements of green infrastructure that are integrated into the wider network
 - b encourage the linkage of green infrastructure including the Blue Ribbon Network, to the wider public realm to improve accessibility for all and develop new links, utilising green chains, street trees, and other components of urban greening (Policy 5.10).

LDF preparation

- F Boroughs should:
 - a set out a strategic approach to planning positively for the creation, protection, enhancement and management of networks of green infrastructure by producing green infrastructure strategies² that cover all forms of green and open space and the interrelationship between these spaces. These should identify priorities for addressing deficiencies and should set out positive measures for the design and management of all forms of green and open space. Delivery of local biodiversity action plans should be linked to these strategies.
 - b ensure that in and through DPD policies, green infrastructure needs are planned and managed to realise the current and potential value of these to communities and to support delivery of the widest range of linked environmental and social benefits
 - c in London's urban fringe support, through appropriate initiatives, the vision of creating and protecting an extensive and valued recreational landscape of well-connected and accessible countryside around London for both people and wildlife³.

² CLG. National Planning Policy Framework, paragraph 114. Mayor of London/CABE Space. Open Space Strategies Best Practice Guidance. GLA, 2009

³ Land Use Consultants. Bringing the Outdoor Spaces to People. Improving the countryside round London: The Green Arc Approach. Green Arc Steering Group, 2004

POLICY 7.24 BLUE RIBBON NETWORK

Strategic

- A The Blue Ribbon Network is a strategically important series of linked spaces. It should contribute to the overall quality and sustainability of London by prioritizing uses of the waterspace and land alongside it safely for water related purposes, in particular for passenger and freight transport. Regard should be paid to the Thames River Basin Management Plan and the emerging marine planning regime and the Marine Policy Statement.

POLICY 7.25 INCREASING THE USE OF THE BLUE RIBBON NETWORK FOR PASSENGERS AND TOURISM

Strategic

- A The Mayor will seek to increase the use of the Blue Ribbon Network for passenger and tourist river services, and supports the principle of additional cruise liner facilities on the Thames.

Planning decisions

- B Development proposals:
- a should protect existing facilities for waterborne passenger and tourist traffic. Applications which remove existing facilities should be refused unless suitable replacement facilities are provided
 - b which provide new facilities for passenger and tourist traffic, especially on the central London stretch of the River Thames will be supported
 - c which provide improved facilities for cruise ships in London will be supported.

LDF preparation

- C Within LDFs boroughs should identify locations that are suitable for passenger, tourist or cruise liner facilities.

POLICY 7.26 INCREASING THE USE OF THE BLUE RIBBON NETWORK FOR FREIGHT TRANSPORT

Strategic

- A The Mayor seeks to increase the use of the Blue Ribbon Network to transport freight.

Planning decisions

- B Development proposals:
- a should protect existing facilities for waterborne freight traffic, in particular safeguarded wharves should only be used for waterborne freight handling use. The redevelopment of safeguarded wharves for other land uses should only be accepted if the wharf is no longer viable or capable of being made viable for waterborne freight handling, (criteria for assessing the viability of wharves are set out in paragraph 7.77). Temporary uses should only be allowed where they do not preclude the wharf being reused for waterborne freight handling uses (see paragraph 7.78). The Mayor will review the designation of safeguarded wharves prior to 2012.
 - b which increase the use of safeguarded wharves for waterborne freight transport, especially on wharves which are currently not handling freight by water, will be supported
 - c adjacent or opposite safeguarded wharves should be designed to minimise the potential for conflicts of use and disturbance
 - d close to navigable waterways should maximize water transport for bulk materials, particularly during demolition and construction phases.

LDF preparation

- C Within LDFs boroughs should identify locations that are suitable for additional waterborne freight.

LDF preparation

- B Within LDFs boroughs should identify the location of waterway facilities and any opportunities for enhancing or extending facilities, especially within opportunity areas and other areas where a particular need has been identified.

network, in particular proposals:

- a that result in the loss of existing facilities for waterborne sport and leisure should be refused, unless suitable replacement facilities are provided
- b should protect and improve existing access points to (including from land into water such as slipways and steps) or alongside the Blue Ribbon Network (including paths). New access infrastructure into and alongside the Blue Ribbon Network will be sought.

Appendix 7

London Plan (2016) - Policy 7.28

POLICY 7.28 RESTORATION OF THE BLUE RIBBON NETWORK

Planning decisions

- A Development proposals should restore and enhance the Blue Ribbon Network by:
- a taking opportunities to open culverts and naturalise river channels
 - b increasing habitat value. Development which reduces biodiversity should be refused
 - c preventing development and structures into the water space unless it serves a water related purpose (see paragraph 7.84).
 - d protecting the value of the foreshore of the Thames and tidal rivers
 - e resisting the impounding of rivers
 - f protecting the open character of the Blue Ribbon Network.

LDF preparation

- B Within LDFs boroughs should identify any parts of the Blue Ribbon Network where particular biodiversity improvements will be sought, having reference to the London River Restoration Action Plan (see paragraph 7.86).

Appendix 8 London Plan (2016) - Policy 7.30

- c encouraging the sensitive use of natural landscaping and materials in and around dock areas
- d promoting their use for water recreation
- e promoting their use for transport

LDF preparation

- C Within LDFs boroughs should identify any local opportunities for increasing the local distinctiveness and use of their parts of the Blue Ribbon Network
possible.
- B Development within or alongside London's docks should protect and promote the vitality, attractiveness and historical interest of London's remaining dock areas by:
 - a preventing their partial or complete in-filling (see paragraph 7.103)
 - b promoting their use for mooring visiting cruise ships and other vessels

A

Policy SI 14 Waterways – strategic role

- A Development Plans and development proposals should address the strategic importance of London’s network of linked waterways, including the River Thames, and should seek to maximise their multifunctional social, economic and environmental benefits.
- B To ensure coordination and alignment at the interface between terrestrial and marine planning, Development Plans and development proposals should take account of the emerging Marine Spatial Plans prepared by the Marine Management Organisation.
- C Boroughs are encouraged to work together on policies or other appropriate area-based strategies that address cross-boundary waterways issues.
- D To reflect the distinctiveness of areas that specifically relate to the River Thames, relevant Development Plans should designate, and ensure the maintenance of, Thames Policy Areas (TPAs). Setting the boundary of TPAs should be done in consultation with neighbouring boroughs, including those across the river. Boroughs are encouraged to plan for TPAs through joint Thames Strategies.
- E Joint Thames Strategies and other area-based joint waterways strategies should consider:
- the local character of the river/waterway

- water-based passenger and freight transport nodes
- development sites and regeneration opportunities
- opportunities for environmental/ecological and urban design improvements
- sites of ecological, historic, or archaeological importance
- sites, buildings, structures, landscapes and views of particular sensitivity or importance
- focal points of public activity
- inclusive public access
- strategic cultural value
- recreation and marine infrastructure
- river crossings and other structures
- indicative flood risk and water quality.

Policy SI 15 Water transport

- A Development proposals should protect and enhance existing passenger transport piers and their capacity. New piers will be supported in line with the Port of London Authority and Transport for London's Pier Strategy. The necessary provision of moorings, waste and sewage facilities for passenger vessels should be provided.
- B Existing boatyard sites should be protected and development proposals to increase their capacity or range of services should be supported. Alternative use of a boatyard site should only be accepted if the facilities of the site are re-provided at a site with equivalent or enhanced facilities in Greater London. Proposals for a new strategic-scale boatyard site, at an appropriate site within London, will be supported.

