



HILLINGDON
LONDON



Public Safety and Transport Select Committee

Date: TUESDAY, 18 JANUARY
2022

Time: 7.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE

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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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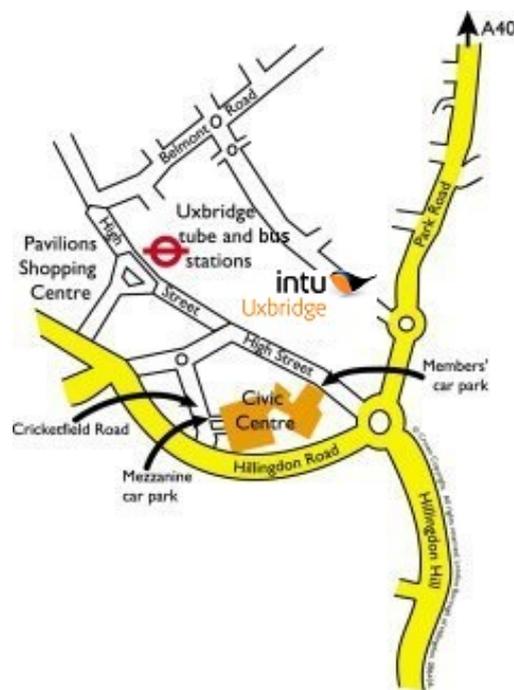
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Select Committee Terms of Reference

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 2022/23 Budget Proposals for Services within the remit of the Public Safety & Transport Select Committee 9 - 14
- 6 Select Committee Review: Electric Vehicle Infrastructure and Future Policy Direction for the Borough 15 - 26
- 7 Forward Plan 27 - 34
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Agenda Item 3

Minutes

PUBLIC SAFETY AND TRANSPORT SELECT COMMITTEE

17 November 2021

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



	<p>Committee Members Present: Councillors Keith Burrows (Chairman) Teji Barnes (Vice-Chairman) Tony Eginton Becky Haggar Richard Lewis John Morgan Jan Sweeting (Opposition Lead)</p> <p>LBH Officers Present: Steve Clarke, Democratic Services Officer</p> <p>Also present: Dr Henrik Thiele – Managing Director, Qwello GmbH (Witness present for Item 5) Brian Renwick – UK Operations, Qwello GmbH (Witness present for Item 5) Councillor John Riley – Cabinet Member for Public Safety and Transport (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 Kuldeep Lakhmana, Colleen Sullivan and Steve Tuckwell with Councillors Tony Eginton, Becky Haggar and John Morgan substituting.</p>
34.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor John Morgan declared a non-pecuniary interest in agenda item 5 as he was in the process of purchasing an electric vehicle.</p>
35.	<p>TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>It was highlighted that, in the attendance list for the 19 October 2021 meeting, Councillor Stuart Mathers was mistakenly listed as present, and Councillor Kuldeep Lakhmana was mistakenly omitted from the list.</p> <p>RESOLVED: That, subject to the aforementioned amendments to the attendance list, the minutes of the meeting dated 19 October 2021 be agreed as an accurate record.</p>
36.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED AS PART I WILL BE</p>

CONSIDERED IN PUBLIC AND THAT THE ITEMS MARKED PART II WILL BE CONSIDERED IN PRIVATE (*Agenda Item 4*)

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

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 third witness session of the Committee's review into Electric Vehicles (EVs), EV infrastructure and future policy development for the Borough. The Committee began by welcoming both Dr Henrik Thiele, Managing Director, and Brian Renwick, UK Operations, of Qwello GmbH to the meeting. By way of introduction, it was highlighted that Qwello were an EV charge point provider and operator, operating in Europe, and looking to enter the emerging UK market. A presentation was delivered and some key points were highlighted, included:

- Demand for EV charging infrastructure was due to increase exponentially over the coming years in Hillingdon as the number of new EVs on the road grew. At the current rate of installation in the Borough, supply would soon fall short of demand;
- Some EV charge point providers required any user of their charge points to either sign up to a membership or create an account before using one of their charge points. This brought about issues around equitable use and it was highlighted that Qwello's charge points did not require a specific account (although the option to sign up to one was available) and could be used by anyone with a contactless payment card;
- It was noted that many EV charge point providers also operated an app to help facilitate the user experience, although it was not always necessary to download the apps in order to utilise the charge points. Qwello had developed a similar app with voice control allowing users to book a specific charge point through their phone whilst driving;
- Pavement installed charge points were designed to take up only a small amount of space on the pavement to ensure adequate space was left for wheelchair users and pushchairs. The importance of a clear indicator on top of each charge point was also emphasised to ensure drivers could easily see whether a charge point was in use, had been reserved, or was available to use;
- It was emphasised that, under Qwello's business model, the installation and maintenance of charge points was, to an extent, covered by the charge point provider;
- 350kW charging was currently the fastest charging speeds available, this was understood to be roughly equivalent to the energy consumption of a 300-bed hospital. These types of chargers were extremely expensive and they were also deemed to have the potential to greatly burden the local electricity grid;
- Regularly using faster charging speeds led to eventual deterioration and reduced capacity of the lithium-ion batteries used to power the majority of common EVs;

In terms of charging speeds, it was highlighted that people who were generally not affiliated with the EV industry had a tendency to stress an importance on the availability of rapid and ultra-rapid chargers. This was attributed to the general public mostly looking to recreate the experience of filling up their Internal Combustion Engine (ICE) vehicle at a petrol station, which would usually take 5 minutes. Rapid chargers were considered those with a power of above 22kW and ultra-rapid chargers had a power above 100kW. It was highlighted that faster charging speeds would play an important part in any national EV charging infrastructure; however, the need for faster chargers would primarily be at service stations on motorways for longer journeys, when drivers would wish to recharge their EV battery as quickly as possible to get back on their way. This was considered to be in contrast to urban and suburban areas, where it was understood that a cultural change would take place whereby EV owners who could not easily charge at home would become accustomed to the concept of grazing using chargers with regular charging speeds. Grazing was seen as charging the EVs battery by a relatively small percentage during shorter stays, for example when visiting supermarkets, shopping parades and car parks.

