



HILLINGDON
LONDON



Public Safety and Transport Select Committee

Date: WEDNESDAY, 17
NOVEMBER 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
London Borough of Hillingdon,
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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 Forward Plan 19 - 24
- 7 Work Programme 25 - 28

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Agenda Item 3

Minutes

PUBLIC SAFETY AND TRANSPORT SELECT COMMITTEE

19 October 2021

Meeting held at Committee Room 6 - Civic Centre,
High Street, Uxbridge



	<p>Committee Members Present: Councillors Keith Burrows (Chairman) Teji Barnes (Vice-Chairman) Scott Farley John Morgan Stuart Mathers Colleen Sullivan Steve Tuckwell</p> <p>LBH Officers Present: Alan Tilly, Transport Planning and Development Manager Tom Campbell, Planning Policy Team Leader Dan Kennedy, Corporate Director – Planning, Environment, Education and Community Services Steve Clarke, Democratic Services Officer</p> <p>Also present: Adam Heritage, Hillingdon Resident (Witness present for Item 5)</p>
33.	<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 Councillors Jan Sweeting and Richard Lewis with Councillors Scott Farley and John Morgan substituting.</p>
34.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
35.	<p>TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting dated 21 September 2021 be agreed as an accurate record.</p>
36.	<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> <p>It was confirmed that all items were marked Part 1 and would be considered in public.</p>

37. **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 second 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 Committee began by welcoming Adam Heritage to the meeting, a Hillingdon resident who had been considering the purchase of an EV for some time, however remained cautious due to several reasons, including:

- He did not have access to off-street parking and therefore could not charge a prospective EV at home.
- The current local availability of publicly accessible EV charge points was minimal and not enough to rely on for an individual with no off-street parking.
- The reality of owning an EV in his current situation would mean regularly finding a public car park with EV charging provision that would also be open overnight. This would induce 'range anxiety' which was a major barrier in purchasing an EV.
- Further to range anxiety, returning home after any long trips would mean charging the EV just before finally reaching home, this was seen as a common inconvenience for those without access to home charging.
- The battery component of EVs was still the largest signifier of cost, if an EV had a larger battery, it would be significantly more expensive to purchase; therefore, if there was access to an EV charge point within walking distance, he would have the option of purchasing a more affordable EV with a lower battery capacity.

The Committee were informed that, working in central London, Mr Heritage had a number of colleagues who had already purchased EVs despite not having any available off-street parking, and therefore off-street charging facility, at their respective homes; they had felt confident enough to purchase an EV after liaising with their local Council's to have a publicly accessible charger installed on or near their street. It was also noted that, thus far, Mr Heritage's experience liaising with the Council in Spring 2021, to have a publicly accessible EV charge point installed close to his home had been difficult. There was no information available on the Council's website regarding how one could go about expressing interest in having a public charging point installed nearby, this led to him reaching out through other related Council departments for assistance. Mr Heritage raised concerns that he had to repeatedly follow up with Councillors and officers to obtain useful information around charging options and felt that Hillingdon was not, at the time, doing its part to help promote the transition from internal combustion engine (ICE) vehicles to EVs.

The Committee were grateful to hear from the perspective of a resident and felt that the need for residents to have access to consistent information and to have their expectations managed regarding the provision of EV charge points in the Borough was vital; it was suggested that a standard operating procedure for when residents expressed interest in a prospective on-street charging point could be introduced to avoid any confusion.

With regard to the availability of information on the Council's website, it was highlighted

that up-to-date information informing residents of the Council's upcoming EV charge point projects would go a long way in alleviating the worries that residents like Mr Heritage may have when considering the transition to an EV. It was also noted that London Councils had an online facility for residents to suggest possible charge point locations across London. Although Hillingdon did not currently have such a bespoke online facility, the Committee were in agreement that an online expression of interest form would help the Council collect data concerning demand for EV charge points across the Borough. Further to this, it was suggested that a link to the London Councils page would be a useful and easy to administer tool in temporarily pointing residents in the right direction.