- C Development proposals to facilitate an increase in the amount of freight transported on London's waterways should be supported.
- D The Mayor will keep the network of safeguarded wharves under regular review. Boroughs should protect existing locations and identify new locations for additional waterborne freight. There may be opportunities to consolidate wharves as part of strategic land use change, in particular, within Opportunity Areas; these will need to ensure that the existing and potential capacity and operability of the safeguarded wharves is retained and where possible expanded.
- E Safeguarded wharves should only be used for waterborne freight-handling use, including consolidation centres. The redevelopment of safeguarded wharves for other land uses should only be accepted if the wharf is no longer viable or capable of being made viable for waterborne freight-handling (see viability testing criteria). Temporary uses should only be allowed where they do not preclude the wharf being reused for waterborne freight-handling uses.
- F Development proposals which increase the use of safeguarded wharves for waterborne freight transport, especially the reactivation of wharves which are currently not handling freight by water, will be supported.

Policy SI 16 Waterways – use and enjoyment

- A Development Plans and development proposals should protect and enhance waterway infrastructure.
- B Development proposals should protect and enhance, where possible, water-related cultural, educational and community facilities and events, and new facilities should be supported and promoted, but should take into consideration the protection and other uses of the waterways.
- C Development proposals that increase the provision of water sport centres and associated new infrastructure will be supported if a deficit in provision has been identified locally, and if the infrastructure does not negatively impact on navigation or on the protection of the waterway (see Policy SI 17 Protecting and enhancing the London's waterways).
- D Development proposals adjacent to waterways should protect and enhance, where possible, existing moorings. The provision of new moorings and/or required facilities (such as power, water and waste disposal) should be supported if they are:
- 1) off-line from main navigation routes, in basins or docks, unless there are negative impacts on navigation or on the protection of the waterway (see Policy SI 17 Protecting and enhancing London's waterways)
 - 2) appropriately designed including the provision of wash mitigation, where necessary
 - 3) managed in a way that respects the character of the waterways.
- E Existing access points to waterways (including slipways and historic steps) and alongside waterways (including paths) should be protected and enhanced.
- F Development proposals along waterways should protect and enhance inclusive public access to and along the waterway front and explore opportunities for new, extended, improved and inclusive access infrastructure to/from the waterways.

G Development proposals should improve and expand the Thames Path and the towpaths, improve alignment with the waterway where relevant, enhance them as walking routes, and provide better linkages to the transport network. This will require collaboration with relevant partners including the London boroughs, the PLA and the Canal and River Trust, the Environment Agency and Natural England, as well as landowner, developer and community representatives. These paths will be public and not private spaces.

Policy SI 17 Protecting and enhancing London's waterways

- A Development Plans should support river restoration and biodiversity improvements.
- B Development proposals that facilitate river restoration, including opportunities to open culverts, naturalise river channels, protect and improve the foreshore, floodplain, riparian and adjacent terrestrial habitats, water quality as well as heritage value, should be supported. Development proposals to impound and narrow waterways should be refused.
- C Development proposals should support and improve the protection of the distinct open character and heritage of waterways and their settings.
- D Development proposals into the waterways, including permanently moored vessels, should generally only be supported for water-related uses or to support enhancements of water-related uses.
- E Development proposals along London's canal network, docks, other rivers and water space (such as reservoirs, lakes and ponds) should respect their local character, environment and biodiversity and should contribute to their accessibility and active water-related uses. Development Plans should identify opportunities for increasing local distinctiveness and recognise these water spaces as environmental, social and economic assets.
- F On-shore power at water transport facilities should be considered at wharves and residential moorings to help reduce air pollution.

Policy EM3: Blue Ribbon Network

The Council will continue to promote and contribute to the positive enhancement of the strategic river and canal corridors and the associated wildlife and habitats through the Biodiversity Action Plan and the Thames River Basin Management Plan, and developer contributions where appropriate.

The Council will work with the Environment Agency and other interested bodies to continue to enhance the local character, visual amenity, ecology, transportation, leisure opportunities and sustainable access to rivers and canals.

The Council will collaborate with adjacent local authorities to ensure that Hillingdon's river and canal corridors complement and link with cross boundary corridors.

Implementation of Policy EM3- how we will achieve this

The Council will implement Policy EM3 by:

- Working with the Environment Agency, British Waterways, Natural England, English Heritage and other partners to develop a strategy for the Grand Union Canal and other blue ribbon networks where they are not currently in place.
- Working with partners to achieve environmental and habitat improvements in the Colne Valley Regional Park.
- Work with community partnership groups and Canal and River Trust (formerly British Waterways) to improve facilities and enhance nature along the Grand Union Canal.
- Conserving and enhancing biodiversity, paying particular regard to priority species and habitats identified in Hillingdon's Biodiversity Action Plan.
- Improving access to and the quality of Hillingdon's river and canal corridors, thereby providing a healthier lifestyle accessible to all.

Monitoring of Policy EM3- how we will measure success

- Monitoring of the above Policy EM3 will be through the Annual Monitoring Report with a specific link to:
 - E2 (Core) Change in areas of biodiversity importance - i) Preserve the area of wildlife habitats; and ii) Minimise loss of designated areas to development (or any other targets set by Government).
- NI 189 - Flood risk management indicator.
- Number of new and improved access points to the river and canal network.
- Promote biodiversity benchmarking.

Policy DMEI 6: Development in Green Edge Locations

New development adjacent to the Green Belt, Metropolitan Open Land, Green Chains, Sites of Importance for Nature Conservation, Nature Reserves, countryside, green spaces or the Blue Ribbon Network should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.

Policy DMEI 7: Biodiversity Protection and Enhancement

A) The design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. Where loss of a significant existing feature of biodiversity is unavoidable, replacement features of equivalent biodiversity value should be provided on-site. Where development is constrained and cannot provide high quality biodiversity enhancements on-site, then appropriate contributions will be sought to deliver off-site improvements through a legal agreement.

B) If development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological value.

C) All development alongside, or that benefits from a frontage on to a main river or the Grand Union Canal will be expected to contribute to additional biodiversity improvements.

D) Proposals that result in significant harm to biodiversity which cannot be avoided, mitigated, or, as a last resort, compensated for, will normally be refused.

Policy DMEI 8: Waterside Development

A) Development on sites that adjoin or include a watercourse should:

- i) have regard to the relevant provisions of the Thames River Basin Management Plan and any other relevant Catchment Management Plans;**
- ii) not extend within 8 metres of the top of the bank of a main river or 5 metres either side of an ordinary watercourse or an appropriate width as may be agreed by the Council;**
- iii) where feasible, secure the implementation of environmental enhancements to open sections of river or watercourse; and**
- iv) where feasible, implement a scheme for restoring culverted sections of river or watercourses which must include an adequate buffer for flooding and maintenance purposes.**

B) Where on-site environmental enhancements or deculverting are financially viable but not feasible, the Council will seek a financial contribution towards relevant projects for the enhancement or deculverting of other sections of rivers or watercourses.

C) Existing wharves and their access will be protected for continued use.

D) Proposals that would adversely affect the infrastructure of main rivers and ordinary watercourses, or which fail to secure feasible enhancements or deculverting, will be resisted.

E) Development located in or adjacent to watercourses should enhance the waterside environment and biodiversity by demonstrating a high design quality which respects the historic significance of the canal and character of the waterway and provides access and improved amenity to the waterfront.

F) All development alongside or that benefits from a frontage on the Grand Union Canal will be expected to contribute to the improvement of the Canal.

Community Infrastructure Levy Reporting

Committee name	Residents, Education and Environmental Services Policy Overview Committee
Officer reporting	James Rodger – Deputy Director, Planning and Regeneration Julia Johnson – Planning Policy and Infrastructure, Planning and Regeneration
Papers with report	Appendix 1: Hillingdon's Infrastructure Funding Statement 2019/20
Ward	All

HEADLINES

This report provides an update to the Committee on Hillingdon Community Infrastructure Levy (CIL) income and expenditure in the 2019/20 financial year.

RECOMMENDATIONS:

That the Committee notes and comments on the information presented within this report.