Members sought to discuss what mechanisms could be imposed to stop vehicles parking in an EV charging space when they were not intending to use the charging facility. It was noted that Qwello had a reservation system built into their mobile app which allowed users to reserve their charge point a maximum of 15 minutes ahead of time, this stopped other EV users from charging using that particular charge point. However, it was understood that there was no physical means of stopping a vehicle from merely parking in the space and therefore blocking the charge point from use. To combat this, Qwello had sensors attached to their charge points which could identify whether the space had been blocked and could redirect the individual who had reserved that charge point towards another available local charger.

The Committee discussed the possibility of public charge points becoming subject to vandalism and sought assurances that charge points were as vandal-proof as possible. It was noted that the charge points operated by Qwello were certified for IP10, a standard measure used for mechanical and electrical casings against intrusion and damage in addition to ingress of water and dust. It was understood that charge points would not be impervious to direct vandalism but would be fine and operational in cases of incidental damage for example if an individual smashed a glass bottle over a charge point.

Members also sought confirmation that residents without a smartphone would still be able to use publicly available charge points. It was confirmed that anyone could use a charge point as long as they had a contactless payment card. It was emphasised that the mobile app was primarily a tool for looking ahead at the availability of charge points and reserving a specific charger.

With regard to the capacity of the electricity grid to handle future electricity demand associated with EV infrastructure, it was highlighted that each charge point installed would require a significant amount of electrical installation and a tremendous amount of power to operate. Major concerns were raised over whether the electricity grid in the UK would be sufficient to cope with the increased demand going forward, however, it was noted that there were regional differences and aggregate development of the power grid in the future should compensate for the increased demand. Further to this the adoption of EVs was expected to be a gradual process over the next two decades, therefore the new demands and stresses on the electricity grid would not materialise overnight.

Following this, concerns were raised that some OEMs, including Toyota, Porsche and Subaru were developing evermore efficient synthetic fuels for internal combustion engine vehicles that were moving towards carbon neutrality; it was highlighted that the development of such fuels and technologies may severely impact the EV sector and the widespread need for EV infrastructure. Members noted that, in 2030, when the ban on the sale of new petrol and diesel vehicles would come into force, ICE vehicles would remain on the roads for some years to come. The development of carbon neutral and even carbon negative technologies was welcomed, particularly where wider scale energy production was concerned, and particular emphasis was placed on the fact that the transition to EVs was expected to be a part of the solution, not the complete solution, to the climate emergency. The Committee also highlighted a larger debate, not necessarily under the Committee's purview, over the production of lithium-ion batteries which were currently the most common means of powering EVs. The mining of lithium was noted to have a detrimental environmental impact on the countries where it was mined, and the development of more sustainable and socio-economically friendly battery technologies was seen as imperative to improving production practices as the EV sector was expected to grow rapidly.

The Committee were also informed that there were many legitimate requirements and concerns surrounding the installation of new charge points including narrow pavements, distance from gas and utility lines, proximity to listed and heritage buildings and various administrative requirements.

Members raised concerns around the prospect of neighbourly disputes over the use of residential on-street charge points. It was highlighted that there were already many instances of parking disputes in the Borough unrelated to EVs and by adding in the requirement for residents to sufficiently charge their EVs in future, potentially at a frequently used on-street residential EV charge point, it could lead to an increase in more complex neighbourly disputes. Members emphasised the importance in adequately preparing Council policy if and when these disputes over EV charge points arise. Further to this it was highlighted that proper consultation with residents ahead of any EV charge point installation would be likely to improve outcomes. It was later highlighted that EV battery technologies were continuously evolving and with larger capacities and ranges, could come the need to charge less often, perhaps once every fortnight, which could alleviate some of the neighbourly disputes.

The Committee thanked the representatives from Qwello for attending and presenting information about their innovative charge points and for discussing facets of EV infrastructure at length with the Committee.

Councillor John Riley, the Cabinet Member for Public Safety and Transport, was also present as a witness for the review and gave the Committee an update on where Hillingdon currently stood in terms of the provision of EV infrastructure and the direction in which the Council would be going. Key points included:

- There was an enormous challenge ahead to ensure that appropriate EV infrastructure was in place in the Borough although it was noted that the responsibility for providing the infrastructure was not solely that of local authorities. Going forward, it would be a mixture of government, both local and national, car manufacturers and private charging operators who would be assisting in the transition from ICE vehicles to EVs;
- Current EV charging infrastructure in the Borough was insufficient. Many of the previously installed publicly available EV charge points were unsuitable and

required modernising;

- When researching what other local authorities were doing in terms of implementing EV infrastructure, the Cabinet Member had come across two common approaches; to move headlong into installing as many public charge points as possible, and to be more cautious in approach to ensure that the technology being installed does not become obsolete within a relatively short time. It was highlighted that Hillingdon had been favouring the cautious approach but recognised the importance in now moving forwards;
- It had been decided that the Council would look for a commercial partner with technical expertise and knowledge of the sector to install publicly available EV charge points commencing initially in the Council's own car parks. This was being actioned through a tender process;
- It was understood that a significant number of residents in Hillingdon who drove, particularly those with no access to off-street parking, would not have the amenity to charge their EV at home and would therefore be reliant on publicly available chargers;
- The Council's Domestic Vehicle Crossover Policy would possibly require updating to enable some residents purchasing an EV to charge at home;
- Other local authorities had experienced neighbourly disputes in relation to the equitable use of on-street publicly available charge points.

The Committee highlighted that there were currently very few publicly available EV charge points to cater for the projected amount of future EVs in Hillingdon and sought assurance from the Cabinet Member that the tender process currently being undertaken would be addressing this. The Cabinet Member informed the Committee that the moves being made by the Council would be addressing the number of publicly available charge points and highlighted that many sites in the Borough that were not operated by the Council, for example, train stations, supermarkets, petrol stations and retail parks, would also play a part in increasing charge point provision. It was acknowledged that local authorities had not previously provided petrol stations or sold fuel to the public but there was a role to be played in facilitating the transition from ICE vehicles to EVs as society moved away from fossil fuels and towards renewable energy.

