



HILLINGDON
LONDON



Public Safety and Transport Select Committee

Date: TUESDAY, 19 OCTOBER
2021

Time: 7.00 PM

Venue: COMMITTEE ROOM 6 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE

**Meeting
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Councillors on the Committee:

Keith Burrows (Chairman)
Teji Barnes (Vice-Chairman)
Kuldeep Lakhmana
Richard Lewis
Colleen Sullivan
Jan Sweeting (Opposition Lead)
Steve Tuckwell

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Putting our residents first

Lloyd White
Head of Democratic Services
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Select Committee Terms of Reference

Public Safety & Transport Select Committee

Membership

7 Councillors appointed on a proportional basis.

Terms of Reference

To undertake the overview and scrutiny role in relation to the following Cabinet Member portfolio(s) and service areas:

| | |
|---------------------------------|---|
| Cabinet Member Portfolio | <ul style="list-style-type: none">• Cabinet Member for Public Safety & Transport |
| Relevant service areas | <ol style="list-style-type: none">1. Community Safety & Cohesion2. Anti-Social Behaviour and Enforcement Team (ASBET)3. Trading Standards, Environmental Health & Licensing4. Transportation5. Highways6. Parking Services |

This Committee will also act as lead select committee on the monitoring and review of the following cross-cutting topics:

- Enforcement activities across the Council

Specific portfolio responsibilities of the Cabinet Member for Public Safety & Transport – Cllr John Riley

To oversee and report to the Cabinet on the Council's responsibilities and initiatives in respect of:-

- Maintaining and enforcing standards in relation to:
 - Anti-social behaviour
 - Parking
 - Weights & Measures
 - Consumer protection
 - Environmental Health
 - Road Safety
 - Imported Food office, Heathrow
- Community safety
- Community cohesion - promoting harmony between different cultures and races,
- CCTV, including the CCTV control room
- Emergency planning
- Fleet and Passenger Services
- Transport and travel for social services clients
- highways,
- bus routes,
- traffic
- transportation
- school crossing patrols
- local safety schemes
- All Licensing Policies and Procedures, including:
 - Statement of Licensing Policy
 - Statement of Gambling Policy
 - Sex Establishments Policy
- Animal welfare and licensing
- Safety of Sports Grounds

Agenda

- 1 Apologies for Absence and to report the presence of any substitute Members
- 2 Declarations of Interest in matters coming before this meeting
- 3 To receive the minutes of the previous meeting 1 - 8
- 4 To confirm that the items of business marked as Part I will be considered in Public and that the items marked Part II will be considered in Private
- 5 Select Committee Review: Electric Vehicle Infrastructure and Future Policy Direction for the Borough 9 - 18
- 6 Service Overview: Anti-Social Behaviour and Enforcement Team Verbal Report
- 7 Forward Plan 19 - 24
- 8 Work Programme 25 - 28

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Agenda Item 3

Minutes

PUBLIC SAFETY AND TRANSPORT SELECT COMMITTEE

21 September 2021

Meeting held at Committee Room 5 - Civic Centre,
High Street, Uxbridge



| | |
|-----|---|
| | <p>Committee Members Present: Councillors Keith Burrows (Chairman) Teji Barnes (Vice-Chairman) Richard Lewis Stuart Mathers Colleen Sullivan Jan Sweeting (Opposition Lead) Steve Tuckwell</p> <p>LBH Officers Present: Ian Anderson, Business Manager, Complaints and Enquiries Poonam Pathak, Interim Head of Highways Steve Clarke, Democratic Services Officer</p> |
| 23. | <p>APOLOGIES FOR ABSENCE AND TO REPORT THE PRESENCE OF ANY SUBSTITUTE MEMBERS (<i>Agenda Item 1</i>)</p> <p>Apologies for absence had been received from Councillor Kuldeep Lakhmana with Councillor Stuart Mathers substituting.</p> |
| 24. | <p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p> |
| 25. | <p>TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>A member of the Committee raised concerns that a number of items on the Committee's work programme were coming before the Committee as verbal presentations, rather than written reports; it was highlighted that this hindered the ability for the Committee to appropriately scrutinise reports ahead of meetings. It was noted that the 'Service Overview' items were currently being delivered to the Committee in a presentation format due to the nature of the items, going forward it was noted that all other regular items would be scheduled to be accompanied by a written report.</p> <p>RESOLVED: That the minutes of the meeting dated 28 July 2021 be agreed as an accurate record.</p> |
| 26. | <p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED AS PART I WILL BE CONSIDERED IN PUBLIC AND THAT THE ITEMS MARKED PART II WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 4</i>)</p> |

It was confirmed that all items were marked Part 1 and would be considered in public.

27. **SELECT COMMITTEE REVIEW: ELECTRIC VEHICLE INFRASTRUCTURE AND FUTURE POLICY DIRECTION FOR THE BOROUGH** (*Agenda Item 5*)

The Chairman briefly introduced the item highlighting that it was the first of three witness sessions composing the information gathering phase of the Committee's review into electric vehicles (EVs), EV infrastructure and future policy direction. The Democratic Services Officer then introduced the information report in front of Members as a brief research report outlining the national and local context for the current state of EV's and EV infrastructure.

Poonam Pathak, Interim Head of Highways, was present as the first witness for the review and noted that officers were working closely with the Cabinet Member for Public Safety and Transport in the development of an EV strategy, which would be informed by the Committee's review. It was highlighted that a key objective of any strategy would be to assist in achieving the carbon reduction targets set by the Council. The Committee were informed that officers had undertaken a soft market test with regard to publicly available EV charging point provision to understand the funding available in this area, specifically the 75% grant from central government under the ORCS funding (On-Street Residential Chargepoint Scheme) whereby only 25% of costs would be incurred by the Council. Additionally, officers had liaised with other London Boroughs to recognise the experiences and challenges faced when approaching the delivery of EV charging infrastructure; Members concurred that the prospective provision of EV infrastructure would be a challenge for all local authorities, specifically Hillingdon as the London Borough with the highest ratio of car ownership amongst residents.

It was highlighted that the Council currently had 11 sites in the Borough where publicly available EV charging was available, these 11 sites hosted over 30 charge points. The Committee were informed that these charge points were outdated and some were not in a good working condition. Officers planned to replace these charge points with updated models to suit modern EVs and to identify new locations in the Borough where there may be a demand for publicly available EV charge points, examples included Council operated car parks and housing estates. A tender exercise was currently being undertaken for the provision of these charge points. Members were interested in the distribution of charge points across the Borough as it would be key to the success of any prospective delivery of publicly available charging points; a Member highlighted that there was a grouping of charge points around Heathrow Airport in the south of the Borough leaving the rest of the Borough with less provision currently. Officers stated that decisions regarding the location of new charge points would be data led by demand.