SUPPORTING INFORMATION

Introduction

The Community Infrastructure Levy (CIL) is a charge which allows the Council to raise funds from developers undertaking new building projects. It supports the financing of the cumulative infrastructure requirements that arise as a result of new development across the borough. It is chargeable on any development that creates a new dwelling or where there is an increase of floorspace by 100 sqm or more. It should also be noted that there are types of development which qualify for exemptions from CIL including affordable housing, self-build and charitable developments. CIL operates alongside S106 planning obligations which continue as a means of mitigating the site-specific impacts of a development.

Hillingdon's Community Infrastructure Levy (CIL) Charging Schedule was adopted by resolution of Full Council in July 2014. The provisions of the Charging Schedule and the Planning Obligations SPD have applied to new development in the borough from 1 August 2014. The council's current CIL charges (which are increased each year by inflation) are shown in Appendix 1.

The remainder of this report sets out the CIL income and expenditure for the last financial year. Members of the Committee should note that the scope of this report covers Hillingdon CIL and not Mayoral CIL which the Council also collects on behalf of the Mayor of London.

Classification: Public

Residents, Education and Environmental Services Policy Overview Committee 23 February 2021

Hillingdon CIL Income

Total CIL Income

The following amounts of CIL income have been received and spent in each of the financial years since the adoption of the council's CIL charge in 2014.

Table 1: Total CIL income since adoption

Year	Income	Expenditure
2014/15	0	0
2015/16	£2,021,483	£2,021,483
2016/17	£3,873,050	£3,873,050
2017/18	£3,636,863	£3,636,863
2018/19	£3,460,274	£3,460,274
2019/20	£4,780,346	£4,780,346

Once income has been collected it is pooled into a central capital code from which qualifying infrastructure projects are then financed. As shown, the council currently spends all the CIL receipts received in the same financial year and no balance is transferred between years.

It is noted that the Committee have requested for CIL income to be broken down into individual wards. However, it should be noted that there is currently no statutory requirement to hold data in this format. Information on the CIL liabilities of individual sites can be provided but collating this data for all sites would require a significant manual exercise. If the Committee have queries about specific sites, this information can be provided.

Hillingdon CIL Expenditure

Legislative Requirements Regarding CIL Spend

Under the CIL Regulations, the expenditure of CIL must be broken down into three distinct portions to which different legislative requirements apply. These portions are as follows:

Portion	Percentage of receipts
Strategic Hillingdon CIL	80% (maximum)
Neighbourhood CIL	15% (minimum)
CIL administration expenses	5%

Until the end of last year, the CIL Regulations required the council to set out the infrastructure items for which it would collect and spend the strategic portion of CIL on a list prepared and published under CIL Regulation 123. Hillingdon's Regulation 123 List was adopted alongside the Hillingdon CIL in July 2014 and included the following types of infrastructure: education facilities, transport improvements, healthcare facilities, community care facilities, library

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services, leisure facilities, open space provision and community facilities. This portion of the levy can be used for the provision of new infrastructure in the categories listed above or to increase the capacity/ repair existing infrastructure. The key test is that all such expenditure must be necessary to support development and in accordance with the council's Regulation 123 List. From the beginning of this year, the Regulation 123 list has been replaced by a list of spending priorities set out in the council's soon to be published Infrastructure Funding Statement, although the legislative principles regarding expenditure will remain the same.

In terms of the neighbourhood portion of CIL, the CIL Regulations require that the council, as the CIL charging authority, retain the receipts but engage with the communities where development has taken place to agree how best to spend the neighbourhood funding. Government guidance states that charging authorities should set out clearly and transparently their approach to engaging with neighbourhoods and the use of neighbourhood funds should match priorities expressed by local communities. The legislation also allows for the neighbourhood portion to be spent on anything that is concerned with addressing the demands that a development places on an area and does not need to be linked to the strategic spend priorities.

The third portion of CIL is to cover administrative expenses. The CIL Regulations allow charging authorities to retain a maximum of 5% of CIL receipts to spend on the administration of their CIL. This is retained by Hillingdon's Planning Service for administering the charging, collection and enforcement of CIL.

Total CIL Expenditure

Table 3 below shows the total amount of CIL income collected in 2019/20 by category.

Table 3: Total CIL Expenditure in 2019/20 Financial Year

2019/2020 Financial Year	Total
Strategic HCIL (75% spent on the Capital Programme)	£3,568,221.69
Total HCIL admin (5%)	£239,017.32
Neighbourhood CIL (20% spent on Chrysalis Programme)	£973,107.44
TOTAL	£4,780,346.45

Strategic CIL Expenditure

As shown in Table 4, the strategic portion of Hillingdon's CIL was spent on a range of local infrastructure projects including the expansion of a secondary school; highways and street lighting works; and the improvement of libraries and leisure facilities. Expenditure where possible has been focused on those wards experiencing the highest levels of development.

Table 4: Strategic Hillingdon CIL Spend by Ward

Hillingdon CIL Spend	Total (£)
Education Facilities	
Vyners Secondary School Expansion	854,041.60
Transport Improvements	
Highways Structural Works	1,064,360.91
Street Lighting	262,927.39
Pembroke Gardens car park resurfacing	34,278.53
Library Services	
Ruislip Manor library refurbishment	333,462.34
Leisure Facilities	
New Yiewsley Leisure Centre	474,081.82
Harlington Bowls Club New Build	149,729.04
Hayes Bowls Club Roof Replacement (Botwell Green)	22,006.04
Stockley Park golf course pumps	10,498.67
Community Facilities	
Lake Farm Park Playground Replacement	84,439.60
Minet Country Park Playground Replacement	83,929.35
Barra Hall Park Playground Replacement	76,000.00
Sipson Recreation Ground Playground Replacement	64,588.00
Open Space Provision	
Elephant Park footpath	37,744.34
Elephant Park wetland habitats	16,134.06

Neighbourhood CIL Spend 2019/2020 (Chrysalis Programme)

The neighbourhood proportion of Hillingdon CIL (minimum of 15%) is allocated to the Chrysalis programme. Spending within the Chrysalis programme is driven by requests made by residents and/ or local ward councillors. The 2019/20 expenditure on the Chrysalis programme was approximately £1 million, equivalent to 20% of the total CIL income.

Throughout the year, suggestions can be made by residents, ward councillors and officers for projects to receive Chrysalis funding. Chrysalis funding also contributes to the Alleygating Scheme whereby residents experiencing anti-social behaviour can apply for up to 90% funding towards the cost of gating privately owned alleyways.

Once suggestions are received, Officers in the Community Engagement and Town Centre Improvements team check that the suggestion meets the eligibility criteria. Projects are then scoped, and estimated costs obtained to confirm that delivery can be achieved within the £100k threshold. All proposals under the previous administration were presented to the Cabinet Member for Commerce, Community & Regeneration in December of each year who prioritised a range of projects (usually around 20) across the borough to take forward for implementation in the next financial year. Suggestions which are not taken forward remain in the pipeline for future

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consideration. Cllr Lavery will be responsible for the allocation of funding to the Chrysalis programme under the new administration.

Tables 5a to 5f below list the projects funded by neighbourhood CIL through the Chrysalis programme in 2019/20. These include improvements to community buildings, schools, parks and open spaces as well as community safety improvements through the introduction of alley gates. The most significant project funded through the Chrysalis programme in 2019/20 was a series of public realm improvements in Hayes End shopping parade.