Members emphasised the importance of updating residents about any planned projects and the implementation of EV infrastructure in the Borough and stressed the significance of obtaining residents' views as a method of data collection informing officers of local appetite for EV charging infrastructure. It was highlighted that such information should be made available to the public on the Council's website and Members supported a method whereby residents could request potential charging locations. With regard to on-street residential charge points, the Cabinet Member noted a concern that residents had frequently complained about the quantity of street furniture on residential pavements and adding charge points on residential streets could exacerbate the issue. Whilst it was acknowledged that in some cases charge points could be integrated with existing street furniture, engagement with residents would be key in maintaining a desirable street environment. Members also noted how future charging technologies could negate the need for plug-in charge points with alternatives such as battery swapping and inductive charging.

Looking to future technologies within the EV sector, it was noted that within the next decade there would be more and more electrified public transit vehicles on the road and Transport for London were keeping an eye on the viability of these vehicles. It was noted that these vehicles would be more likely to utilise hydrogen fuel cell technologies, which were known to provide EVs with a significantly longer range than lithium-ion battery EVs but were not as common due to the nature of storing and obtaining hydrogen. However, it was noted that for larger fleets of vehicles, such as for TfL, hydrogen technologies may be favoured. Members also noted other charging technologies such as inductive wireless charging, which was limited in its current applications. The Committee noted that future developments and evolutions of battery and EV technologies were being developed at pace and it would be incredibly difficult to predict how the EVs of 2050 would function compared to the EVs of today.

Members highlighted that each meeting of the review had uncovered more questions and developments around the type of requirements needed for the transition to EVs and it was suggested that the review could be extended to allow for more information gathering. Although this was seen as a valid suggestion due to the EV sector evolving rapidly, it was understood that the Committee were under time constraints to submit their final report to Cabinet in March 2022, ahead of the local elections scheduled for May 2022.

The Committee thanked the Cabinet Member for attending the meeting as a witness for the review and noted that a regular update on the implementation of EV infrastructure in the Borough could be of interest to the Committee going forward.

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

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 two additional item listed under the Public Safety and Transport portfolio; these were the Contract for the Council's Parking Enforcement Service to be considered at the January 2022 Cabinet meeting, and the TfL Local Implementation Plan – Annual Spending Submission to be considered at the September 2022 Cabinet meeting.

RESOLVED That the Committee noted the Forward Plan.

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

The Committee were minded to include a progress update on the work programme with regard to the implementation of the new working practices within the Anti-Social Behaviour Service that were explained at the Committee's previous meeting. Within the requested progress update, the Committee also sought to have some information on the emergence of e-scooters and any common issues that may have arose.

RESOLVED That the Select Committee noted the items listed on the work programme and requested a progress update on the new working practices within the Anti-Social Behaviour Service.

The meeting, which commenced at 7.00 pm, closed at 9.14 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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2022/23 BUDGET PROPOSALS FOR SERVICES WITHIN THE REMIT OF THE PUBLIC SAFETY & TRANSPORT SELECT COMMITTEE

Committee name	Public Safety and Transport Select Committee
Officer reporting	Andy Goodwin – Finance
Papers with report	Appendix A – Council Budget (2022/23 – 2026/27) Medium Term Financial Forecast
Ward	All

REASON FOR ITEM

1. To comply with the Budget and Policy Framework procedure rules as part of the agreed consultation process for the General Fund and Housing Revenue Account budgets, alongside the Council's Capital Programme, this report sets out the draft revenue budget and Capital Programme for the services within the remit of the Public Safety & Transport Select Committee. Following consideration by Cabinet on 16 December 2021, these proposals are now under consultation, and the relevant proposals being discussed at the January cycle of the Select Committees.
2. Cabinet will next consider the budget proposals on 17 February 2022, and the report will include comments received from Select Committees. At the meeting on 17 February 2022 Cabinet will make recommendations to full Council regarding the budget and Council Tax levels for 2022/23. Subsequently, Council will then meet to agree the budgets and Council Tax for 2022/23 on 24 February 2022.
3. The Committee needs to consider the budget proposals as they relate to the relevant service areas within the Public Safety & Transport Cabinet Portfolio, but within the corporate context and the constraints applying as a result of the aggregate financial position of the authority.

RECOMMENDATION

4. **That the Committee notes the budget projections contained in the report and comments, as appropriate, on the combined budget proposals affecting the relevant service areas within the Public Safety & Transport Cabinet Portfolio, within the context of the corporate budgetary position.**

General Fund Budget

Budget Strategy

5. Budget proposals for 2022/23 have been prepared in the context of a wider strategy addressing the five-year MTFP period through which service expenditure is to be managed within available resources. This is to be achieved through a combination of delivering efficiency savings, manageable increases in the Council Tax, and Fees and Charges, while maintaining General Balances at 2021/22 levels.

Classification – Public

Public Safety and Transport Select Committee – 18 January 2022

6. This budget strategy is based upon strong foundations, with the latest monitoring position for the 2021/22 financial year reporting a net underspend of £419k which will leave uncommitted General Balances at £26,520k entering the 2022/23 financial year. Of the £10,416k savings within the 2021/22 budget, 79% are either already banked or track for delivery, with 12% at an earlier stage of implementation and potential risks on 9% - relating to the Leisure Centre management fee. Further information on this position is set out in the budget monitoring report also presented to Cabinet in December 2021, but it is expected that all 2021/22 savings will ultimately be banked in full.
7. Based on 1.8% per annum increases in the core Council Tax and 1% per annum increases in the Social Care Precept, funding available to support service expenditure is projected to grow by £32,034k to £270,279k between 2021/22 and 2026/27. A combination of inflation and demand-led pressures (including the on-going impacts of the COVID-19 pandemic), together with capital investment plans would require a £66,341k uplift in service expenditure. However, to date, a savings programme of £29,572k has been developed, enabling delivery of a balanced budget for 2022/23 and leaving a residual budget gap of £4,735k in later years of the MTFF period.