The Committee queried what procurement frameworks were available and had been explored by officers with regard to EV charge point procurement. Members were informed that officers had explored numerous frameworks including Kent County Council, Transport for London and Crown Commercial Service procurement frameworks to engage with EV charging suppliers, including fully funded options with zero cost to the Council for the installation and maintenance of public charging points.

With regard to public demand for EV charge points, it was noted that currently there was not a significant demand or increase in demand however, an increase was expected over the coming years; it was highlighted that most charging would be expected to take place at an individual's residence. The Committee requested information on exactly how much demand was coming from residents.

Members noted that roughly one third of households in Hillingdon did not have off-street parking, notably those in terraced and flatted developments. The Committee sought to understand the rough distribution of households without off-street parking around the Borough. The Committee discussed the future of petrol stations and highlighted that many of the larger companies already had plans in place to convert stations to EV charging only which would play a large part in facilitating the transition to EVs.

Members highlighted that the report showed Hillingdon to be in the top 20% of local authority areas in the country for the number of EV charge points per 100 thousand people, specifically that the number did not reflect charge points that are publicly available and therefore was not truly representative from a public perspective. It was noted that the figures included charge points installed privately by workplaces in the Borough which were available to employees of the particular workplace but not the wider public.

The Committee also highlighted that, although the map of charge points provided in the report was useful for providing a context of the density of charge points in West London and areas adjacent to Hillingdon, its scope was too wide and it lacked clarity on the availability within the Borough itself.

With regard to planning policies, and to the give the Committee a clearer picture of the requirements upon private developers relating to the provision of EV charging infrastructure, the Committee were minded to invite a representative from the Council's Planning Department to attend a future meeting as a witness. It was briefly noted that central government were introducing policies requiring all new developments to feature EV charging provision. Members raised concerns that developers may install cheaper EV charging units which deliver lower levels of power and therefore require longer charge times, creating charging pressures where multiple residents require access to the development's charging infrastructure. This was highlighted as becoming a potential problem as more residents transition towards EVs. With regard to future witnesses for the Committee's review, it was highlighted that prospective witnesses would be discussed through the Chairman with Democratic Services and that the Committee would be notified of who the witnesses were ahead of each session.

The Committee also discussed the fact that the provision of EV charge points was not a statutory requirement placed upon local authorities, however it was noted that this could change in the future. With regard to the Council's obligations, it was highlighted that the Council should be doing what it can to support the transition to EVs but the Council did not currently provide petrol stations or other such utilities, for example internet provision.

RESOLVED That the Committee noted the contents of the report and used the first session of the review to enquire as to the Council's existing stance on Electric Vehicles and EV Infrastructure.

28. **ANNUAL COMPLAINT & SERVICE MONITORING REPORT FOR 1 APRIL 2020 TO 31 MARCH 2021** (*Agenda Item 6*)

This item was heard after item 7.

Ian Anderson, Business Manager - Complaints and Enquiries, introduced the report highlighting that the previous Policy Overview and Scrutiny Committees had requested

further detail in the annual complaints reports which explained the high level of detail within the report's appendices. Overall, there had been an increase in the number of informal complaints than in previous years, with 30% of those progressing to stage one complaints; less than 2% of complaints went on to stage two. Local Government and Social Care Ombudsman investigations had gone down from 59 for 2019/20 to 34 for 2020/21, this was primarily attributed to the Ombudsman deciding not to investigate complaints for roughly four months during 2020 to allow local authorities to focus on and carry out their core duties during the COVID-19 pandemic. Compliments had also increased significantly year on year from 301 to 502, with 12% of those compliments relating to the planting of wildflowers in the Borough.

The Committee were informed that the volume of Members Enquiries had gone down from 11,423 in 2019/20 to 9,960 in 2020/21. A discrepancy was highlighted in the 'Members Enquiries by Ward' data whereby Uxbridge South Ward had a significantly higher number of Members Enquiries than any other. It was explained that the system used to process Members Enquiries relied upon an address being entered, if no address was entered then the system would default to the Civic Centre which was within Uxbridge South Ward.

The Committee were informed that going forward, the annual complaints report would differ in that the Council's Corporate Directorates had changed for 2021/22. As a result of this Members would see a fuller picture of where complaints and compliments were spread between Council services.

The Committee thanked officers for the level of detail within the report noting that it helped to give a clear indication of the context around the complaints, compliments and Members Enquiries received by the Council. It was noted that as the May 2022 local government elections drew closer, there may be an increased number of Members Enquiries received.

Members attention was drawn to Appendix H which outlined the Ombudsman investigations which had concluded during 2020/21 and were within the remit of the Public Safety and Transport Select Committee. It was highlighted that many of the cases were closed by the Ombudsman without a formal investigation due to insufficient evidence. Members highlighted that residents may not always know what is meant by insufficient evidence and suggested that having the information available online as to what may constitute sufficient evidence would be useful, particularly where residents are disappointed with the Ombudsman's choice not to investigate and believe that they had supplied sufficient evidence. Officers noted that work was being done with the Council's Anti-Social Behaviour Team with regard to publicly available information around what can be provided as viable evidence for investigation. The Committee were informed that there was information available on the Ombudsman's website for cases that had not formally been investigated but a detailed explanation was given as to why no investigation took place, Members requested the information for four of the complaints listed in Appendix H.

With regard to the anonymity of officers where compliments had been received, the Committee were informed that the stance taken was not to release information about officers into the public domain; however, it was noted that there had been instances of corporate directors congratulating and thanking staff internally where compliments had been received.

The Committee queried whether the Council had received compliments with regard to the handling of the COVID-19 pandemic; officers informed Members that no

compliments had formally been received however it was highlighted that throughout such unusual circumstances residents may not have known what to expect from local authorities. A Member highlighted that, as the Mayor for 2020/21, she had received numerous compliments whilst engaging with residents around the Council's services during the pandemic.

RESOLVED That the Committee noted the contents of the report and provided comments to officers as appropriate.

29. **SERVICE OVERVIEW: HIGHWAYS** (*Agenda Item 7*)

This item was heard ahead of item 6.