Table 5a

Community Facilities Refurbishment	Total
Harefield Horticultural Society (Hill House Allotment Site) Roof Works	3,100.00
Hayes & Harlington Community Centre Extension	3,545.00
Hillingdon Autistic Care & Support (HACS) Flooring & Kitchen Imp	3,660.00
Moor Lane Allotment Site Raised Beds	17,919.81
Sandgate Youth Football Club Fencing Refurbishment	2,320.00
South Ruislip Community Deane Park Hall CCTV	4,287.00
Southbourne Gardens Storage Facility	3,075.46
Wealdstone Youth FC Storage Container & Environmental Improvements	54,079.81
West Drayton Allotment Site Storage Building Renovation	850.00
Community Facility Refurbishment Total	92,837.08

Table 5b

Access Improvements	Total (£)
4th Ruislip Scout Group - Fencing & Driveway Improvements	13,541.00
Brookside Playing Fields Northern Boundary Footpath	47,349.78
Access Improvements Total	60,890.78

Table 5c

Education Improvements	Total (£)
Field End Infant School Fourcourt Refurbishment	82,000.00
Hillside Infant School New Murals	11,920.00
The John Locke Academy Playground Canopies	26,500.00
Education Improvements Total	120,420.00

Table 5d

Outdoor Sports & Play Facilities	Total (£)
Bessingby Playing Fields Playground refurbishment	93,999.00

Brackenbury Village Open Space Playground refurbishment	88,976.14
Connaught Recreation Ground Playground Refurbishment	88,999.00
East Ave / Botwell Library Open Space Playground Refurbishment	89,000.00
Minet Country Park Outdoor Gym	38,400.00
Northwood Recreation Cricket Square	27,701.89
Stafford Road Open Space Footpath Improvements	15,566.33
Yeading Lane Playground Walking/Jogging Track	33,926.33
Outdoor Sports & Play Facilities Total	476,568.69

Table 5e

Community Safety Schemes	Total (£)
10a-40 Gledwood Gardens / Crescent AG	1,555.46
1-27 Shaftesbury Waye & 118-128 Yeading Lane AG	1,013.67
1-69 Thornton Avenue, West Drayton AG	1,283.48
38-50 Coldharbour Lane, Hayes AG	1,046.16
4 - 18 Granville Road & 1 - 13 Richmond Avenue AG	2,290.66
4-14 Hillcroft Crescent, Ruislip AG	1,141.46
Hayes End Allotment site new fencing	14,336.00
West Drayton Allotment site new fencing	60,350.00
Western Avenue Allotment site new fencing	38,347.00
Community Safety Schemes Total	121,363.89

Table 5f

Town Centre Improvements	Total (£)
Hayes End Parade Town Centre Improvements	100,000.00
Ruislip High St Public Realm Imp	1,027.00
Town Centre Improvements Total	101,027.00

CIL Reporting Requirements

The CIL Regulations were amended in September 2019 to introduce the requirement to publish an Infrastructure Funding Statement. Infrastructure Funding Statements must cover the previous financial year from 1 April to 31 March.

The guidance states the following that Infrastructure Funding Statements must include

- A report relating to the previous financial year on the Community Infrastructure Levy;
- A report relating to the previous financial year on section 106 planning obligations;
- A report on the infrastructure projects or types of infrastructure that the authority intends to fund wholly or partly by the levy (excluding the neighbourhood portion).

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The council's 2019/20 Infrastructure Funding Statement is provided in Appendix 1 of this report.

Next Steps

The Planning and Regeneration service is in the process of updating its monitoring systems for planning contributions and is in the process of purchasing new software which will allow for more information of CIL receipts and expenditure to be held. It will also improve reporting capabilities and assist in the preparation of the annual Infrastructure Funding Statement.

Implications on related Council policies

A role of the Policy Overview Committees is to make recommendations on service changes and improvements to the Cabinet who are responsible for the Council's policy and direction.

How this report benefits Hillingdon residents

The Community Infrastructure Levy allows the Council to raise funds from developers undertaking development in the borough which supports the financing of new infrastructure.

Financial Implications

The financial implications have been addressed throughout the report.

Legal Implications

The legal implications have been addressed throughout the report.

BACKGROUND PAPERS

NIL.

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Infrastructure Funding Statement 2019/2020

Preface

In 2019, revisions to the Community Infrastructure Levy Regulations 2010 (as amended) removed the requirement for a Regulation 123 list and replaced it with a 'Infrastructure Funding Statement'. These changes will result in greater transparency in the spend of CIL and planning obligation monies and the effectiveness of non-financial contributions on the communities and sites in which they apply.

According to the Community Infrastructure Levy 2010 (as amended) "All collecting authorities are required to publish an annual Infrastructure Funding Statement. The first statement must be produced by the 31 December 2020.

This Infrastructure Funding Statement has been prepared in accordance with the detailed requirements set out in regulation 9 and schedule 2 of the Community Infrastructure Levy 2010 (as amended) and is expected to include:

- A list of the infrastructure projects or types of infrastructure projects which will be wholly or partially CIL funded.
- Details of neighbourhood CIL collected and spent and any CIL allocated but not spent
- Detail on S106 financial and non-financial obligations, which may also include section 278 contributions.

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1. Introduction

- 1.1 Welcome to the London Borough of Hillingdon's Infrastructure Funding Statement for the 2019/2020 financial year.
- 1.2 This Infrastructure Funding Statement report will provide information on CIL and S106 receipts for the 2019/2020 financial year and report on how they were allocated and spent. Additionally, non-financial obligations secured and their status, where information is available, is also presented. The report concludes with a brief comment on future spend priorities.
- 1.3 This report consists of the following sections:
 - CIL income and allocation/expenditure
 - S106 income, allocation and spend
 - S106 non-financials delivery and spend
 - Future spend priorities

2. CIL Summary

- 2.1 The London Borough of Hillingdon is a CIL charging authority. It is responsible for collecting both Hillingdon CIL and the Mayoral CIL set by the Mayor of London.

Hillingdon CIL (HCIL)

- 2.2 Hillingdon's CIL was adopted in July 2014 and has been increasing with indexation since its introduction. The current charges (with indexation) from January 2021 are as follows:

London Borough of Hillingdon CIL Charging Rates 2021

Use Type	Charging Schedule Rate 2014 (per sq.m.)	Rate including Indexation 2021 (per sq.m.)
Large format retail development (A1) greater than 1,000 sq. m, outside of designated town centres	£215.00	$£215 \times 333 / 237 = £302.09$
Offices (B1)	£35.00	$£35.00 \times 333 / 237 = £49.18$
Hotels (C1)	£40.00	$£40.00 \times 333 / 237 = £56.20$
Residential Dwelling Houses (C3)	£95.00	$£95.00 \times 333 / 237 = £133.48$
Industrial (B8)	£5.00	$£5.00 \times 333 / 237 = £7.03$
All other uses	£0.00	$£0.00 \times 333 / 237 = £0.00$

Mayoral CIL (MCIL)

- 2.3 Mayoral CIL monies are transferred to Transport for London on a quarterly basis to be spent on Crossrail and other transport infrastructure as per the requirements of the Mayoral CIL.

CIL Income 2019/20

2.4 Hillingdon's CIL monies are allocated to the fund infrastructure delivered through both the Council's Capital Programme and the Chrysalis programme (where the majority of the Neighbourhood CIL monies are spent). In line with the CIL Regulation, a further 5% of the total CIL monies collected is spent on the costs of administering CIL. The table below shows the total amount of CIL income collected in 2019/20 by category:

2019/2020	Total
Strategic HCIL (75%)	£3,568,221.69
Total HCIL admin (5%)	£239,017.32
Neighbourhood CIL (20%)	£973,107.44
Mayoral CIL (transferred to Transport for London)	£1,941,033.84

Hillingdon CIL Allocations and Expenditure 2019/20

- 2.5 The strategic portion of HCIL expenditure is currently allocated in accordance with the Council's Financial Capital Programme. The programme sits within the Council's Medium-Term Financial Forecast (MTFF) which is approved by Cabinet and provides information on capital expenditure, capital financing and capital receipts over a five-year period.