Table 1: Budget Strategy

	2021/22 £'000	2022/23 £'000	2023/24 £'000	2024/25 £'000	2025/26 £'000	2026/27 £'000
Total Resources	238,245	249,862	251,897	256,317	263,130	270,279
Total Service Expenditure	238,245	249,862	255,005	259,640	267,650	275,014
Budget Gap	0	0	(3,108)	(3,323)	(4,520)	(4,735)
<u>Of which, Service Expenditure in the remit of this committee:</u>						
Public Safety and Transport	1,927	1,058	487	314	124	(83)
Total	1,927	1,058	487	314	124	(83)

8. A significant factor affecting the development of this budget strategy is the on-going impact of COVID-19 on Council services and finances, with pandemic related costs over and above planned service expenditure of £31,492k in 2020/21 and £18,710k in 2021/22. While these extraordinary costs have been financed from specific grants to date, it is not expected that further funding will be forthcoming and on-going structural pressures emerging from the pandemic of £7,098k are contributing towards the overall budget gap by 2026/27.
9. Notwithstanding the additional challenge presented by the pandemic, this budget strategy does not rely upon use of General Balances to support service expenditure and therefore maintains these at £26,520k over the five-year MTFF period. A review of the range of general risks affecting the Council indicates that the recommended level of uncommitted reserves should be between £15,000k and £32,000k.

10. In addition to General Balances, the Council holds Earmarked Reserves to manage specific risks, projects and cyclical expenditure commitments. At 31 March 2022, these are projected to total £30,185k, with £11,162k of this sum held to manage COVID-19 costs. This strategy limits budgeted releases from Earmarked Reserves to £10,108k, with £2,660k of previously planned releases and £7,448k COVID-19 funds being drawn down, leaving £20,077k of Earmarked Reserves on the balance sheet. Of this remaining balance, £4,164k is held to meet potential future COVID-19 costs.
11. This draft budget outlines £383,070k of proposed capital expenditure – including substantial investment in local infrastructure, a new leisure centre and delivery of significant additional SEND capacity in the borough’s schools – of which £121,746k is to be financed through borrowing.
12. Taken together with historic capital spending, this investment will result in the Capital Financing Requirement peaking at £311,768k in 2025/26 and declining thereafter. Of this peak borrowing requirement, £273,484k is expected to necessitate external borrowing, with £38,285k being financed through General Fund reserves and working capital.

Budget Proposals for the Public Safety & Transport Select Committee

13. Service expenditure will grow due to inflationary pressures, demand-led growth and other corporate items including capital financing costs. The below table sets out the impact of these expenditure movements across the Cabinet Portfolios within the remit of this Select Committee for 2022/23.

Table 2: Service Expenditure Budget Proposals

	2021/22	Inflation	Demand-led Growth	Corporate Items	Savings Proposals	2022/23
	£'000	£'000	£'000	£'000	£'000	£'000
Public Safety and Transport	1,927	885	0	0	(1,754)	1,058
Total Service Expenditure	1,927	885	0	0	(1,754)	1,058

14. Inflation: Cost pressures of £885k are projected against 2021/22 expenditure going into 2022/23, with material uplifts in relation to workforce budgets, contracted expenditure and energy costs. In line with wider MTFE modelling, inflation projections are predicated on CPI exceeding 4% during 2022/23 before returning to the Bank of England target rate of 2%.

Savings Proposals

15. As detailed in the Consultation Budget presented to December Cabinet, £10,381k of savings proposals have been incorporated into the draft budget for 2022/23, with £1,754k falling within the remit of this Select Committee, with details of these items at Cabinet Portfolio level discussed below.

- i. Public Safety and Transport: Efficiency savings of £200k are to be delivered from a Review of Parking Services, with £1,554k additional income arising from the review of Fees and Charges in this portfolio area. With future uplifts within Fees and Charges expected to yield an additional £2,452k by 2026/27.

Capital Proposals

16. Capital investment of £383,070k over the period 2021/22 to 2026/27 has been incorporated into the wider General Fund budget strategy set out within this report, with £215,689k investment in major projects, primarily delivering new or expanded infrastructure, and £158,464k investment in recurrent programme of works, ensuring that existing infrastructure is maintained and improved. An overview of these investment plans is detailed in appendix A8 that accompanied the Consultation Budget Report presented at December Cabinet.

Table 3: General Fund Capital Programme by Cabinet Portfolio

	Major Projects £'000	Programme of Works £'000	Total £'000
Capital Programme	215,689	158,464	374,153
Contingency			8,917
Total Capital Programme	215,689	158,464	383,070
<u>Of which, Service Expenditure in the remit of this committee:</u>			
Public Safety and Transport	5,596	66,496	72,092
Total	5,596	66,496	72,092

17. Further to the overview presented above, the below section sets out the Capital Proposals within the remit of this Select Committee.
18. Public Safety and Transport: Major projects include the continued investment in shopping parades across the borough, alongside £65,245k investment in the borough's road network and transport infrastructure and £1,251k funding to renew and replace the Council's CCTV network.

BACKGROUND PAPERS

THE COUNCIL'S BUDGET: MEDIUM TERM FINANCIAL FORECAST 2022/23 - 2026/27, presented to 16 December 2021 Cabinet Meeting.

The Council's Budget (2022/23 - 2026/27) - Medium Term Financial Forecast

Prior Year Budget	Project	2021-2027 Project Budget			Total Capital Programme		
		Live Project Budget	Grants and Contributions	Council Resources	Total Project Budget	Total Released Budget	Percentage Released Budget
£'000		£'000	£'000	£'000	£'000	£'000	%
	Major Projects						
	<u>Public Safety and Transport</u>						
101	Cranford Park Heritage Lottery Project	2,781	(2,466)	(315)	2,882	215	7%
97	Shopping Parades Initiative	2,815	(141)	(2,674)	2,912	900	31%
198	Total Major Projects	5,596	(2,607)	(2,989)	5,794	1,115	19%
	Programme of Works						
	<u>Public Safety and Transport</u>						
N/A	Highways Structural Works	40,471	(111)	(40,360)	40,471	10,471	26%
N/A	Highways Bridges and Structures	1,500	0	(1,500)	1,500	0	0%
N/A	Street Lighting Replacement	5,345	0	(5,345)	5,345	595	11%
N/A	Street Lighting LED Upgrade	130	0	(130)	130	0	0%
N/A	Road Safety	828	0	(828)	828	108	13%
N/A	Car Park Pay & Display Machines Replacement	35	0	(35)	35	0	0%
N/A	CCTV Programme	1,251	0	(1,251)	1,251	522	42%
N/A	HS2 Road Safety Fund	611	(611)	0	611	93	15%
N/A	Transport for London	15,543	(15,543)	0	15,543	1,586	10%
N/A	Parking Management Schemes	600	0	(600)	600	0	0%
N/A	Emergency Active Travel	43	(43)	0	43	43	100%
N/A	Highways Section 106 Projects	139	(139)	0	139	139	100%
	Total Programme of Works	66,496	(16,447)	(50,049)	66,496	13,557	20%