Poonam Pathak, Interim Head of Highways, was present for this item and gave the Committee an overview of the work areas under her purview and how the department manages and maintains the Council's highways assets. It was highlighted that the team was responsible for Hillingdon's highways assets, which were valued at £1.2 billion. The extent of the team's responsibilities included:

- Road and pavement maintenance (700km of roads and 905km of pavements)
- Streetlighting – 31,200 streetlights and other illuminated street furniture
- Highways structures – 260 bridges and structures
- Road Drainage – 34,000 road gullies
- Street Works Coordination
- Highways Insurance Claims
- Highways Design and scheme delivery

Further to this it was highlighted that some of the Borough's road network was maintained by other authorities, notably the M4 and M25 Motorways were maintained by the Highways Agency and the principal A40 and A312 roads were managed by the Transport for London Road Network. Members were informed that deterioration of the highway network was accelerating as the burden from factors such as climate change, traffic load and works carried out by utility companies were increasing.

The Committee were informed that the Highways department had a forward planning programme of roads and footways that were scheduled to be resurfaced. In 2021/22 there were 44 roads and 66 footways scheduled to be resurfaced. The 2022/23 forward planning programme was under development with the department recently commissioning a condition survey, the data from which would identify the roads and footways for resurfacing and categorise the proper surface treatment.

With regard to the criteria required for a damaged carriageway or footway to be investigated by the Council it was understood that on a carriageway, a 40mm pothole or depression was required, whereas on a footway it was a 20mm pothole, trip hazard or loose/missing kerbs. Response times for works to be carried out were categorised ranging from emergency call outs for a temporary repair within four hours to less severe circumstances where a permanent repair would be carried out within three months. Members highlighted that vulnerable residents may trip on a defect of less than 20mm; the Committee were informed that defects were investigated based on a risk assessment and scored accordingly, the Council needed to strike a balance in assigning footway defects for repair to ensure the repair programme was affordable and 20mm was used widely by local authorities as a marker for repair.

With regard to streetlighting in the Borough, Members were informed that a Borough-

wide column replacement programme was in progress following a Borough-wide LED upgrade completed in 2019. It was noted that the streetlighting columns in the Borough were old and deteriorating, any columns deemed a risk would be prioritised for replacement.

The Committee were encouraged that the team regularly made use of RhinoPatch repairs for road surfaces, a technique by which the road surface was heated using infrared technology and could be remoulded, reducing carbon output and the materials needed. Officers noted that there were currently additional costs associated with this method of repair however if other authorities adopted similar methods, the costs would come down; the Committee highlighted the importance of carbon off-setting but emphasised the need for repair methods to be cost effective.

Members raised concerns that safety inspections may fail to identify all defects on a road or footway surface and may require multiple safety inspections. It was noted that safety inspectors undertook training and attended regular briefings on inspection procedures, they were following a detailed, risk-based process for their inspections.

The Committee queried how the quality of contractor's work was assessed by officers; officers noted that regular inspections were undertaken whilst the work was ongoing to assess whether the work was meeting specifications, it was also highlighted that external contractors were required to meet key performance indicators which monitor contractor performance.

With regard to standing water and drainage systems in the Borough, it was highlighted that the current budget for the Highways Department allowed for the maintenance of existing road drainage gullies but issues were often encountered in heavy rains and where the local water services company did not maintain the existing drainage infrastructure to a workable standard. It was highlighted that the local water services company had no planned improvement programme within the Borough. The Committee were minded to prompt the Council's External Services Select Committee to approach the local water services company to explore this further in a scrutiny capacity.

The Committee thanked officers for the incredibly challenging and broad work undertaken within the Highways Department which kept the Borough moving.

RESOLVED: That the Committee noted the officer's verbal report.

30. **SERVICE OVERVIEW: ANTI-SOCIAL BEHAVIOUR AND ENFORCEMENT TEAM**
(Agenda Item 8)

RESOLVED: That the item be deferred to the October meeting of the Select Committee.

31. **FORWARD PLAN** (Agenda Item 9)

The Committee noted the items listed on the Forward Plan. The Democratic Services Officer informed Members that, since the publication of the meeting agenda, a new Forward Plan had been published with three additional items listed under the Public Safety and Transport portfolio for October's Cabinet meeting; these were the Street Lighting Term Contract Extension, the Updated Enforcement Policy and the Transport for London Local Implementation Plan.

RESOLVED: That the Committee noted the Forward Plan.

| | |
|-----|---|
| 32. | <p>WORK PROGRAMME (<i>Agenda Item 10</i>)</p> <p>The Committee noted that the 'Service Overview: Anti-Social Behaviour and Enforcement Team' item had been deferred to the October meeting of the Committee. Members requested that any presentation slides to be delivered to the Committee be circulated well in advance of the respective meeting to allow Members enough time to digest the information within.</p> <p>The Committee discussed the prospect of deferring the one-off service monitoring items listed for January 2022 to allow sufficient time to discuss the 2022/23 Budget Proposals report. It was noted that Democratic Services would discuss this with the Chairman and confirm which meeting the items had moved to.</p> <p>RESOLVED That the Select Committee:</p> <ol style="list-style-type: none"> 1) Noted the items listed on the work programme; and 2) Deferred the ASBET Fines and Prosecutions and the Abandoned Cars one-off service monitoring items to a later meeting in 2022 to be confirmed by Democratic Services and the Chairman. |
| | <p>The meeting, which commenced at 7.00 pm, closed at 9.02 pm.</p> |

These are the minutes of the above meeting. For more information on any of the resolutions please contact Steve Clarke – Democratic Services on 01895 250636. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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SELECT COMMITTEE REVIEW: ELECTRIC VEHICLE INFRASTRUCTURE AND FUTURE POLICY DIRECTION FOR THE BOROUGH

| | |
|---------------------------|--|
| Committee name | Public Safety and Transport Select Committee |
| Officer reporting | Steve Clarke – Democratic Services |
| Papers with report | Appendix A – EV Review Scoping Report |
| Ward | All |

HEADLINES

This item will act as the second witness session for the Select Committee’s review into Electric Vehicle (EV) Infrastructure and Future Policy Direction for the Borough.

The aim of the review is to support the Cabinet and Council in developing its future policies with regard to EVs and EV infrastructure within the Borough; to explore how the Council has so far adapted to the transition to EVs, and how the Council’s own fleet, transportation and highways responsibilities may need to adapt moving forward. In addition to the Council’s own zero-carbon commitment and climate emergency declaration, this review would tie in with related deadlines set by central government such as the proposed ban on the sale of new petrol and diesel cars and vans in the UK from 2030.

RECOMMENDATIONS:

That the Select Committee use the second witness session of the review to enquire as to the existing demand for EV infrastructure and potential barriers stopping residents from transitioning to EVs.