Alan Tilly, Transport Planning and Development Manager, was in attendance for this item, he gave some background to the Council's previous provision of EV charge points and updated the Committee on the work that had been ongoing with regard to future charge point provision. The EV charge points currently in Council operated car parks were installed some ten years ago as part of a research project with the Ford Motor Company, Strathclyde University and Scottish and Southern Electricity; residents were given the opportunity to drive an EV and provide feedback to the project. Following the project, the charge points were operated by Transport for London's Source London company, when that network was sold on, the Hillingdon charge points were not included. Since that time, the charge points were repaired on a piecemeal basis by the manufacturers and have since become outdated and require replacing.

Members were informed that, where one in 16 new cars registered in London were EVs in 2019, one in eight new cars registered in the capital were EVs in 2021. In response to the growing need, the Council had, in October 2021, published an invitation to tender using the Crown Commercial Services framework. The tender was inviting companies to supply, install and maintain EV charging points in public car parks and to establish wider EV charging infrastructure across the Borough. The three primary strands of the tender were replacing and updating the existing EV charge points in Council operated car parks, assessing 43 other car parks in the Borough for charge point provision, and the provision of on-street EV charge points along residential streets utilizing either stand alone units or existing lamp columns. Amongst a number of factors, companies applying would need to demonstrate their awareness of grant funding and ability to apply for said funding (including the On-street Residential Charging Scheme ORCS funding), how they will ensure that any installed charge points offer appropriate network coverage for users, their fault reporting process and how quickly any faults would be repaired when they occur. Members highlighted that an online facility whereby residents could register their interest in having an on-street EV charge point installed would assist specifically regarding delivery of the third strand of the project.

The Committee were also informed that a further part of the tender included provision of a dashboard to be made available for officers to, in real time, see which charge points were operational at any one time. The data from this dashboard could prospectively be used to estimate demand and areas for future provision, the information could also be reported back to the Select Committee periodically. With regard to the free EV charge points found in many supermarket car parks, Members noted that although they were incredibly useful, they were often faulty and any such installations under the Council's purview would need to have their faults addressed comprehensively to avoid down time and maximise reliability as residents would be relying on the infrastructure.

Concerns were raised as to a potential disparity in the costs that would be incurred by residents who had the ability to charge their vehicle at home and those who would

need to charge publicly at car parks, on-street chargers or EV forecourts. It was understood that those charging publicly would likely end up paying more to charge their vehicles; however, there was still a significant cost associated with the purchase and installation of home chargers which offset the disparity. It was also noted that all charging options were likely to be a cheaper alternative than fueling an ICE vehicle. Officers highlighted that other local authorities had been known to, as a temporary measure, charge cheaper parking rates, or have free parking altogether, for EVs in public car parks to help alleviate some of the prospective cost disparity as these spaces were likely to be used more frequently by residents with no off-street parking as a means of charging their vehicle.

The Committee discussed the way in which parking spaces in public car parks may be allocated to EVs and highlighted the importance of getting the balance right and ensuring that both ICE vehicles and EVs were accommodated as the 2030 deadline for the sale of new ICE vehicles approached. Further to this it was highlighted that some supermarket car park operators fined individuals who park in an EV space with an ICE vehicle. Officers noted that, as long as enough EV charge point spaces were provided for, both ICE vehicles and EVs would be able to park in any space within a public car park. The Committee highlighted the need to ensure the Council's enforcement policies were fit for purpose regarding this issue that may emerge in the coming years.