Allocations process

- 2.6 The Capital Programme is the plan for investment in the borough's infrastructure called capital projects. Specific capital projects are identified primarily through the Council's annual budget. Service managers submit proposals for new projects, outlining the reasons and benefits for the proposal and the estimated cost and method of financing.
- 2.7 Proposals are reviewed by senior managers across the organisation chaired by the Corporate Director of Finance. If proposals are deemed satisfactory at this stage, they are included in further submission to the Leader of the Council. Following a public consultation in December, any further feedback on the final revised five-year capital programme is submitted to Cabinet and Council for approval in February each year.
- 2.8 In order to formally proceed with implementation, all individual capital expenditure projects require a formal democratic decision from the Leader of the Council and Cabinet Member for Finance, Property and Business Services to release the monies included within the capital programme budget.¹
- 2.9 In the 2019/2020 financial year a total of £4,780,346.45 HCIL was collected by the Council. Monies collected was allocated and spent² on the following capital projects listed below:

¹ Capital Strategy Report 2020/2021: The Councils Budget Medium Term Financial Forecast 2020-21 – 2024/25

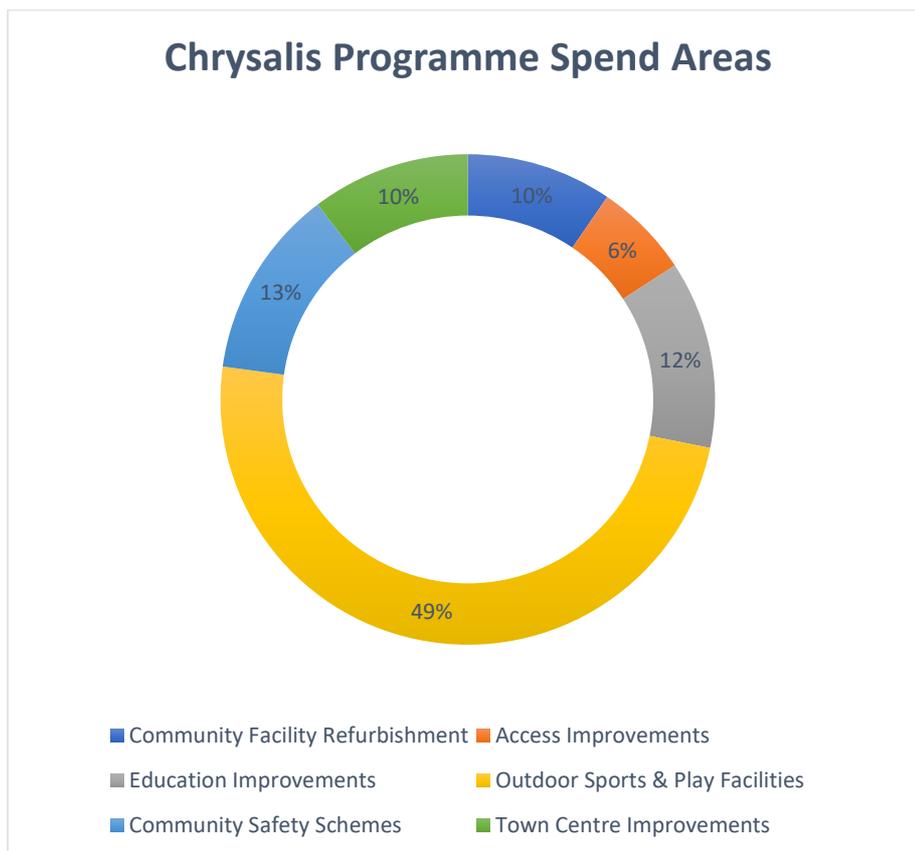
² In the spend of HCIL, allocation is the same as spend. Hence, the income figure matches the spend figure in the last financial year.

Hillingdon CIL Spend	Total
<i>Strategic HCIL</i>	
<i>Education Facilities</i>	
Vyners Secondary School Expansion	854,041.60
<i>Transport Improvements</i>	
Highways Structural Works	1,064,360.91
Street Lighting	262,927.39
Pembroke Gardens car park resurfacing	34,278.53
<i>Library Services</i>	
Ruislip Manor library refurbishment	333,462.34
<i>Leisure Facilities</i>	
New Yiewsley Leisure Centre	474,081.82
Harlington Bowls Club New Build	149,729.04
Hayes Bowls Club Roof Replacement (Botwell Green)	22,006.04
Stockley Park golf course pumps	10,498.67
<i>Community Facilities</i>	
Lake Farm Park Playground Replacement	84,439.60
Minet Country Park Playground Replacement	83,929.35
Barra Hall Park Playground Replacement	76,000.00
Sipson Recreation Ground Playground Replacement	64,588.00
<i>Open Space Provision</i>	
Elephant Park footpath	37,744.34
Elephant Park wetland habitats	16,134.06
<i>Neighbourhood CIL</i>	
Chrysalis Programme ³	973,107.44
Total CIL Infrastructure Financing	4,541,329.13
<i>Administration Fee (5%)</i>	239,017.32
Total CIL Receipts	4,780,346.45

³ A breakdown of Chrysalis Projects is provided in Appendix 2.

Neighbourhood CIL

- 2.10 Neighbourhood CIL funding schemes across the borough are delivered through the Chrysalis programme - local bids are accepted and reviewed for funding. In 2019/2020, 20% of HCIL collected was spent on the local schemes in the Chrysalis Programme.
- 2.11 A total of £973,107.44 was spent on the Chrysalis programme in the 2019/2020 financial year.
- 2.12 A graph below summarises the type of schemes that were funded as part of the Chrysalis Programme and the percentage of the total fund each project category spent. see appendices for a full breakdown of schemes:



Mayoral CIL

- 2.13 In the 2019/2020, £1,941,033.84 was collected in the London Borough of Hillingdon on behalf of TfL. These funds are transferred to the Mayor following the deduction of 4% administration charge which is retained by the Council.

3. Section 106 Financial Contributions Summary

Section 106 Balances

- 3.1 The table below shows the current S106 balance held by the Council at the beginning and end of the 2019/2020 financial year. This shows that just under £4 million of new S106 income was received and £3.3 million was spent.

Balance as at 01/04/2019	£14,805,000
Total Income for the year (01/04/2019 to 31/03/2020)	£3,908,000
Total Expenditure for the year (01/04/2019 to 31/03/2020)	£3,360,000
Overall balance as at 31/03/2020	£15,353,000

Section 106 Contributions Agreed

- 3.2 During the 2019/20 financial year, £13.6 million was agreed in section 106 agreements signed in the last financial year. These contributions were secured to deliver specific obligations as set out in the relevant planning legal agreements.
- 3.3 The list below provides a significant sample of major developments for which planning obligations were negotiated, together with the total value of the contributions secured. Please note that the majority of contributions secured will not yet have been received as this will depend on whether a development has started and the trigger point for payment.