SUPPORTING INFORMATION

The following witnesses will be present to take part in the information gathering session on 19 October 2021:

| | | |
|---------------|-------------------------------------|--|
| Alan Tilly | Transport and Aviation Team Manager | A key officer in the strategic development of the Council’s EV infrastructure approach. |
| Adam Heritage | Hillingdon Resident | A resident who is considering purchasing an EV but remains cautious due to the lack of EV charging infrastructure available. |
| Tom Campbell | Planning Policy Team Leader | At the Committee’s witness session on 21 September Members were minded to explore what Planning policies currently recommend or instruct developers to do around the provision of EV Charge Points within developments; whether this is adhered to by developers, what action is taken when it is not adhered to, and how/when the Council’s policy on this may be reviewed. |

Classification – Public

Public Safety and Transport Select Committee – 21 September 2021

Implications on related Council policies

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

The transition to Electric Vehicles is an area of policy currently under development by Cabinet Members and Council officers. The Committee's review, and findings thereof, will form an important part in guiding this policy development.

How this report benefits Hillingdon residents

Select Committees directly engage residents in shaping policy and recommendations to seek improvements to the way the Council provides services to residents.

Financial Implications

There are no direct financial implications associated with this report.

Legal Implications

None.

BACKGROUND PAPERS

NIL.



Public Safety and Transport Select Committee Review Scoping Report - 2021/22

Working Title:
**“Electric Vehicle Infrastructure and Future Policy Direction for the
Borough”**

1. OBJECTIVES

Aim of review

The aim of this review is to support the Cabinet and Council in developing its future policies with regard to Electric Vehicles (EV) and EV infrastructure within the Borough; to explore how the Council has so far adapted to the transition to EVs, and how the Council’s own fleet, transportation and highways responsibilities may need to adapt moving forward. The review would aspire to produce positive medium and long-term overarching outcomes to present to Cabinet to help shape the Borough for residents moving forward. In addition to the Council’s own zero-carbon commitment and climate emergency declaration, this review would tie in with related deadlines set by central government such as the proposed ban on the sale of new petrol and diesel cars and vans in the UK from 2030.

It should be noted that, due to the nature of the review, it is expected that the findings and recommendations will be presented to Cabinet not for immediate implementation but to offer guidance and direction in helping to shape future policy.

At the Public Safety and Transport Select Committee meeting on 9 June 2021, it was agreed that the Committee’s first major review would focus on Electric Vehicles and EV infrastructure.

Terms of Reference (DRAFT)

The following Terms of Reference are suggested for the review, subject to any changes agreed by the Committee:

1. To understand the Council's current stance with regard to the prospective uptake in the use of Electric Vehicles (EV) and requirement for specific EV infrastructure;
2. To explore the national setting and initiatives undertaken by other local authorities to facilitate future EV infrastructure;
3. To understand the growing demand for EVs and explore any limitations residents may encounter in accessing suitable EV requirements;
4. To explore future evolutions with regard to EV battery and charging technology;
5. To investigate what grant funding may be available to local authorities relating to EV infrastructure;
6. To influence or propose any emerging Council plans, guidance or policies with respect to the future of EV use and the Borough's transportation and highways infrastructure;
7. Subject to the Committee's findings, to make any conclusions, propose actions, service and policy recommendations to the decision-making Cabinet.

2. BACKGROUND

Key information and issues

As of 2017, transport was the largest-emitting sector of greenhouse gas emissions, accounting for 28% of UK emissions. The UK has a target to reduce these to net zero by 2050, to achieve this the Committee on Climate Change has recommended that the sales of electric cars should 'scale up to 100% of new sales by 2035'. Ultra-Low Emission Vehicles (ULEV) still only represent a small proportion of the total number of cars licensed. In 2019 around 58.5% of licensed cars were petrol, 39.1% diesel and 0.8% were either a plug-in-hybrid, battery electric, range-extended electric, or fuel cell electric car.

Public awareness of, and interest in, EVs and methods of charging them has been growing rapidly and over the remainder of the 2020s, expectations and demand will grow exponentially ahead of the legislation to outlaw the sale of pure Internal Combustion Engine (ICE) vehicles by 2030. In the meantime, there are a number of types of vehicle which are relevant to this topic:

| Vehicle Type | Comments |
|---|---|
| Pure electric, battery powered (BEV) | Likely to become the dominant type. |
| Petrol-electric Hybrid Electric Vehicles (PHEV) | Hybrids use small ICE engines to extend extra-urban range. The technology remains reliant on carbon-fuels and so is no more than an interim solution. |
| Hydrogen powered | Seen as a rival to EVs; some variants use ICE type engines and others use fuel-cells to generate power for electric drive. |

EVs are still a fairly new area of focus and the pace of development is being accelerated by government legislation and the desires of ‘early adopters’ of new technology. In what is a rapidly evolving sector, the future of EV infrastructure, particularly battery and charging technology, will continue to develop and the way in which EV infrastructure is implemented by commercial entities and public authorities needs to be carefully considered to avoid significant investment in technology that could quickly become obsolete. Technological advancements that are noted to be on the horizon include, inductive charging loops buried in the owners driveway or potentially in the road surface (meaning that the vehicle can recharge on the move, dramatically extending its range) and as autonomous vehicles come to fruition, the prospect of a vehicle autonomously driving away to, and coming back from, a remote charging dock may become a reality. EV Battery technology has advanced considerably in recent years but appears likely to remain wedded to the lithium-ion principles familiar in mobile phones for the foreseeable future.

Leading up to the increased production of EVs globally, there has already been significant public and private investment into the EV arena both around the world and in the UK. Plans have recently been submitted by Coventry City Council for a 5.7 million sq ft EV battery ‘gigafactory’, the first of its kind in the UK.

Areas identified for improvement.