Tom Campbell, Planning Policy Team Leader, was also present for the item and gave the Committee an overview of the Planning Policies that underpin the provision of EV charging points in new developments. It was initially clarified that new developments formed a fraction of existing dwellings and retrofitting would be necessary for the majority of homes. It was highlighted that the London Plan carried the most weight with regard to what is requested from developers around EV charge points; there were different standards based on the use class of the development, however, commonly developers were required to provide 20% active EV charging spaces and 80% passive. Active spaces were ready to use EV charge points and passive spaces were not immediately ready to use but were connected to the grid and could be retrofitted with a charge point at a later date. It was noted that the National Infrastructure Commission had recommended the 20% figure until 2025, at which point, it would be expected to increase.

With regard to enforcement and ensuring that developers were installing the required EV charge points, the Committee were informed that there were two mechanisms in place; the standard planning enforcement procedure requiring a case officer or resident to highlight the non-adherence and a Transport for London funded project carried out by West Trans who would monitor the travel plans of new developments ensuring that they included sustainable travel. Due to TfL funding issues stemming from the COVID-19 pandemic, Members were informed that the West Trans officer responsible for West London was not currently funded; it was hoped that this would be restored in future. The Committee queried if enforcement action had been taken against any developers for not installing the required charging points, to which officers were not aware of any formal enforcement action taken. Members raised concerns that enforcement officers may be reliant on residents knowing that new developments should have EV charge points provided and reporting when developers have not met planning requirements. Officers noted that EV charge point planning policies had been in place since 2016 and therefore the first developments approved under this policy would have only recently reached completion. The Committee were minded to ensure that, going forward, the Council was proactive with regard to enforcing this aspect of new developments. Officers were supportive of this noting that it was something that could be mapped and targeted.

With regard to supercharging sites, EV forecourts and charging hubs, officers noted that they had recently spoken to TfL who had three potential sites in mind within Hillingdon for charging hubs; in addition to this, the Greater London Authority anticipated providing 1,000 rapid EV charging hubs on their own land across London. It was highlighted that there were a number of private and public bodies installing EV infrastructure which could be seen as an electric evolution of petrol stations. The Committee queried whether existing planning policies take into account prospective applications for charging hubs and EV forecourts on greenbelt land. Officers highlighted that greenbelt planning policies were incredibly robust, and any application would need to pass rigorous tests to be considered appropriate for greenbelt land. It was noted that there were planning policies with general support for EV charge points which would be considered a material planning factor.

The Committee thanked the witnesses and officers for attending and providing valuable insight for the review. Members noted how rapidly EV charging technologies were evolving along with the growing demand for EVs and emphasized the need to develop EV infrastructure appropriately; this was highlighted by the expected emergence of a secondhand EV market in the near future and the importance of having today's EVs be compatible with tomorrow's charging infrastructure.

RESOLVED That the Select Committee noted the update on the Council's EV charging infrastructure activities and used 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.

38. **SERVICE OVERVIEW: ANTI-SOCIAL BEHAVIOUR AND ENFORCEMENT TEAM**
(Agenda Item 6)

Dan Kennedy, Corporate Director for Planning, Environment, Education and Community Services, was present for this item and gave the Committee an overview of the Council's Anti-Social Behaviour and Enforcement Team (ASBET) and some of the changes that would be taking place to the service. Members were informed that ASBET dealt with a broad spectrum of issues from low level nuisance to serious harassment, which could cause distress, damage quality of life and interfere with the ability for people to enjoy the peace and quiet of their home, local environment and community. The Council's response team was composed of three types of officers:

- **Case Officers** - who dealt with reports of harassment and neighbourhood nuisance and manage long standing case work.
- **Rapid Response Officers** - who dealt with the majority of environmental nuisances for example depositing waste material and littering, flyposting, dog fouling, abandoned vehicles, overgrown gardens, vermin infestations.
- **Out of Hours Officers** – night rota - who primarily dealt with noise nuisance.

The Committee were also informed that, where possible, visible patrols were coordinated with police in hotspot areas.