S106 Contributions Secured in 2019/20	
Affordable Housing - Payment In Lieu	£ 6,063,193.00
297 Long Lane Hillingdon	£ 215,000.00
Bourne Court Site, Bourne Court, Ruislip	£ 5,362,000.00
Securitas House (Formerly Lovell House) High Street	£ 100,000.00
Securities House (Former Lovell House) High Street, Uxbridge	£ 100,000.00
London School Of Theology	£ 286,193.00
Bond - Residential Travel Plan	£ 60,000.00
233-236 Nestle Avenue, Hayes	£ 20,000.00
Bourne Court Site, Bourne Court, Ruislip	£ 20,000.00
Chailey Industrial Estate	£ 20,000.00
Community Facilities	£ 100,000.00
Scouts Hut, 4 Ladygate Lane Ruislip	£ 100,000.00
Flood and Water Management	£ 30,000.00
Uxbridge College, Park Road	£ 30,000.00
Green Infrastructure - Air Quality	£ 1,633,187.00
233-236 Nestle Avenue, Hayes	£ 161,299.00
297 Long Lane Hillingdon	£ 38,658.00
Land Off Thompson Rd & St Luke's Rd, Former RAF Uxbridge HILLINGDON ROAD UXBRIDGE	£ 75,368.00
Prologis Park West London Horton Road	£ 416,000.00
Riverview House, Oxford Road	£ 807,761.00
The Crane Ph Watersplash Lane Hayes	£ 20,982.00
The Old Vinyl Factory Blyth Road	£ 45,533.00
Unit 7b Hayes Bridge Retail Park, Uxbridge Road	£ 67,586.00
Green Infrastructure - Canals	£ 481,401.00
233-236 Nestle Avenue, Hayes	£ 80,000.00
Chailey Industrial Estate	£ 50,000.00
Riverview House, Oxford Road	£ 351,401.00
Green Infrastructure - Carbon Offset	£ 935,724.00
233-236 Nestle Avenue, Hayes	£ 451,044.00
297 Long Lane Hillingdon	£ 33,510.00
Chailey Industrial Estate	£ 385,200.00
Land Off Thompson Rd & St Luke's Rd, Former RAF Uxbridge Hillingdon Road Uxbridge	£ TBC -
Riverview House, Oxford Road	£ 27,900.00
The Crane Ph Watersplash Lane Hayes	£ 33,732.00
The Old Vinyl Factory Blyth Road	£ 4,338.00
Unit 7b Hayes Bridge Retail Park, Uxbridge Road	£ TBC -
Green Infrastructure - Open spaces	£ 395,137.00
233-236 Nestle Avenue, Hayes	£ 80,000.00
Riverview House, Oxford Road	£ 295,137.00
The Crane Ph Watersplash Lane Hayes	£ 20,000.00

Green Infrastructure - Public Realm	£ 30,000.00
Bridge House, Riverview House And Waterside House Oxford Road Uxbridge	£ -
Legion House, Uxbridge Road Hayes	£ 20,000.00
Production Facility, Stonefield Close	£ 10,000.00
Highways - LBH	£ 679,885.90
297 Long Lane Hillingdon	£ 91,342.00
Bridge House, Riverview House And Waterside House Oxford Road Uxbridge	£ 538,543.90
Frogsditch Farm Shepiston Lane, Hayes	£ TBC -
The Crane Ph Watersplash Lane Hayes	£ 50,000.00
Transport and Travel - Buses	£ 438,749.00
Riverview House, Oxford Road	£ 438,749.00
Transport and Travel - Commercial Travel Plan	£ 20,000.00
Riverview House, Oxford Road	£ 20,000.00
Transport and Travel - LBH	£ 432,189.00
233-236 Nestle Avenue, Hayes	£ 220,000.00
Chailey Industrial Estate	£ 197,189.00
Uxbridge College, Park Road	£ 15,000.00
Transport and Travel - Parking Management Scheme	£ 5,020.00
Riverview House, Oxford Road	£ 5,020.00
Transport and Travel - Public Realm	£ 817,785.00
233-236 Nestle Avenue, Hayes	£ 120,000.00
Chailey Industrial Estate	£ 250,000.00
Riverview House, Oxford Road	£ 447,785.00
Transport and Travel - TfL	£ 1,358,042.00
233-236 Nestle Avenue, Hayes	£ 354,040.00
Riverview House, Oxford Road	£ 1,004,002.00
Bond - Commercial Travel Plan	£ 160,000.00
233-236 Nestle Avenue, Hayes	£ 20,000.00
Bourne Court Site, Bourne Court, Ruislip	£ 20,000.00
Chailey Industrial Estate	£ 20,000.00
Frogsditch Farm Shepiston Lane, Hayes	£ 20,000.00
Land Off Thompson Rd & St Luke's Rd, Former RAF Uxbridge HILLINGDON ROAD UXBRIDGE	£ 20,000.00
The Old Vinyl Factory Blyth Road	£ 20,000.00
Unit 7b Hayes Bridge Retail Park, Uxbridge Road	£ 20,000.00
Uxbridge College, Park Road	£ 20,000.00
Grand Total	£ 13,640,312.90

Section 106 Allocations

- 3.4 A total of £3,360,000 of S106 monies were allocated in the 2019/2020 financial year. Schemes included bus improvements, school expansions and construction training. Requests for the allocation of Section 106 funding must be approved by the relevant Cabinet Member. The schemes were funded in 2019/2020 financial year were as follows:

Scheme	Total Allocated	Date
PT/278/82/273A Installation of SCOOT signal optimisation improvements - Cowley Road/Cowley Mill Road	£19,195.00	2019 (Jun)
PT/194/403D Improved access to bus services & upgrade of pedestrian linkages between Lidl Store & Hayes Town Centre (£10k to support 278 bus)	£59,000.00	2019 (Jun)
E/111/385C Pinn Meadows ecological improvements (Long Meadows & Kings College Playing Fields)	£31,369.00	2019 (Jun)
PT/194/403D Towpath improvements on the Grand Union Canal, Stockley Park to Trout Road, Yiewsley	£26,083.00	2019 (July)
PT/155/283D ST Andrews Park - upgrades to perimeter bus stops	60,000.00	2019 (July)
E/71/250, E/101/355D Management of Ten Acre Woods/Residents tree planting initiative	22,450.00	2019 (Oct)
PT/192/242H Establishment of a parking management scheme - West Drayton Zone WD5	31,136.00	2019 (Oct)
PPR/151/429D, PPR/152/429E Former Nestle - Supply Chain Initiative	70,000.00	2019 (Nov)
PPR/81/297C, PPR/72/277D Hospitality training (equipment) & logistics employment training - Uxbridge College	68,304.00	2019 (Nov)
PT/150/344A Upgrades to Hillside Infant School, Northwood - Phase 4 Primary Expansion Programme	18,000.00	2019 (Nov)
E/99/350B Air Quality Monitoring Network	34,400.00	2019 (Nov)
PT/215/430B Uxbridge Change of Heart - Phase 2 Vine Street public realm improvements	91,501.00	2019 (Nov)
E/117/398C	10,000.00	2019 (Nov)

Installation of electric charging points for ice cream vans - Ruislip Lido		
PT/225/437A	31,500.00	2019 (Nov)
Eastcote Town Centre - Extension of street lighting scheme (Eastcote Station to Woodlands Ave)		
PT/25/56	30,000.00	2019 (Dec)
Public realm improvements to environment under South Ruislip Railway Bridge		
PT/05/04 A&B,PT/198/414A	819,228.00	2020 (Jan)
Contribution towards operation of new 278 bus service between Ruislip Station & Heathrow Airport (3 year SRA)		
PT/136/297A, PPR/80/297B	80,597.00	2020 (Jan)
Bus stop & public realm upgrades along the Bath Road, Sipson		
E/176/276E	54,500.00	2020 (Feb)
Refurbishment of the ball court, Barra Hall Park, Hayes		
PT/225/437A, PT/224/436A	43,130.00	2020 (Mar)
Eastcote Town Centre public realm improvement Scheme		
E/99/350B, E/103/359D, E/106/732C,E/109/382E, E/115/394B, E/117/398C, E/125/406D	134,063.00	2020 (Mar)
Implementation of Borough Air Quality Action Plan 2019-2024		

S106 Expenditure

3.5 The value of S106 funding expenditure in the 2019/20 financial year was as follows:

S106 / S278 2019/20	
	Expenditure (£'000s)
Qtr 1	318
Qtr 2	38
Qtr 3	294
Qtr 4	2,710
Total	3,360

S106 Funded Projects

- 3.6 Below are two examples of two schemes which received S106 allocations which were completed in the 2019/2020 financial year.

Grand Union Canal Towpath Improvements

3.7

Figure 1: Before

Figure 2: After

The photos below show the before and after of the Trout road towpath improvement works from West Drayton Bridge to Trout Road in Yiewsley – the scheme is ongoing. On completion, the scheme will improve the



towpath from Stockley Park to Yiewsley. £26,083.00 of the Planning Transportation budget was spent on this element of the scheme.