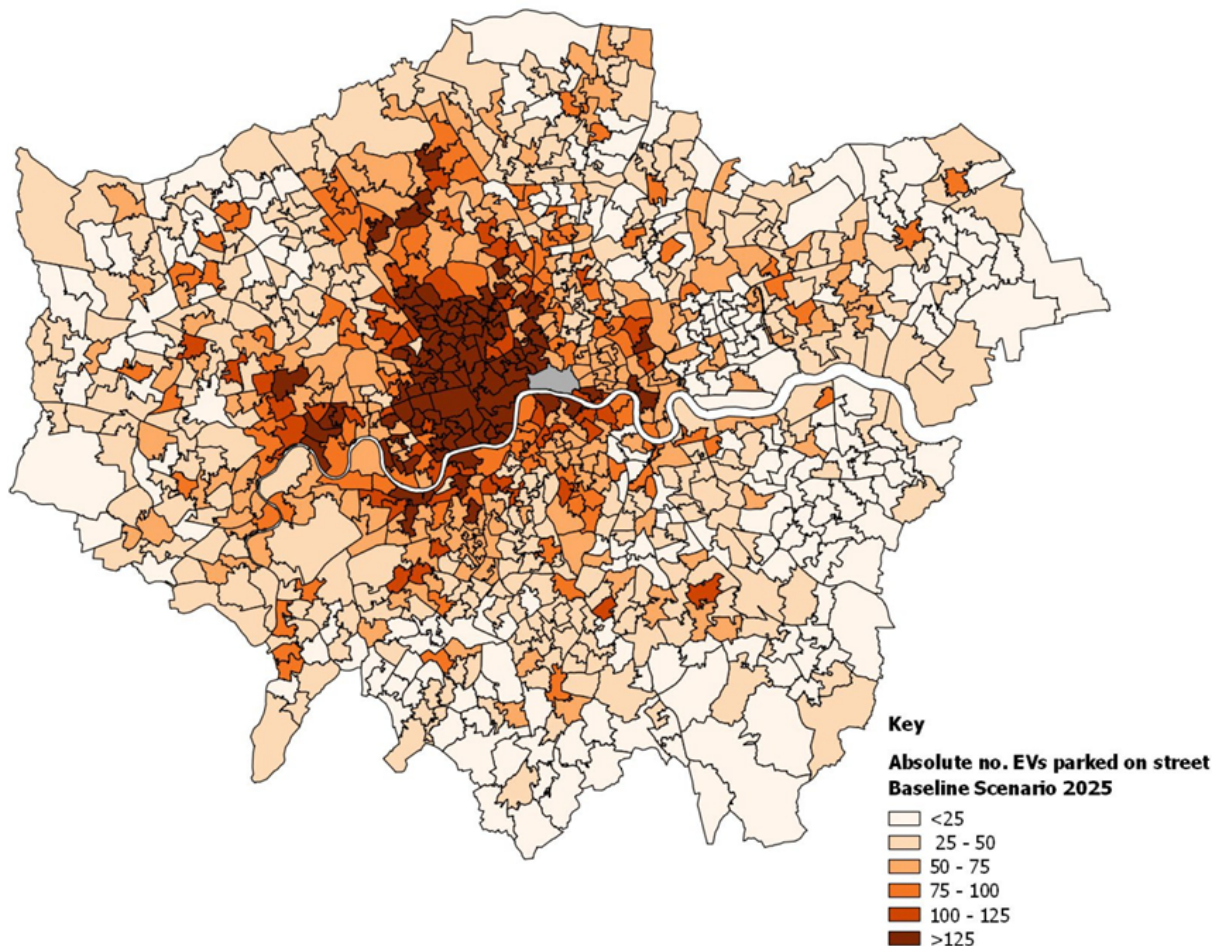
Many residents (and businesses) would be understandably keen to be supported in terms of moving towards electric vehicle ownership and practical use. The Council has a number of areas to consider, some of which are within its oversight and which could be further developed. Currently, a number of factors may deter prospective owners from transitioning from an ICE vehicle to an EV including cost, range anxiety, charge times and accessibility to charging points. In a recent Policy Exchange think-tank report, it was stated that the UK will need 400,000 public Electric Vehicle Charging Points by 2030, up from 35,000 currently.

What is still relatively new technology, albeit evolving rapidly, provides many challenges in terms of the necessary support infrastructure. Whilst investment is clearly needed, it needs to be carefully focused, aided with the right partnerships and in a manner which allows room for the development of all the equipment – vehicles and charging infrastructure – so that they can evolve in tandem and not leave key stakeholders, the Council in particular, owners of equipment which is no longer fit for purpose after significant capital investment has been made.

Current data, best practice and research

According to [On Street Charging \(acceleratedinsightplatform.com\)](https://acceleratedinsightplatform.com) Hillingdon currently has a fleet of circa 1,069 battery electric vehicles. In November 2020, the Prime Minister announced the end of the sale of new petrol and diesel cars and vans in the UK by 2030.

The below Transport for London projection for possible EV take up across Greater London by 2025 shows that Hillingdon is broadly similar to other Outer London Boroughs.



Legislative / national context

The Automated and Electric Vehicles Act 2018 has two primary objectives. Firstly, the act establishes that insurers are required to deal with all claims even when the vehicle is operating in automated technology mode. Insurers will also have a right of recovery against manufacturers and the right to exclude liability where the relevant individual

fails to keep the software up to date. Secondly, and more pertinent to the Committee's review, the act establishes laws relating to EV charging infrastructure including issues such as availability, compatibility vehicle types, reliability standards and standardising how they are paid for.

In November 2020, the government brought forward the ban on sales of new petrol and diesel cars and vans from 2040 to 2030 as part of its "green industrial revolution". A two phased approach to the process was also announced.

Step 1 - the phase-out date for the sale of new petrol and diesel cars and vans brought forward to 2030.

Step 2 - all new cars and vans be fully zero emission at the tailpipe from 2035.

Between 2030 and 2035, new cars and vans can be sold if they have the capability to drive a significant distance with zero emissions (for example, plug-in hybrids or full hybrids).

In 2017, the government announced the On-Street Residential Chargepoint Scheme aimed at local authorities to increase the availability of on-street chargepoints for plug-in electric vehicles. In February 2021, £20 million of further funding was made available; of the circa 111,476 households in Hillingdon, around 34,419 do not have off-street parking, this represents nearly a third (31%) of all households in the Borough.

Connected work

The transition to Electric Vehicles is an area of policy currently under development by Cabinet Members and Council officers. The Committee's review, and findings thereof, will form an important part in guiding this policy development.

Executive Responsibilities

This review would fall under the Public Safety and Transport Select Committee's remit as set out in the Constitution. The Cabinet Member responsible for this area of work is Councillor John Riley – Cabinet Member for Public Safety and Transport.

It should be noted that the, depending on the Committee's findings, the review may touch upon Planning and Housing matters which come under the Environment, Housing and Regeneration Cabinet Member portfolio.

Discussions on draft or emerging recommendations may be undertaken with Cabinet Members as per the Protocol on Overview & Scrutiny and Cabinet Relations approved by full Council on 12 September 2019.

3. EVIDENCE & ENQUIRY

Potential witnesses

Potential witnesses could include:

- Testimony from LBH Officers;
- Representatives of an EV infrastructure association (Electric Vehicles Association England or a commercial EV infrastructure enterprise);
- Academic experts
- Testimony from residents;
- Testimony from the Cabinet Members.

Lines of Enquiry

Lines of enquiry can be expanded as the review progresses or included in relevant witness session reports. However, lines of enquiry may include:

- Investigating the national setting and initiatives undertaken by other local authorities to facilitate future EV infrastructure.
- Exploring technological innovation with regard to EV battery and charging developments.
- Understanding the growing demand for EVs and exploring any limitations residents may encounter in accessing suitable EV requirements.
- Considering any future, possible fundamental, changes to the Borough's transportation and highways infrastructure that may be required to enable EVs to operate successfully.
- Investigating what grant funding may be available to local authorities relating to EV infrastructure.