The Council's Budget (2022/23 - 2026/27) - Medium Term Financial Forecast

Prior Year Budget £'000	Project	Project Budget						Total £'000
		2021/22 £'000	2022/23 £'000	2023/24 £'000	2024/25 £'000	2025/26 £'000	2026/27 £'000	
	Major Projects							
	<u>Public Safety and Transport</u>							
101	Cranford Park Heritage Lottery Project	450	1,981	350	0	0	0	2,781
97	Shopping Parades Initiative	547	683	1,585	0	0	0	2,815
198	Total Major Projects	997	2,664	1,935	0	0	0	5,596
	Programme of Works							
	<u>Public Safety and Transport</u>							
N/A	Highways Structural Works	10,471	6,000	6,000	6,000	6,000	6,000	40,471
N/A	Highways Bridges and Structures	0	300	300	300	300	300	1,500
N/A	Street Lighting Replacement	720	925	925	925	925	925	5,345
N/A	Street Lighting LED Upgrade	0	130	0	0	0	0	130
N/A	Road Safety	228	120	120	120	120	120	828
	Car Park Pay & Display Machines							
N/A	Replacement	35	0	0	0	0	0	35
N/A	CCTV Programme	568	82	81	149	184	187	1,251
N/A	HS2 Road Safety Fund	611	0	0	0	0	0	611
N/A	Transport for London	2,178	2,673	2,673	2,673	2,673	2,673	15,543
N/A	Parking Management Schemes	0	120	120	120	120	120	600
N/A	Emergency Active Travel	43	0	0	0	0	0	43
N/A	Highways Section 106 Projects	139	0	0	0	0	0	139
	Total Programme of Works	14,993	10,350	10,219	10,287	10,322	10,325	66,496

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: Minutes from previous meetings
Ward	All

HEADLINES

As part of the Committee's review into EV infrastructure and future policy direction for the Borough, a number of witness sessions have been held, with witnesses attending to provide information and answer questions relating to the review.

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.

With witness sessions for the review now completed, the Committee is asked to discuss and provisionally agree potential recommendations to take forward in the final report to Cabinet. To assist Members with this, the minutes from the Committee's previous review items have been included as Appendix A.

RECOMMENDATIONS:

That the Committee comment on and suggest potential recommendations to be included within the final report to Cabinet.

SUPPORTING INFORMATION

Strategic Climate Action Plan

Hillingdon's Strategic Climate Action Plan sets out the Council's overarching plan to respond to the climate emergency. The plan details a clear and simple vision for Hillingdon and identifies the activities it will undertake in relation to the climate emergency declaration. These activities are guided by six corporate climate commitments and aligned to nine themed areas of activity set out in the plan. Theme 8 is in relation to Sustainable Transportation; within this theme is strategic objective C8.6 – "To develop an electric vehicle charging action plan that will commit to increasing the availability of electric charging points across the Borough."

Classification – Public

Public Safety and Transport Select Committee – 18 January 2022

Through its previous witness sessions, the Select Committee has heard about the Council's current moves towards EV charge point provision and procuring a provider for EV charge points but the Committee may wish to further endorse the strategic objective C8.6 in its review findings.

Fleet Vehicles

Although the Select Committee's review has been more outward facing, the review scoping report references the Council's own fleet of vehicles. The following information has been provided by the Council's Fleet Manager to update the Committee on the Council's current fleet and the intentions going forward.

At present there are:

3 x Fully Electric Pool Cars

5 x Self Charging Hybrid Pool cars

5 x Fully Electric small size vans on order

271 x Diesel Internal Combustion Engine powered vehicles.

The plans are to replace all diesel powered vehicles 3.5T and smaller with electric vehicles before the 2030 ban on the sale of new petrol and diesel powered cars. The challenges with larger heavy goods vehicles are the purchase price and the charging infrastructure required. For example, a diesel powered Dennis Eagle 26T Refuse Collection Vehicle is £159K and the equivalent EV version is £480K and is only designed to travel at 38mph.

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

There are no legal implications arising from this report.

BACKGROUND PAPERS

[Hillingdon Strategic Climate Action Plan](#)

Classification – Public

Public Safety and Transport Select Committee – 18 January 2022

APPENDIX A - EV INFRASTRUCTURE REVIEW: MINUTES FROM PREVIOUS MEETINGS

EV INFRASTRUCTURE AND FUTURE POLICY DIRECTION FOR THE BOROUGH

17 November 2021

The Chairman briefly introduced the item highlighting that it was the third witness session of the Committee's review into Electric Vehicles (EVs), EV infrastructure and future policy development for the Borough. The Committee began by welcoming both Dr Henrik Thiele, Managing Director, and Brian Renwick, UK Operations, of Qwello GmbH to the meeting. By way of introduction, it was highlighted that Qwello were an EV charge point provider and operator, operating in Europe, and looking to enter the emerging UK market. A presentation was delivered and some key points were highlighted, included:

- Demand for EV charging infrastructure was due to increase exponentially over the coming years in Hillingdon as the number of new EVs on the road grew. At the current rate of installation in the Borough, supply would soon fall short of demand;
- Some EV charge point providers required any user of their charge points to either sign up to a membership or create an account before using one of their charge points. This brought about issues around equitable use and it was highlighted that Qwello's charge points did not require a specific account (although the option to sign up to one was available) and could be used by anyone with a contactless payment card;
- It was noted that many EV charge point providers also operated an app to help facilitate the user experience, although it was not always necessary to download the apps in order to utilise the charge points. Qwello had developed a similar app with voice control allowing users to book a specific charge point through their phone whilst driving;
- Pavement installed charge points were designed to take up only a small amount of space on the pavement to ensure adequate space was left for wheelchair users and pushchairs. The importance of a clear indicator on top of each charge point was also emphasised to ensure drivers could easily see whether a charge point was in use, had been reserved, or was available to use;
- It was emphasised that, under Qwello's business model, the installation and maintenance of charge points was, to an extent, covered by the charge point provider;
- 350kW charging was currently the fastest charging speeds available, this was understood to be roughly equivalent to the energy consumption of a 300-bed hospital. These types of chargers were extremely expensive and they were also deemed to have the potential to greatly burden the local electricity grid;
- Regularly using faster charging speeds led to eventual deterioration and reduced capacity of the lithium-ion batteries used to power the majority of common EVs;