Eastcote Town Centre Improvements

- 3.8 The Eastcote Town centre improvement scheme is a large scheme completed this year. £43,130.00 from the planning transportation budget was spent on the public realm improvements, the photo below is of a rain garden on Field End Road.



Figure 3: Eastcote Sign



Figure 4: Rain Garden

4 S106 Non-Financial Obligations

Introduction

4.1 Non-financial obligations are those mitigation measures secured that are typically delivered by the developer through direct on or offsite provision. The types of non-financial benefits negotiation by the Council include:

- Affordable Housing units
- Affordable Workspace
- Construction Training
- Highways and Public Realm works
- Travel Planning
- Parking Permit Restrictions
- Community Provision
- Drainage Strategies or works

4.2 Further details on key non-financial contributions secured in S106 agreements signed in the 2019/20 financial year are provided below.

Affordable Housing

4.3 The delivery of affordable housing is a key planning priority for the Council. An additional 294 affordable housing units were secured from new developments approved in 2019/2020. The table below sets out the type and number of affordable housing secured.

	Total affordable units	Affordable Rent	London Living Rent	Shared Ownership
Chailey Industrial Estate	99	23	33	43
Morrison Supermarket, 41-67 High Street	42	12	18	12
The Crane Public House, Hayes	27	27	0	0
233-236 Nestle Avenue Hayes	124	32	32	60
Legion House, Uxbridge Road, Hayes	2	0	0	2
TOTAL	294	94	83	117

Construction Training

- 4.4 Construction training is another priority area for the Council. Developers are encouraged to provide on-site construction training schemes which are overseen by the Council. These schemes often result in the employment of local residents into apprenticeship opportunities. A total of 13 developments approved in the 2019/20 financial year include an obligation to provide a construction training scheme. Where such schemes do not come forward, the S106 agreements include a provision for the Council to secure a financial contribution in lieu of the on-site provision. These funds are spent on the coordination of alternative construction training opportunities.

Other Non-Financial Obligations

- 4.5 Other non-financial obligations of note secured in the 2019/20 financial year include:
- Affordable workspace (30 Desks) – The Old Vinyl Factory
 - Securing specialist older persons housing – Former RAF Uxbridge Site
 - Flood and Water Management Strategy – Riverview House, Oxford Road
 - Car Club spaces – Chailey Industrial Estate and 233-236 Nestle Avenue

Delivery of Non-Financial Obligations

- 4.6 The Council is working to ensure that a detailed summary on the delivery of non-financial contributions can be provided in future statements.

5 Future CIL Spend Priorities

Hillingdon CIL Spend Priorities

5.1 For the 2020/2021 financial year the Council will continue to prioritise those items of infrastructure that were previously identified on the Regulation 123 list as follows:

- **Education facilities**
- **Transport improvements** excluding site specific matters needed to make the development acceptable in planning terms.
- **Health care facilities**
- **Community care facilities** (social care institutions providing for older people and people with mental health or learning disabilities).
- **Library services**
- **Leisure facilities** (sports facilities defined as publicly owned leisure centres, gyms and swimming pools).
- **Open space provision:** publicly accessible open space and allotments, excluding site specific matters needed to make the development acceptable in planning terms.
- **Community facilities** (community centres and meeting places but excluding places of worship; voluntary sector meeting places and centres and public cultural facilities).

Neighbourhood CIL

5.2 This financial year a total of £924,055.00 has been forecast to fund the Chrysalis Programme budget. Again, bids sought will fall under the following funding areas: education improvements, community safety improvements, access improvements, outdoor sports and play facilities and town centre improvements.

Appendices

Appendix 1: List of S106 agreements signed in the 2019/2020 financial year:

Development Site	Agreement Type
Chailey Industrial Estate	
Cessna Road, Heathrow Airport	DOV
Ruislip High School, Ruislip	
20 High Street, Uxbridge	
Tommy Flynn's P H, Sutton Court Road	
Morrison Supermarket 41-67 High Street	
Bourne Court Site, Bourne Court, Ruislip	
Land Rear Of 2-24 Horton Road	DOV
John Crank Building, Brunel University, Kingston Lane Hillingdon	
297 Long Lane Hillingdon	
Axis House, 242 Bath Road	
Legion House, Uxbridge Road Hayes	
Prologis Park West London Horton Road	DOV
Wetherby House 15 Green Lane, Northwood	
233-236 Nestle Avenue, Hayes	
Bourne Court Site, Bourne Court, Ruislip	
Uxbridge College, Park Road	
51 Belmont Road Uxbridge	
The Old Vinyl Factory, Blyth	
Randalls, 7-9 Vine Street	DOV
Malt House, 281 Field End Road Ruislip	
Bridge House, Riverview House And Waterside House Oxford Road Uxbridge	DOV
Production Facility, Stonefield Close	
The Crane Ph Watersplash Lane Hayes	
Frogsditch Farm Shepiston Lane, Hayes	
Land Off Thompson Rd & St Luke's Rd, Former RAF Uxbridge HILLINGDON ROAD UXBRIDGE	
Former Nestle Factory Nestles Avenue Hayes	DOV
Waterloo Wharf Waterloo Road Uxbridge	DOV
Land At Garage Block Southbourne Gardens Ruislip	
Scouts Hut, 4 Ladygate Lane Ruislip	
Unit 7b Hayes Bridge Retail Park, Uxbridge Road	
Former Nestle Factory Nestles Avenue Hayes	
St Andrews Park, Hillingdon Road	
51 Belmont Road, Uxbridge	

Appendix 2: Chrysalis Programme CIL Breakdown 2019/2020

Community Facilities Refurbishment	
Harefield Horticultural Society (Hill House Allotment Site) Roof Works	3,100.00
Hayes & Harlington Community Centre Extension	3,545.00
Hillingdon Autistic Care & Support (HACS) Flooring & Kitchen Imp	3,660.00
Moor Lane Allotment Site Raised Beds	17,919.81
Sandgate Youth Football Club Fencing Refurbishment	2,320.00
South Ruislip Community Dean Park Hall CCTV	4,287.00
Southbourne Gardens Storage Facility	3,075.46
Wealdstone Youth FC Storage Container & Environmental Improvements	54,079.81
West Drayton Allotment Site Storage Building Renovation	850.00
Community Facility Refurbishment Total	92,837.08

Access Improvements	
4th Ruislip Scout Group - Fencing & Driveway Improvements	13,541.00
Brookside Playing Fields Northern Boundary Footpath	47,349.78
Access Improvements Total	608,090.78

Education Improvements	
Field End Infant School Fourcourt Refurbishment	82,000.00
Hillside Infant School New Murals	11,920.00
The John Locke Academy Playground Canopies	26,500.00
Education Improvements Total	120,420.00

Outdoor Sports & Play Facilities	
Bessingby Playing Fields Playground refurbishment	93,999.00
Brackenbury Village Open Space Playground refurbishment	88,976.14
Connaught Recreation Ground Playground Refurbishment	88,999.00

East Ave / Botwell Library Open Space Playground Refurbishment	89,000.00
Minet Country Park Outdoor Gym	38,400.00
Northwood Recreation Cricket Square	27,701.89
Stafford Road Open Space Footpath Improvements	15,566.33
Yeading Lane Playground Walking/Jogging Track	33,926.33
Outdoor Sports & Play Facilities Total	476,568.69

Community Safety Schemes	
10a-40 Gledwood Gardens / Crescent AG	1,555.46
1-27 Shaftsbury Waye & 118-128 Yeading Lane AG	1,013.67
1-69 Thornton Avenue, West Drayton AG	1,283.48
38-50 Coldharbour Lane, Hayes AG	1,046.16
4 - 18 Granville Road & 1 - 13 Richmond Avenue AG	2,290.66
4-14 Hillcroft Crescent, Ruislip AG	1,141.46
Hayes End Allotment site new fencing	14,336.00
West Drayton Allotment site new fencing	60,350.00
Western Avenue Allotment site new fencing	38,347.00
Community Safety Schemes Total	121,363.89

Town Centre Improvements	
Hayes End Parade Town Centre Improvements	100,000.00
Ruislip High St Public Realm Imp	1,027.00
Town Centre Improvements Total	101,027.00

CABINET FORWARD PLAN

Committee name	Residents, Education and Environmental Services Policy Overview Committee
Officer reporting	Neil Fraser, Democratic Services Officer
Papers with report	Appendix A – Forward Plan
Ward	All

HEADLINES

The Committee is required by its Terms of Reference to consider the Forward Plan and comment as appropriate to the decision-maker on key decisions which relate to services within its remit (before they are taken by the Cabinet or by the Cabinet Member).