Surveys, site-visits or other fact-finding events

It is expected that witness sessions within the Committee's meetings will act as the primary method of enquiry.

Future information that may be required

Further information may be identified as the review progresses.

4. REVIEW PLANNING & TIMETABLE

It is advised that witnesses attend in 'themed' sessions to better focus questions and discussion. A draft schedule for the review is set out below, this can be amended as the Committee sees fit:

| Meeting Date | Action | Purpose / theme | Witnesses / officers attending |
|----------------------|---|--|---------------------------------------|
| 28 July 2021 | Agree Scoping Report | Consider and agree Scoping Report | LBH Officers |
| 21 September 2021 | Witness Session 1 | Understand the Council's current position and national setting | LBH Officers Cabinet Member |
| 19 October 2021 | Witness Session 2 | Explore EV demand, limitations and technological advancements | Residents EV Representative |
| 17 November 2021 | Witness Session 3 | Future infrastructure requirements and funding opportunities | LBH Officers |
| 18 January 2021 | De-brief and emerging findings | To discuss key findings and identify potential recommendations | LBH Officers |
| 10 February 2021 | Approval of draft final report | Proposals – agree recommendations and final draft report to Cabinet | LBH Officers |
| Cabinet – March 2022 | Report presented to Cabinet (target date) | Cabinet considers and decides whether to agree recommendations to shape Council policy | Select Committee Chairman |
| Spring 2023 | Monitoring of implementation of any recommendations | | |

Financial Assessment

This review is not expected to require a financial assessment at the scoping stage.

However, as the review progresses, the Committee should seek to ensure any recommendations are feasible, cost-effective or indeed can save the Council money. Any early findings or recommendations by the Committee which may result in a call on Council budgets should be discussed at the earliest opportunity by the Chairman, with the relevant Cabinet Member, Cabinet Member for Finance and the Leader of the Council to assess viability.

This is in accordance with the approved Protocol on Overview & Scrutiny and Cabinet Relations approved by full Council on 12 September 2019.

Resource requirements

None identified - Officer support from Democratic Services and Infrastructure, Transport and Building Services.

Equalities impact

TBC.

Background Papers / further reading

[Government takes historic step towards net-zero with end of sale of new petrol and diesel cars by 2030 - GOV.UK \(www.gov.uk\)](#)

[Electric cars: Rollout of charging points still too slow - BBC News](#)

[Charging Up | Policy Exchange](#)

[Electric vehicle batteries: what will they look like in the future? \(theconversation.com\)](#)

[Plans submitted for electric battery 'gigafactory' in Coventry - BBC News](#)

[On-Street Residential Chargepoint Scheme guidance for local authorities - GOV.UK \(www.gov.uk\)](#)

[Government powers up electric vehicle revolution with £20 million chargepoints boost - GOV.UK \(www.gov.uk\)](#)

[Automated and Electric Vehicles Act 2018 \(legislation.gov.uk\)](#)

[Plug-in Electric Vehicle Uptake and Infrastructure Impacts Study – Transport for London](#)

PUBLIC SAFETY AND TRANSPORT SELECT COMMITTEE - FORWARD PLAN

| | |
|---------------------------|--|
| Committee name | Public Safety and Transport Select Committee |
| Officer reporting | Steve Clarke - Democratic Services |
| 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).

RECOMMENDATION

That the Public Safety and Transport Select Committee notes and comments on items going to Cabinet.

SUPPORTING INFORMATION

The latest published Forward Plan is attached, with items relevant to the Committee's brief.

Implications on related Council policies

A role of the Council's Select 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 Council's Select Committees directly engage residents and external partners in the work they do.

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 | Relevant Select Committee | Directorate / Lead Officer | Consultation related to the decision | NEW ITEM | Public or Private (with reason) |
|--------------------------------|-------------------------------|---------------------------|----------------------------|--------------------------------------|----------|---------------------------------|
|--------------------------------|-------------------------------|---------------------------|----------------------------|--------------------------------------|----------|---------------------------------|

SI = Standard Item each month Council Departments: PE =Planning, Environment, Education & Community Services IT =Infrastructure, Transport & Building Services SH = Social Care & Health CS&T = Corporate Services & Transformation FD= Finance

Cabinet meeting - 14 October 2021 (report deadline 29 September)

| | | | | | | | | | | |
|-----|--|--|-----|--|---|---------------------------|---|--|----------|-------------|
| 084 | Street Lighting Term Contract Extension | Cabinet awarded a 5 year contract in 2016 for the delivery of street lighting works and maintenance which also included the energy saving LED upgrades to the Borough's street lights. This report will seek Cabinet approval for the 2 year extension permitted within the original contract. | All | | Cllr John Riley - Public Safety & Transport | Public Safety & Transport | IT - Poonam Pathak | | NEW ITEM | Private (3) |
| 077 | Enforcement Policy | Cabinet will consider an updated enforcement policy for key resident focussed services following a review. It will replace the previous 2013 Residents Services Enforcement Policy. | All | | Cllr John Riley - Public Safety & Transport | Public Safety & Transport | PE - Dan Kennedy / Stephanie Waterford | | | Public |
| 033 | Transport for London Local Implementation Plan - Annual Spending Submission | Cabinet will consider the Council's submissions to Transport for London for funding on local transport infrastructure projects. | All | | Cllr John Riley - Public Safety & Transport | Public Safety & Transport | IT- Alan Tilly | | | Public |
| 036 | Provision of Pesticide Analysis, Radiation Testing, Bacterial Testing | Cabinet will consider a contract on behalf of the Imported Food Office at Heathrow Airport for the Provision of Pesticide Analysis, Radiation Testing, Bacterial Testing of imported food. | | | Cllr John Riley - Public Safety & Transport | Public Safety & Transport | PE - Sam Doherty / Stephanie Waterford / Allison Mayo | | | Private (3) |

Cabinet meeting - 11 November 2021 (report deadline 27 October)