In terms of charging speeds, it was highlighted that people who were generally not affiliated with the EV industry had a tendency to stress an importance on the availability of rapid and ultra-rapid chargers. This was attributed to the general public mostly looking to recreate the experience of filling up their Internal Combustion Engine (ICE) vehicle at a petrol station, which would usually take 5 minutes. Rapid chargers were considered those with a power of above 22kW and ultra-rapid chargers had a power above 100kW. It was highlighted that

faster charging speeds would play an important part in any national EV charging infrastructure; however, the need for faster chargers would primarily be at service stations on motorways for longer journeys, when drivers would wish to recharge their EV battery as quickly as possible to get back on their way. This was considered to be in contrast to urban and suburban areas, where it was understood that a cultural change would take place whereby EV owners who could not easily charge at home would become accustomed to the concept of grazing using chargers with regular charging speeds. Grazing was seen as charging the EVs battery by a relatively small percentage during shorter stays, for example when visiting supermarkets, shopping parades and car parks.

Members sought to discuss what mechanisms could be imposed to stop vehicles parking in an EV charging space when they were not intending to use the charging facility. It was noted that Qwello had a reservation system built into their mobile app which allowed users to reserve their charge point a maximum of 15 minutes ahead of time, this stopped other EV users from charging using that particular charge point. However, it was understood that there was no physical means of stopping a vehicle from merely parking in the space and therefore blocking the charge point from use. To combat this, Qwello had sensors attached to their charge points which could identify whether the space had been blocked and could redirect the individual who had reserved that charge point towards another available local charger.

The Committee discussed the possibility of public charge points becoming subject to vandalism and sought assurances that charge points were as vandal-proof as possible. It was noted that the charge points operated by Qwello were certified for IP10, a standard measure used for mechanical and electrical casings against intrusion and damage in addition to ingress of water and dust. It was understood that charge points would not be impervious to direct vandalism but would be fine and operational in cases of incidental damage for example if an individual smashed a glass bottle over a charge point.

Members also sought confirmation that residents without a smartphone would still be able to use publicly available charge points. It was confirmed that anyone could use a charge point as long as they had a contactless payment card. It was emphasised that the mobile app was primarily a tool for looking ahead at the availability of charge points and reserving a specific charger.

With regard to the capacity of the electricity grid to handle future electricity demand associated with EV infrastructure, it was highlighted that each charge point installed would require a significant amount of electrical installation and a tremendous amount of power to operate. Major concerns were raised over whether the electricity grid in the UK would be sufficient to cope with the increased demand going forward, however, it was noted that there were regional differences and aggregate development of the power grid in the future should compensate for the increased demand. Further to this the adoption of EVs was expected to be a gradual process over the next two decades, therefore the new demands and stresses on the electricity grid would not materialise overnight.

Following this, concerns were raised that some OEMs, including Toyota, Porsche and Subaru were developing evermore efficient synthetic fuels for internal combustion engine vehicles that were moving towards carbon neutrality; it was highlighted that the development of such fuels and technologies may severely impact the EV sector and the widespread need for EV infrastructure. Members noted that, in 2030, when the ban on the sale of new petrol and diesel vehicles would come into force, ICE vehicles would remain on the roads for some years to come. The development of carbon neutral and even carbon negative technologies was welcomed, particularly where wider scale energy production was concerned, and particular emphasis was placed on the fact that the transition to EVs was expected to be a part of the solution, not the complete solution, to the climate emergency. The Committee also highlighted a larger debate, not necessarily under the Committee's purview, over the

production of lithium-ion batteries which were currently the most common means of powering EVs. The mining of lithium was noted to have a detrimental environmental impact on the countries where it was mined, and the development of more sustainable and socio-economically friendly battery technologies was seen as imperative to improving production practices as the EV sector was expected to grow rapidly.

The Committee were also informed that there were many legitimate requirements and concerns surrounding the installation of new charge points including narrow pavements, distance from gas and utility lines, proximity to listed and heritage buildings and various administrative requirements.

Members raised concerns around the prospect of neighbourly disputes over the use of residential on-street charge points. It was highlighted that there were already many instances of parking disputes in the Borough unrelated to EVs and by adding in the requirement for residents to sufficiently charge their EVs in future, potentially at a frequently used on-street residential EV charge point, it could lead to an increase in more complex neighbourly disputes. Members emphasised the importance in adequately preparing Council policy if and when these disputes over EV charge points arise. Further to this it was highlighted that proper consultation with residents ahead of any EV charge point installation would be likely to improve outcomes. It was later highlighted that EV battery technologies were continuously evolving and with larger capacities and ranges, could come the need to charge less often, perhaps once every fortnight, which could alleviate some of the neighbourly disputes.

The Committee thanked the representatives from Qwello for attending and presenting information about their innovative charge points and for discussing facets of EV infrastructure at length with the Committee.