RECOMMENDATIONS

That the Residents, Education and Environmental Services Policy Overview Committee notes and comments on items going to Cabinet.

SUPPORTING INFORMATION

The latest published Forward Plan is attached.

Implications on related Council policies

Policy Overview Committees are at the heart of how the Council shapes policy at Member level.

How this report benefits Hillingdon residents

Policy Overview Committees directly engage residents in shaping policy and recommendations from the Committees seek to improve the way the Council provides services to residents.

Financial Implications

None at this stage.

Legal Implications

None at this stage.

BACKGROUND PAPERS

NIL.

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Ref	Upcoming Decisions	Further details	Ward(s)	Final decision by Full Council	Cabinet Member(s) Responsible	Officer Contact for further information	Consultation on the decision	NEW ITEM	Public / Private Decision & reasons
SI = Standard Item each month		Council Departments: I = Infrastructure, Transport & Building Services P + Planning, Environment, Education & Community Services SC = Social Care CR&S – Corporate Resources & Services FD= Finance							
Cabinet Meeting – Thursday 18 March 2021									
024	Climate Change Action Plan	Hillingdon Council passed a Climate Change Declaration at its full Council meeting on 16 January 2020 which set out targets to become carbon neutral and achieve 100% clean energy across the Council's services by 2030. This will be the first action plan to Cabinet to monitor progress to towards those goals.	All		Cllr Eddie Lavery	PE - David Haygarth / Ian Thynne		NEW	Public
Cabinet Member Decisions Expected – March 2021									
202	Letting Agents – Trading Standards Enforcement Policy	Lettings agents must join a client money protection scheme when letting or acting as a property management agent in the private rented sector and they hold clients' money. Trading Standards is the responsible body to			Cllr Ian Edwards / Cllr John Riley	PE - Martin King		NEW	Public

		carry out any enforcement and the Leader and Cabinet Member will be requested to approve the Council's enforcement policy in this regard.							
Cabinet Meeting – Thursday 22 April 2021									
006	Licensing scheme for outdoor fitness instructors and tennis coaches in parks and open spaces	Cabinet on 22 October 2020 received a report proposing consultation on a new licensing scheme for outdoor fitness instructors and tennis coaches using Hillingdon's parks and open spaces and to operate this on a commercial basis with an associated Public Space Protection Order (PSPO) should enforcement be required. This report considers the consultation responses and seeks Cabinet approval whether to implement such a scheme.	All		Cllr Eddie Lavery & Cllr Susan O'Brien	PE - Priscilla Simpson	Public consultation , e.g. residents, ward councillors, fitness instructors and tennis coaches. Statutory consultation on any PSPO.		Public

017	Standards and quality of education in Hillingdon during 2019/20	The Annual Report to Cabinet regarding children and young people's educational performance across Hillingdon schools.	All		Cllr Susan O'Brien	PE - Daniel Kennedy / Rani Dady	Residents, Education & Environmental Services Policy Overview Committee		Public
Cabinet Member Decisions Expected – April 2021									
018	Borough Wide Weed Control	Cabinet Members will consider a contract for the safe and effective control of vegetation on hard surfaced areas of the Highway and housing estates, including Tree Boxes within the Borough using largely contact herbicides, with the restricted use of residual treatments for public safety.	All		Cllr Ian Edwards / Cllr Eddie Lavery	PE / FD - James Patterson / Jamie Bell			Private (3)
Cabinet Meeting – Thursday 06 May 2021 (provisional date)									
025	Contract for the supply and delivery of refuse and recycling sacks	Cabinet will consider a contract for the supply and delivery of refuse and recycling sacks for a two year period with the option to extend for a further 2 years + 1 year subject to agreement and satisfactory	All		Cllr Eddie Lavery	IT - Nicola Herbert		NEW	Private (3)

		performance. The contract relates to a range of sacks used to carry out waste and street cleaning activities, including those provided to residents to utilise the dry mixed recycling, textiles, food and garden waste services.							
Cabinet Meeting – Thursday 17 June 2021 (provisional date)									
027	Budget Outturn 2020/21	Cabinet will review the Council's budget outturn position for the previous financial year.	All		Cllr Martin Goddard	FD - Paul Whaymand		New	Public

RESIDENTS, EDUCATION AND ENVIRONMENTAL SERVICES POLICY OVERVIEW COMMITTEE - WORK PROGRAMME

Committee name	Residents, Education and Environmental Services Policy Overview Committee
Officer reporting	Neil Fraser, Chief Executive's Office
Papers with report	Appendix A – Work Programme
Ward	All

HEADLINES

To enable the Committee to note future meeting dates and to forward plan its work for the current municipal year.

RECOMMENDATIONS

That the Residents, Education and Environmental Services Policy Overview Committee considers the report and agrees any amendments.

SUPPORTING INFORMATION

- The Committee's meetings will start at 7pm and the witnesses attending each of the meetings are generally representatives from external organisations, some of whom travel from outside of the Borough. Forthcoming meeting dates are as follows:

Meeting Date	Room
27 January 2021	VIRTUAL
23 February 2021	VIRTUAL
17 March 2021	TBC
20 April 2021	TBC

Implications on related Council policies

The role of the Policy Overview Committees is to make recommendations on service changes and improvements to the Cabinet, who are responsible for the Council's policy and direction.

How this report benefits Hillingdon residents

Policy Overview Committees directly engage residents in shaping policy and recommendations and the Committees seek to improve the way the Council provides services to residents.

Financial Implications

None at this stage.

Legal Implications

None at this stage.

BACKGROUND PAPERS

NIL.

Multi year work programme

May 2018 - May 2022

Residents, Education & Environmental Services Policy Overview Committee	February 23	March 17	April 20	May CABINET	June	July	September	October	November
REVIEW:									
Topic selection / scoping stage									
Witness / evidence / consultation stage		Witness Session	Witness Session	Witness Session					
Findings, conclusions and recommendations					Findings				
Final review report agreement						Approval			
Target Cabinet reporting							Cabinet		
Regular service & performance monitoring									
Quarterly School Places Planning Update			X		X			X	
Annual complaints & service update report							X		
Standards Attainment report (incl. School Improvements)			X						
Outcomes of Discussions on Performance			X						
CIL Expenditure Monitoring - Annual Report	X								
Budget Planning Report for Residents Services					X				
Cabinet's budget proposals for next financial year									
Cabinet Forward Plan Monthly Monitoring	X	X	X						
One-off service monitoring									
ASBET Fines and Prosecutions (incl. dog fouling)				X					
Tree Planting Update		X							
Rivers and Flooding Update				X					
Planning Policies Governing Canals and Towpaths	X								
Youth Services				X					
Update on the new SEN Strategy, and the new Additional Needs Strategy (Sept 2021)									
Early Years Provision Update (TBC)									
Road and footway resurfacing (TBC)									
HS2 Update (tbc)									
Elective Home Education policy (TBC)									
Past review delivery									
Payment Modernisation for Key Resident Services (TBC)									

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