Cabinet meeting - 16 December 2021 (report deadline 1 December)

| | | | | | | | | | | |
|---------|---|--|-----|---|--|---------------------------|-------------------------------------|--|--|-------------|
| 038 (a) | The Council's Budget Medium Term Financial Forecast 2022/23 - 2026/27 (BUDGET FRAMEWORK) | This report will set out the Medium Term Financial Forecast (MTFF), which includes the draft General Fund reserve budget and capital programme for 2022/23 for consultation, along with indicative projections for the following four years. This will also include the HRA rents for consideration. | All | Proposed Full Council adoption - 24 February 2022 | Cllr Ian Edwards - Leader of the Council / Cllr Martin Goddard - Finance | All | FD - Paul Whaymand | Public consultation through the Select Committee process and statutory consultation with businesses & ratepayers | | Public |
| 58 | Contract for the provision of veterinary services at the Imported Food Office (Heathrow Airport) | Cabinet will consider a contract for the provision of veterinary services at the Imported Food Office (Heathrow Airport) where veterinary checks are required on the wide variety of products of animal origin that arrive at Heathrow Airport and supporting the issuing of export certification when required. | All | | Cllr John Riley - Public Safety & Transport | Public Safety & Transport | PE / FD - Sam Doherty / Alison Mayo | | | Private (3) |
| SI | Reports from Select Committees | Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee. | All | | All | TBC | CS&T - Democratic Services | TBC | | Public |

Ref **Upcoming Decisions**

Further details

Ward(s)

| Final decision by Full Council | Cabinet Member(s) Responsible | Relevant Select Committee | Directorate / Lead Officer | Consultation related to the decision | NEW ITEM | Public or Private (with reason) |
|--------------------------------|-------------------------------|---------------------------|----------------------------|--------------------------------------|----------|---------------------------------|
|--------------------------------|-------------------------------|---------------------------|----------------------------|--------------------------------------|----------|---------------------------------|

SI = Standard Item each month Council Departments: PE = Planning, Environment, Education & Community Services IT = Infrastructure, Transport & Building Services SH = Social Care & Health CS&T = Corporate Services & Transformation FD = Finance

Cabinet meeting - 6 January 2022 (report deadline 15 December)

| | | | | | | | | | | |
|----|---------------------------------------|---|-----|--|-----|-----|----------------------------|-----|--|--------|
| SI | Reports from Select Committees | Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee. | All | | All | TBC | CS&T - Democratic Services | TBC | | Public |
|----|---------------------------------------|---|-----|--|-----|-----|----------------------------|-----|--|--------|

Cabinet meeting - 17 February 2022 (report deadline 2 February)

| | | | | | | | | | | |
|---------|---|--|-----|---|--|-----|----------------------------|--|--|--------|
| 038 (b) | The Council's Budget Medium Term Financial Forecast 2022/23 - 2026/27 (BUDGET FRAMEWORK) | Following consultation, this report will set out the Medium Term Financial Forecast (MTFF), which includes the draft General Fund reserve budget and capital programme for 2022/23 for consultation, along with indicative projections for the following four years. This will also include the HRA rents for consideration. | All | Proposed Full Council adoption - 24 February 2022 | Cllr Ian Edwards - Leader of the Council / Cllr Martin Goddard - Finance | All | FD - Paul Whaymand | Public consultation through the Select Committee process and statutory consultation with businesses & ratepayers | | Public |
| SI | Reports from Select Committees | Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee. | All | | All | TBC | CS&T - Democratic Services | TBC | | Public |

Cabinet meeting - Thursday 24 March 2022 (report deadline 9 March)

| | | | | | | | | | | |
|----|---------------------------------------|---|-----|--|-----|-----|----------------------------|-----|--|--------|
| SI | Reports from Select Committees | Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee. | All | | All | TBC | CS&T - Democratic Services | TBC | | Public |
|----|---------------------------------------|---|-----|--|-----|-----|----------------------------|-----|--|--------|

Cabinet meeting - Thursday 21 April 2022 (report deadline 6 April)

| | | | | | | | | | | |
|----|---------------------------------------|---|-----|--|-----|-----|----------------------------|-----|--|--------|
| SI | Reports from Select Committees | Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee. | All | | All | TBC | CS&T - Democratic Services | TBC | | Public |
|----|---------------------------------------|---|-----|--|-----|-----|----------------------------|-----|--|--------|

Cabinet meeting - Thursday 19 May 2022 (report deadline 4 May)

| | | | | | | | | | | |
|----|---------------------------------------|---|-----|--|-----|-----|----------------------------|-----|--|--------|
| SI | Reports from Select Committees | Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee. | All | | All | TBC | CS&T - Democratic Services | TBC | | Public |
|----|---------------------------------------|---|-----|--|-----|-----|----------------------------|-----|--|--------|

Cabinet meeting - June 2022 (date to be confirmed)

| | | | | | | | | | | |
|----|---------------------------------------|---|-----|--|-----|-----|------------|-----|--|--------|
| SI | Reports from Select Committees | Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee. | All | | TBC | TBC | CR&T - TBC | TBC | | Public |
|----|---------------------------------------|---|-----|--|-----|-----|------------|-----|--|--------|

Cabinet meeting - July 2022 (date to be confirmed)

| | | | | | | | | | | |
|----|---------------------------------------|---|-----|--|-----|-----|----------------------------|-----|--|--------|
| SI | Reports from Select Committees | Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee. | All | | All | All | CS&T - Democratic Services | TBC | | Public |
|----|---------------------------------------|---|-----|--|-----|-----|----------------------------|-----|--|--------|

Ref **Upcoming Decisions** Further details

Ward(s)

| Final decision by Full Council | Cabinet Member(s) Responsible | Relevant Select Committee | Directorate / Lead Officer | Consultation related to the decision | NEW ITEM | Public or Private (with reason) |
|--------------------------------|-------------------------------|---------------------------|----------------------------|--------------------------------------|-----------------|---------------------------------|
|--------------------------------|-------------------------------|---------------------------|----------------------------|--------------------------------------|-----------------|---------------------------------|

SI = Standard Item each month Council Departments: PE =Planning, Environment, Education & Community Services IT - Infrastructure, Transport & Building Services SH = Social Care & Health CS&T = Corporate Services & Transformation FD= Finance