Councillor John Riley, the Cabinet Member for Public Safety and Transport, was also present as a witness for the review and gave the Committee an update on where Hillingdon currently stood in terms of the provision of EV infrastructure and the direction in which the Council would be going. Key points included:

- There was an enormous challenge ahead to ensure that appropriate EV infrastructure was in place in the Borough although it was noted that the responsibility for providing the infrastructure was not solely that of local authorities. Going forward, it would be a mixture of government, both local and national, car manufacturers and private charging operators who would be assisting in the transition from ICE vehicles to EVs;
- Current EV charging infrastructure in the Borough was insufficient. Many of the previously installed publicly available EV charge points were unsuitable and required modernising;
- When researching what other local authorities were doing in terms of implementing EV infrastructure, the Cabinet Member had come across two common approaches; to move headlong into installing as many public charge points as possible, and to be more cautious in approach to ensure that the technology being installed does not become obsolete within a relatively short time. It was highlighted that Hillingdon had been favouring the cautious approach but recognised the importance in now moving forwards;
- It had been decided that the Council would look for a commercial partner with technical expertise and knowledge of the sector to install publicly available EV charge points commencing initially in the Council's own car parks. This was being actioned through a tender process;

- It was understood that a significant number of residents in Hillingdon who drove, particularly those with no access to off-street parking, would not have the amenity to charge their EV at home and would therefore be reliant on publicly available chargers;
- The Council's Domestic Vehicle Crossover Policy would possibly require updating to enable some residents purchasing an EV to charge at home;
- Other local authorities had experienced neighbourly disputes in relation to the equitable use of on-street publicly available charge points.

The Committee highlighted that there were currently very few publicly available EV charge points to cater for the projected amount of future EVs in Hillingdon and sought assurance from the Cabinet Member that the tender process currently being undertaken would be addressing this. The Cabinet Member informed the Committee that the moves being made by the Council would be addressing the number of publicly available charge points and highlighted that many sites in the Borough that were not operated by the Council, for example, train stations, supermarkets, petrol stations and retail parks, would also play a part in increasing charge point provision. It was acknowledged that local authorities had not previously provided petrol stations or sold fuel to the public but there was a role to be played in facilitating the transition from ICE vehicles to EVs as society moved away from fossil fuels and towards renewable energy.

Members emphasised the importance of updating residents about any planned projects and the implementation of EV infrastructure in the Borough and stressed the significance of obtaining residents' views as a method of data collection informing officers of local appetite for EV charging infrastructure. It was highlighted that such information should be made available to the public on the Council's website and Members supported a method whereby residents could request potential charging locations. With regard to on-street residential charge points, the Cabinet Member noted a concern that residents had frequently complained about the quantity of street furniture on residential pavements and adding charge points on residential streets could exacerbate the issue. Whilst it was acknowledged that in some cases charge points could be integrated with existing street furniture, engagement with residents would be key in maintaining a desirable street environment. Members also noted how future charging technologies could negate the need for plug-in charge points with alternatives such as battery swapping and inductive charging.

Looking to future technologies within the EV sector, it was noted that within the next decade there would be more and more electrified public transit vehicles on the road and Transport for London were keeping an eye on the viability of these vehicles. It was noted that these vehicles would be more likely to utilise hydrogen fuel cell technologies, which were known to provide EVs with a significantly longer range than lithium-ion battery EVs but were not as common due to the nature of storing and obtaining hydrogen. However, it was noted that for larger fleets of vehicles, such as for TfL, hydrogen technologies may be favoured. Members also noted other charging technologies such as inductive wireless charging, which was limited in its current applications. The Committee noted that future developments and evolutions of battery and EV technologies were being developed at pace and it would be incredibly difficult to predict how the EVs of 2050 would function compared to the EVs of today.

Members highlighted that each meeting of the review had uncovered more questions and developments around the type of requirements needed for the transition to EVs and it was suggested that the review could be extended to allow for more information gathering. Although this was seen as a valid suggestion due to the EV sector evolving rapidly, it was understood that the Committee were under time constraints to submit their final report to Cabinet in March 2022, ahead of the local elections scheduled for May 2022.

The Committee thanked the Cabinet Member for attending the meeting as a witness for the review and noted that a regular update on the implementation of EV infrastructure in the Borough could be of interest to the Committee going forward.

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

EV INFRASTRUCTURE AND FUTURE POLICY DIRECTION FOR THE BOROUGH

19 October 2021

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.

EV INFRASTRUCTURE AND FUTURE POLICY DIRECTION FOR THE BOROUGH

21 September 2021

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.

**EV INFRASTRUCTURE AND FUTURE POLICY DIRECTION FOR THE BOROUGH:
SCOPING REPORT**

28 July 2021

The Chairman introduced the item highlighting that a scoping report had been prepared ahead of the Committee's review into electric vehicles (EVs) and EV infrastructure in the Borough. The report outlined the background, scope, timeframe and potential lines of enquiry for the review. The Committee were invited to make any amendments that they saw fit.

A Member highlighted that the scoping report referred to the expectation that the review's findings and recommendations would be presented to Cabinet not for immediate implementation but to offer guidance and direction in helping to shape future policy; it was noted that this should be justified given the Council had acknowledged a climate emergency. The Committee noted that the technology associated with EVs and EV infrastructure was evolving incredibly quickly and it was imperative for the review's findings to be applicable to the medium and long term rather than the immediate term where specific technologies may become obsolete. It was also highlighted that the local elections scheduled for May 2022 could change the makeup of the Council and Cabinet and the Committee's review would be a key tool in helping that Council develop its EV policies.

The Committee noted that EV infrastructure was a far-reaching topic and the scoping report was a good starting point. A Member highlighted for the Committee's information that the House of Commons Transport Committee had just published a report on zero emissions vehicles which highlighted challenges to the delivery of public EV charging provision.

RESOLVED:

- 1) That the Select Committee commented on and considered the scoping report; and,**
- 2) Agreed the scoping report to initiate the review into EVs and EV Infrastructure.**

CABINET FORWARD PLAN

Committee name	Public Safety and Transport Select Committee
Officer reporting	Steve Clarke, Democratic Services Officer
Papers with report	Appendix A – Latest Forward Plan
Ward	As shown on the Forward Plan

HEADLINES

To monitor the Cabinet's latest Forward Plan which sets out key decisions and other decisions to be taken by the Cabinet collectively and Cabinet Members individually over the coming year. The report sets out the actions available to the Committee.

RECOMMENDATION

That the Public Safety and Transport Select Committee notes the Cabinet Forward Plan.

SUPPORTING INFORMATION

The Cabinet Forward Plan is published monthly, usually around the first or second week of each month. It is a rolling document giving the required public notice of future key decisions to be taken. Should a later edition of the Forward Plan be published after this agenda has been circulated, Democratic Services will update the Committee on any new items or changes at the meeting.