Members noted that the ASBET service typically received a stable amount of service requests at around 1,000 per month; there was usually a seasonal spike in the summer months primarily related to noise complaints. Roughly half of service enquiries came through the Council's Contact Centre and half came through the online self-service

tool. 24% of enquiries were concerning the depositing of waste material, it was noted that officers did follow up with fly-tipping prosecutions where evidence was obtained however gathering evidence was often very resource intensive and the priority was removing the waste. 23% of enquiries were noise related and officers addressed these where complaints persisted. 15% of enquiries were vehicle related incidents, primarily where vehicles had been abandoned.

Officers gave some examples of positive outcomes noting that joint working and prosecution with a neighbouring local authority had resulted in the conviction of an offender for 16 offences related to illegal waste disposal across the two Boroughs. CCTV images of perpetrators fly tipping were now being circulated on social media platforms for identification purposes. Officers had identified six offenders from CCTV footage provided by the CCTV Control Room which resulted in Fixed Penalty Notices being issued.

The Committee were also given an overview of the Council's new approach to Anti-Social Behaviour with a move towards proactive prevention in the first instance rather than reactive enforcement; although it was highlighted that enforcement would still be a key part of the service particularly where early intervention methods may not be achieving results. From August 2021, ASBET had moved towards a geographical patch-based model, this would allow officers to dedicate their resource to designated wards and areas and build a relationship with local Ward Councillors and give officers an improved understanding of the complexities of their specific area. Previously, officers had worked all over the Borough travelling between jobs and weren't getting to know specific areas. A key facet of the new prevention model would be working with a range of Council departments to deliver targeted problem-solving days to identify areas of concern with Ward Councillors and develop plans to address the most significantly disruptive behaviours and issues in their ward. The Committee were also notified of the ASBET service's new case work management system which would be coming online over the coming months which would allow management a stronger oversight and evaluation of ongoing case work.

Other work that the Committee were informed of included ASBET patrols over the early November fireworks period where clear guidance had been issued over the appropriate use of fireworks; additionally, there would be an upcoming campaign with the Public Health team raising awareness in schools about the dangers of nitrous oxide canisters.

Members were encouraged by the new approach to ASBET and enquired as to the roll out of the new geographical patch-based model; they were informed that the roll out would be phased and a series of meetings with Ward Councillors and the Cabinet Member for Public Safety & Transport would be taking place to explain the new approach and methods of working. It was highlighted that the new working model for ASBET had been devised in direct response to what had been set out in the recent internal audit resolutions. Members emphasised that the internal audit had highlighted changes that needed to happen and were confident that the changes would bring about positive outcomes.

The Committee queried whether the clearance of instances of fly-tipping could set a precedent for repeat offenders. Officers noted that the speed of the response was the top priority for public health reasons, each incident was plotted and where trends were formed and evidence found, action could be taken against perpetrators.

With regard to vermin and complaints that animals, including foxes and rats, had been causing damage to residents' vehicles and properties, the Committee noted that

effective remedies to the situation were limited and the issue was a sensitive one. Unfortunately, with regard to foxes, removal of the animals was not deemed an effective solution due to their territorial nature, it was understood that this was a common issue across many London Boroughs. Officers highlighted that, generally speaking, where the individual experiencing an animal infestation was the homeowner, they would be required to make arrangements to deal with the infestation themselves; more vulnerable residents could contact the Council for assistance. Officers noted that discussions were ongoing about developing an education campaign to help prevent rat and vermin infestations, Members noted that an education campaign would prove useful and unassuming items such as birdfeeders and fallen fruit from fruit trees could be seen as a food source for vermin.

The Committee were encouraged by the officer's presentation and thanked the ASBET team for the important work that they do within the Borough.

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

39. **FORWARD PLAN** (*Agenda Item 7*)

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 one additional item listed under the Public Safety and Transport portfolio for the January 2022 Cabinet meeting; this was the Electric Vehicle Charge Point and Infrastructure Contract.

RESOLVED That the Committee noted the Forward Plan.

40. **WORK PROGRAMME** (*Agenda Item 8*)

RESOLVED That the Select Committee noted the items listed on the work programme.