Cabinet Member Decisions: Standard Items (SI) that may be considered each month

| | | | | | | | | | | |
|----|--|--|-----|--|---|----------------------------|----------------------------|-----------------------|--|---------------------------------|
| SI | Release of Capital Funds | The release of all capital monies requires formal Member approval, unless otherwise determined either by the Cabinet or the Leader. Batches of monthly reports (as well as occasional individual reports) to determine the release of capital for any schemes already agreed in the capital budget and previously approved by Cabinet or Cabinet Members | TBC | | Cllr Martin Goddard - Finance (in conjunction with relevant Cabinet Member) | All - TBC by decision made | various | Corporate Finance | | Public but some Private (1,2,3) |
| SI | Petitions about matters under the control of the Cabinet | Cabinet Members will consider a number of petitions received by local residents and organisations and decide on future action. These will be arranged as Petition Hearings. | TBC | | All | TBC | CS&T - Democratic Services | | | Public |
| SI | Local Safety Schemes and Parking Revenue Account funded schemes | To consider petitions received and decide on future action | TBC | | Cllr John Riley - Public Safety & Transport | Public Safety & Transport | IT - David Knowles | Traffic Liaison Group | | Public |
| SI | Pedestrian Crossings | To approve schemes to provide crossing facilities | TBC | | Cllr John Riley - Public Safety & Transport | Public Safety & Transport | IT - David Knowles | | | Public |
| SI | To approve compensation payments | To approve compensation payments in relation to any complaint to the Council in excess of £1000. | n/a | | All | TBC | various | | | Private (1,2,3) |
| SI | Transport - Local Implementation Programme | Local Implementation Programme including schemes for the public realm, parking, road safety, school travel, walking, cycling, air quality improvement and Traffic Regulation Orders. | TBC | | Cllr John Riley - Public Safety & Transport | Public Safety & Transport | IT - David Knowles | | | Public |
| SI | Acceptance of Tenders | To accept quotations, tenders, contract extensions and contract variations valued between £50k and £500k in their Portfolio Area where funding is previously included in Council budgets. | n/a | | Cllr Ian Edwards - Leader of the Council OR Cllr Martin Goddard - Finance / in conjunction with relevant Cabinet Member | TBC | various | | | Private (3) |

Page 23

Upcoming Decisions

Further details

Ref

Ward(s)

| | | | | Final decision by Full Council | Cabinet Member(s) Responsible | Relevant Select Committee | Directorate / Lead Officer | Consultation related to the decision | NEW ITEM | Public or Private (with reason) |
|----|---|--|-----|--------------------------------|-------------------------------|---------------------------|----------------------------|--------------------------------------|----------|---------------------------------|
| SI | All Delegated Decisions by Cabinet to Cabinet Members, including tender and property decisions | Where previously delegated by Cabinet, to make any necessary decisions, accept tenders, bids and authorise property decisions / transactions in accordance with the Procurement and Contract Standing Orders. | TBC | | All | TBC | various | | | Public / Private (1,2,3) |
| SI | External funding bids | To authorise the making of bids for external funding where there is no requirement for a financial commitment from the Council. | n/a | | All | TBC | various | | | Public |
| SI | Response to key consultations that may impact upon the Borough | A standard item to capture any emerging consultations from Government, the GLA or other public bodies and institutions that will impact upon the Borough. Where the deadline to respond cannot be met by the date of the Cabinet meeting, the Constitution allows the Cabinet Member to sign-off the response. | TBC | | All | TBC | various | | | Public |

SI = Standard Item each month

Council Departments: PE =Planning, Environment, Education & Community Services IT - Infrastructure, Transport & Building Services SH = Social Care & Health CS&T = Corporate Services & Transformation FD= Finance

The Cabinet's Forward Plan is an official document by the London Borough of Hillingdon, UK

PUBLIC SAFETY AND TRANSPORT SELECT COMMITTEE - WORK PROGRAMME

| | |
|---------------------------|--|
| Committee name | Public Safety and Transport Select Committee |
| Officer reporting | Steve Clarke - Democratic Services |
| Papers with report | Appendix A – Work Programme |
| Ward | All |

HEADLINES

To enable the Committee to track the progress of its work in 2021/22 and forward plan its work for the current municipal year.

RECOMMENDATION

That the Public Safety and Transport Select Committee considers the Work Programme and agrees any amendments.

SUPPORTING INFORMATION

1. The Committee's meetings tend to 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. The forthcoming meeting dates for the Committee are as follows:

| 2021/22 Municipal Year Meetings | Room |
|--|-------------|
| 19 October 2021, 7pm | CR6 |
| 17 November 2021, 7pm | CR6 |
| 18 January 2022, 7pm | CR5 |
| 10 February 2022, 7pm | CR5 |
| 08 March 2022, 7pm | CR5 |
| 07 April 2022, 7pm | CR5 |

Implications on related Council policies

A role of the Council's Select 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 Council's Select Committees directly engage residents and external partners in the work they do.

Financial Implications

None at this stage.

Legal Implications

None at this stage.

BACKGROUND PAPERS

NIL.

WORK PROGRAMME 01 May 2021 - 30 April 2022

| PUBLIC SAFETY & TRANSPORT SELECT COMMITTEE | June 9 | July 28 | August No meeting | September 21 | October 19 | November 17 | December No meeting | January 18 | February 10 | March 8 | April 7 |
|--|-----------|----------------|----------------------|-----------------|-----------------|-----------------|------------------------|---------------|----------------|------------|------------|
| REVIEW: | | | | | | | | | | | |
| Topic selection / scoping stage | | Selection | | | | | | | | | |
| Witness / evidence / consultation stage | | Scoping Report | | | Witness Session | Witness Session | Witness Session | | | | |
| Findings, conclusions and recommendations | | | | | | | | Findings | | | |
| Final review report agreement | | | | | | | | | Approval | | |
| Target Cabinet reporting | | | | | | | | | | Cabinet | |
| Regular service & performance monitoring | | | | | | | | | | | |
| Complaints & Service Annual Report | | | | X | | | | | | | |
| Mid-year budget / budget planning report | | X | | | | | | | | | |
| Cabinet's Budget Proposals For Next Financial Year | | | | | | | | X | | | |
| Cabinet Forward Plan Monthly Monitoring | X | X | | X | X | X | | X | X | X | X |
| One-off service monitoring | | | | | | | | | | | |
| ASBET Fines and Prosecutions (incl. dog fouling) | | | | | | | | | | X | |
| Road and Footway Resurfacing | | | | | | | | X | | | |
| Parking Enforcement / Abandoned Cars | | | | | | | | | | X | |
| Service overview - Highways | | | | X | | | | | | | |
| Service overview - Anti-Social Behaviour and Enforcement Team | | | | | X | | | | | | |
| Service overview - Transportation | | X | | | | | | | | | |
| Service overview - Community Cohesion | | X | | | | | | | | | |
| Service overview - Trading Standards, Environmental Health & Licensing | X | | | | | | | | | | |
| Service overview - Parking Services | | X | | | | | | | | | |
| Past review delivery | | | | | | | | | | | |
| Internal use only | | | | | | | | | | | |
| Date deadline confirmed to report authors | | | | | | | | | | | |
| Report deadline | 28 May | 16 Jul | | 10 Sep | 8 Oct | 5 Nov | | 7 Jan | 31 Jan | 25 Feb | 28 Mar |
| Agenda published | 1 Jun | 20 Jul | | 13 Sep | 11 Oct | 9 Nov | | 10 Jan | 2 Feb | 28 Feb | 30 Mar |

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