As part of its Terms of Reference, each Select Committee should consider the Forward Plan and, if it deems necessary, comment as appropriate to the decision-maker on the items listed which relate to services within its remit. For reference, the Forward Plan helpfully details which Select Committee's remit covers the relevant future decision item listed.

The Select Committee's monitoring role of the Forward Plan can be undertaken in a variety of ways, including both pre-decision and post-decision scrutiny of the items listed. The provision of advance information on future items listed (potentially also draft reports) to the Committee in advance will often depend upon a variety of factors including timing or feasibility, and ultimately any such request would rest with the relevant Cabinet Member to decide. However, the 2019 Protocol on Overview & Scrutiny and Cabinet Relations (part of the Hillingdon Constitution) does provide guidance to Cabinet Members to:

- Actively support the provision of relevant Council information and other requests from the Committee as part of their work programme;
- Where feasible, provide opportunities for committees to provide their input on forthcoming executive reports as set out in the Forward Plan to enable wider pre-decision scrutiny (in addition to those statutorily required to come before committees, *i.e. policy framework documents – see para. below*).

As mentioned above, there is both a constitutional and statutory requirement for Select Committees to provide comments on the Cabinet's draft budget and policy framework proposals after publication. These are automatically scheduled in advance to multi-year work programmes.

Therefore, in general, the Committee may consider the following actions on specific items listed on the Forward Plan:

	Committee action	When	How
1	To provide specific comments to be included in a future Cabinet or Cabinet Member report on matters within its remit.	<p>As part of its pre-decision scrutiny role, this would be where the Committee wishes to provide its influence and views on a particular matter within the formal report to the Cabinet or Cabinet Member before the decision is made.</p> <p>This would usually be where the Committee has previously considered a draft report or the topic in detail, or where it considers it has sufficient information already to provide relevant comments to the decision-maker.</p>	<p>These would go within the standard section in every Cabinet or Cabinet Member report called "Select Committee comments".</p> <p>The Cabinet or Cabinet Member would then consider these as part of any decision they make.</p>
2	To request further information on future reports listed under its remit.	<p>As part of its pre-decision scrutiny role, this would be where the Committee wishes to discover more about a matter within its remit that is listed on the Forward Plan.</p> <p>Whilst such advance information can be requested from officers, the Committee should note that information may or may not be available in advance due to various factors, including timescales or the status of the drafting of the report itself and the formulation of final recommendation(s). Ultimately, the provision of any information in advance would be a matter for the Cabinet Member to decide.</p>	<p>This would be considered at a subsequent Select Committee meeting. Alternatively, information could be circulated outside the meeting if reporting timescales require this.</p> <p>Upon the provision of any information, the Select Committee may then decide to provide specific comments (as per 1 above).</p>
3	To request the Cabinet Member considers providing a draft of the report, if feasible, for the Select Committee to consider prior to it being considered formally for decision.	<p>As part of its pre-decision scrutiny role, this would be where the Committee wishes to provide an early steer or help shape a future report to Cabinet, e.g., on a policy matter.</p> <p>Whilst not the default position, Select Committees do occasionally receive draft versions of Cabinet reports prior to their formal consideration. The provision of such draft reports in advance may depend upon different factors, e.g., the timings required for that decision. Ultimately any request to see a draft report early would need the approval of the relevant Cabinet Member.</p>	<p>Democratic Services would contact the relevant Cabinet Member and Officer upon any such request.</p> <p>If agreed, the draft report would be considered at a subsequent Select Committee meeting to provide views and feedback to officers before they finalise it for the Cabinet or Cabinet Member. An opportunity to provide specific comments (as per 1 above) is also possible.</p>
4	To identify a forthcoming report that may merit a post-decision review at a later Select Committee meeting	<p>As part of its post-decision scrutiny and broader reviewing role, this would be where the Select Committee may wish to monitor the implementation of a certain Cabinet or Cabinet Member decision listed/taken at a later stage, i.e., to review its effectiveness after a period of 6 months.</p> <p>The Committee should note that this is different to the use of the post-decision scrutiny 'call-in' power which seeks to ask the Cabinet or Cabinet Member to formally re-consider a decision up to 5 working days after the decision notice has been issued. This is undertaken via the new Scrutiny Call-in App members of the relevant Select Committee.</p>	<p>The Committee would add the matter to its multi-year work programme after a suitable time has elapsed upon the decision expected to be made by the Cabinet or Cabinet Member.</p> <p>Relevant service areas may be best to advise on the most appropriate time to review the matter once the decision is made.</p>

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BACKGROUND PAPERS

- [Protocol on Overview & Scrutiny and Cabinet relations adopted by Council 12 September 2019](#)
- [Scrutiny Call-in App](#)

Classification: Public

Public Safety and Transport Select Committee – 18 January 2022

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)
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SI = Standard Item 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)

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			Private (3)
96	Contract for the Council's Parking Enforcement Service	Following a procurement exercise, Cabinet will consider the contract for the provision of the Council's parking enforcement service, which includes on and off-street enforcement and the management of elements of the Borough's parking infrastructure.	All		Cllr John Riley - Public Safety & Transport	Public Safety & Transport	IT / FD - Roy Clark / Allison 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

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

038 (b) Page 29	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

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)
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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

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
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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
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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
Page 30	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

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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NO CABINET IN AUGUST 2022

Cabinet meeting - September 2022 (date to be confirmed)

104	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
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 - October 2022 (date to be confirmed)

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 - November 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	TBC	CS&T - Democratic Services	TBC		Public
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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)
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SI = Standard Item 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	Urgent Cabinet-level decisions & interim decision-making (including emergency decisions)	The Leader of the Council has the necessary authority to make decisions that would otherwise be reserved to the Cabinet, in the absence of a Cabinet meeting or in urgent circumstances. Any such decisions will be published in the usual way and reported to a subsequent Cabinet meeting for ratification. The Leader may also take emergency decisions without notice, in particular in relation to the COVID-19 pandemic, which will be ratified at a later Cabinet meeting.	Various		Cllr Ian Edwards - Leader of the Council	TBC	CS&T - Democratic Services	TBC		Public / Private
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
Page 32	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)

Upcoming Decisions

Ref

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	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

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

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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
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.

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