The meeting, which commenced at 7.00 pm, closed at 9.35 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Steve Clarke - Democratic Services on 01895 250693. 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 Infrastructure Review Scoping Report
Ward	All

HEADLINES

This item will act as the third 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 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 ties 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.

The general theme of the third witness session will be to discuss future EV infrastructure requirements and discuss thoughts on the future of charging technologies. The review scoping report is attached as Appendix A to assist Members in their enquiries.

RECOMMENDATIONS:

That the Select Committee use the third witness session of the review to enquire as to future EV infrastructure requirements and technological advancements in the sector.

SUPPORTING INFORMATION

The following witnesses will be present to take part in the information gathering session on 17 November 2021:

Cllr John Riley	Cabinet Member for Public Safety & Transport	The Committee invited the Cabinet Member for Public Safety & Transport to attend as a review witness to discuss thoughts on future EV infrastructure requirements and policy direction.
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Representatives from Qwello GmbH
“Qwello is an electric vehicle charging operator who recognise the challenge for local authorities to decarbonise and are keen to help. Qwello creates easy access and easy-to-use charging stations that are elegantly designed and expertly manufactured. Qwello are a

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German based company and have already helped to transform several European cities' electric vehicle charging landscape.”		
Qwello GmbH		
Martin Kinne	Operations Manager Qwello	Martin is leading the expansion of the company throughout Europe. Martin's background is within the technology and energy infrastructure sectors.
Brian Renwick	Qwello (UK Operations)	Brian's role is to establish Qwello in the UK. This means establishing and maintaining contact with local authorities to create a leading EV charging business throughout the UK.

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 and stakeholders 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.

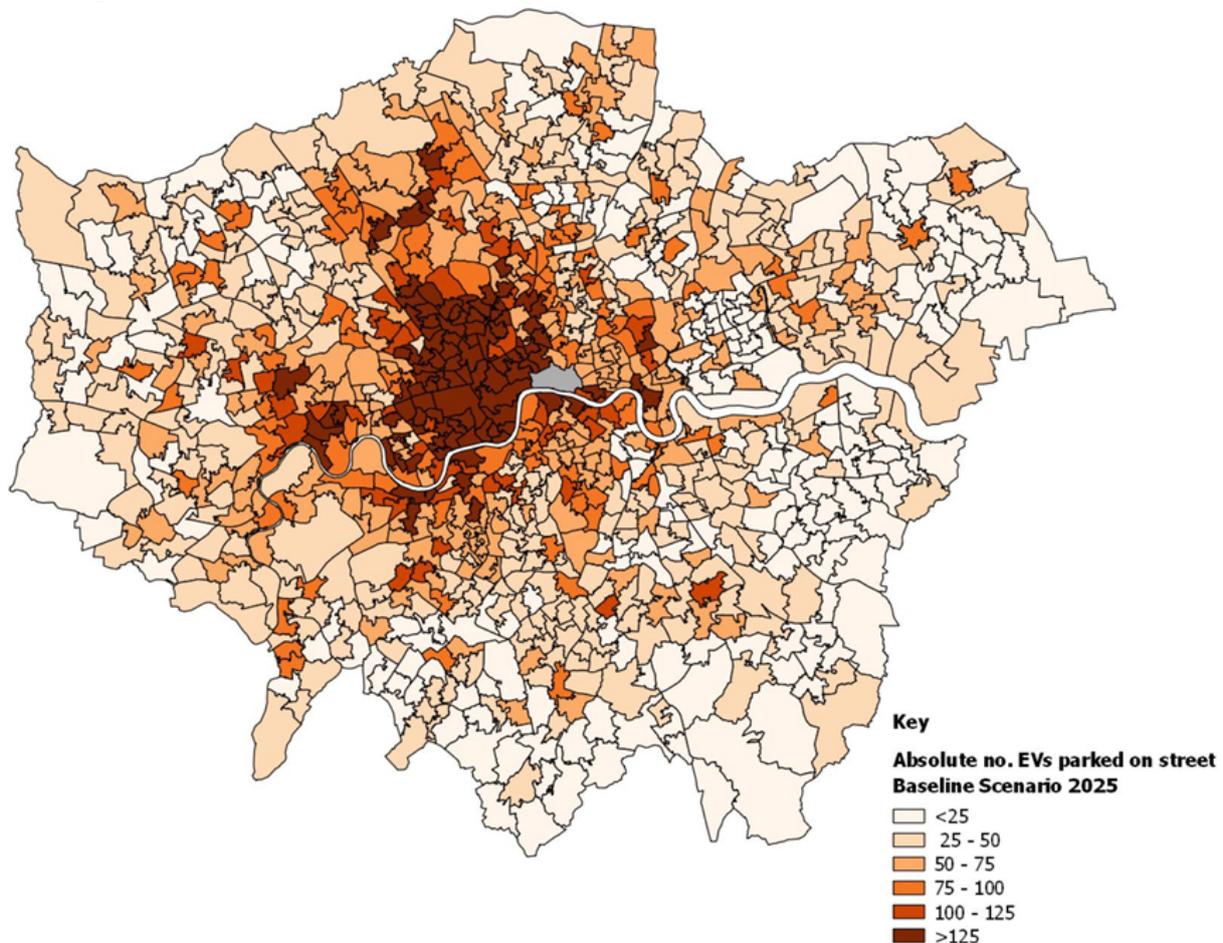
Many residents (and businesses) would be understandably keen to be supported in terms of moving towards electric vehicle ownership and practical use. The Council has a number of areas to consider, some of which are within its oversight and which could be further developed. Currently, a number of factors 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 Highways Officers
19 October 2021	Witness Session 2	Explore EV demand, limitations and funding opportunities	Residents LBH Planning Officers LBH Transportation Officers
17 November 2021	Witness Session 3	Future infrastructure requirements and technological advancements	Cabinet Member EV Sector Representatives
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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Upcoming

Ref 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)
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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 - 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	Monthly Council Budget - monitoring report	The Cabinet receives a monthly report setting out in detail the Council's revenue and capital position and other key financial decisions required.	All		Cllr Martin Goddard - Finance	All - TBC on decisions made	FD - Paul Whaymand			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 - 6 January 2022 (report deadline 15 December)										
94	Electric vehicle charging point and infrastructure contract	Cabinet will consider the appointment of a contractor to supply, install and maintain electric vehicle charging points and associated infrastructure across the Borough that seeks to provide a fully accessible and reliable EV charging solution for residents and visitors.	All		Cllr John Riley - Public Safety & Transport	Public Safety & Transport	IT / FD - Alan Tilly / Allison Mayo		NEW ITEM	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

Upcoming

Ref Decisions Further details

Ward(s)

Ref	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 - 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	Monthly Council Budget - monitoring report	The Cabinet receives a monthly report setting out in detail the Council's revenue and capital position and other key financial decisions required.	All		Cllr Martin Goddard - Finance	All - TBC on decisions made	FD - Paul Whaymand			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	Monthly Council Budget - monitoring report	The Cabinet receives a monthly report setting out in detail the Council's revenue and capital position.	All		Cllr Martin Goddard - Finance	All - TBC on decisions made	FD - Paul Whaymand			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 21 April 2022 (report deadline 6 April)										
SI	Monthly Council Budget - monitoring report	The Cabinet receives a monthly report setting out in detail the Council's revenue and capital position.	All		Cllr Martin Goddard - Finance	All - TBC on decisions made	FD - Paul Whaymand			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

Upcoming

Ref **Decisions** Further details

Ward(s)

Ref	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 - 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
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 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

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	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	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)
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

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
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									
Findings, conclusions and recommendations				Witness Session	Witness Session	Witness Session					
Final review report agreement								Findings			
Target Cabinet reporting									Approval		
										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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