

MEETING OF THE COUNCIL17 October 2019 at 7.30 pmThe Worshipful the Mayor (Councillor P Sohi) in the chair.

Members of the Council present Councillors M Adams, A Alderson, D Anderson-Bassey, M Brierley, J Broadhead, T Burton, I Chaudhri, B Clarke, D Cotty, M Cressey, S Dennett, R Edis, E Gill, L Gillham, J Gracey, T Gracey, M Harnden, M Heath, C Howorth, J Hulley, N King, R King, M Kusneraitis, S Lewis, M Maddox, I Mullens, A Neathey, M Nuti, J Olorenshaw, N Prescott, P Snow, J Sohi, P Sohi, S Walsh, D Whyte, S Whyte, and M Willingale.

Members of the Council absent: Councillors D Clarke, J Furey, S Mackay and J Wilson.

266 FIRE PRECAUTIONS

The Mayor read out the Fire Precautions.

267 MAYOR'S ANNOUNCEMENTS

Council noted the Mayoral announcements.

Council expressed best wishes for a speedy recovery to Cllr Furey who had undergone a recent operation.

268 MINUTES

The Minutes of the meeting of Council held on 18 July 2019 were confirmed and signed as a correct record.

269 APOLOGIES FOR ABSENCE

Apologies were received from Councillors D Clarke, Furey, Mackay and Wilson.

270 DECLARATIONS OF INTEREST

Councillor Maddox declared a disclosable pecuniary interest in 'Further Loan Agreement' for RBC Investments (Surrey) Ltd as he was a Director of the company. Councillor Maddox left the room while the matter was determined.

271 QUESTIONS FROM MEMBERS OF THE COUNCIL UNDER STANDING ORDER 13

a) The following question was put to the Leader of the Council by Councillor D Whyte:

'The September meeting of the Environment and Sustainability Committee, one of only 5 such planned meetings in the Municipal Year, was cancelled due to no matters arising.'

Is it acceptable that there is not a programme of environmental and sustainability improvements and initiatives in the pipeline and is it now time for the Council to consider appointing a senior officer to drive environmental and sustainability improvements across the Council to improve Runnymede Borough Council's performance in this important area?'

In reply, the Leader stated that:

The CE had already established an Officers' Working Party with representation from all business units to make a contribution to the Council's climate change strategy. To co-ordinate the efforts of this group, the intention was to appoint a policy officer whose primary role would be climate change; driving forward the Council's strategy but also researching best practice and areas such as technological development.

That work would feed into both the Environment and Sustainability Committee and the Working Party. A wide range of officers would be involved contributing their knowledge and expertise in their particular area.

There was a strong commitment to respond quickly and effectively to this global challenge. The Council did not just want to declare a climate emergency; but to put resources in place to ensure action was taken now to respond to the many challenges of climate change.

In response to a supplementary question, the Leader also confirmed that it would not just be one environmental professional who would be employed, but expertise would be drawn from various professional Council officers.

b) *The following question was put to the Leader of the Council by Councillor Neathey:*

'Can the Leader of the Council confirm that he agrees with me that RBC's equality policy should include the International Holocaust Remembrance Alliance's (IHRA) definition of Anti-Semitism including the examples and the All Party Parliamentary Group on British Muslim's definition of Islamophobia. As well as any other definitions that evolve in the future?'

In reply, the Leader stated that:

Having looked at other local authorities who had adopted this definition they had included it as part of their equality policy, social inclusion policy or community cohesion policy.

The officer, who dealt with equality matters, had been asked by the Leader to review the Council's existing equality policy to refresh it and incorporate a number of definitions of unacceptable behaviour. That officer had recently prepared a draft equality policy into which the following definitions had been incorporated:

*Age discrimination
Race discrimination
Sexism
Anti-Semitism
Islamophobia
Disability discrimination*

That policy would be considered by officers and then sent to the HR Working Group for their consideration, at Cllr J Gracey's request. The reason for adopting this approach was to avoid the problem some other local authorities experienced when

they sought to adopt the Anti-Semitism definition in isolation. By including the definition with other definitions, the Council would be demonstrating that it treated all forms of unacceptable behaviour in the same way. At the same time by having the definition in a policy the Council would have some form of context in which to use the definition to judge people's actions.

In response to a supplementary question, the Leader did not consider it appropriate for him to comment in relation to comments made by the Prime Minister prior to his taking up that office and wished to concentrate on local issues.

c) *The following question was put to the Leader of the Council by Councillor R. King:*

'Could the Leader of the Council give us an update as to the preparations of the Council for the United Kingdom to leave the European Union. Specifically, what additional work has been done to prepare for the dangerous and ill-conceived no deal Brexit that seems to be desired by his party leader the prime minister?'

In reply, the Leader circulated a summary of actions taken and stated that:

The Council had created a specific Brexit Risk Register where risks and mitigation measures had been identified.

An Officer working group had been established which was identifying options on how best to support the most vulnerable. A further meeting would be held next week to finalise a plan. Options being considered included: providing additional funding to foodbanks; provision of meals directly either through Meals on Wheels or the Day Centres; using community venues as a hub where people could go for assistance; carrying out additional welfare checks at home; and using the Community Transport service for residents requiring access to medical services who were not eligible for the NHS patient transport service.

- Measures had been put in place to manage a potential fuel shortage i.e. the depot tankers would have back-up fuel stock and the critical RBC vehicles had been identified which would meet the Surrey Local Resilience Forum's (SLRF) criteria to receive priority fuel supplies.

Depending on the scale of traffic disruption there was the option to assist staff with increased flexible working arrangements i.e. more home working and consideration of individual requests to work compressed hours (e.g. a four-day week).

The Council had supported Central Government to raise awareness with their 'Get Ready for Brexit' campaign through our Communications Team.

RBC had also worked in partnership with other agencies and been represented at the Surrey Local Resilience Forum meetings, at the SLRF Executive level and the BREXIT Communications sub group where joint planning for BREXIT was frequently discussed.

272 CHANGE OF NAME OF OTTERSHAW WARD – RECOMMENDATION FROM CORPORATE MANAGEMENT COMMITTEE – 5 SEPTEMBER 2019

Full Council considered a recommendation from Corporate Management Committee which had met on 5 September 2019 to authorise the commencement of the process to establish whether the change of name of the Ottershaw Ward to Ottershaw and West Addlestone Ward was supported by residents in the Ottershaw Ward.

The recommendation was moved and seconded with the addition of 'Rowtown' into the proposed name change to better reflect the make -up of the ward, which was fully supported.

RESOLVED that-

- i) the process to establish whether the change of name of the Ottershaw Ward to 'Ottershaw, Rowtown and West Addlestone Ward' is supported by residents in the Ottershaw Ward be commenced; and**
- ii) the Constitution and Legislation Member Working Group be requested to consider whether there should be a formal process for the consideration of any future proposed Ward name changes.**

273 CALENDAR OF MEETINGS MAY 2020- MAY 2021 - RECOMMENDATION FROM CORPORATE MANAGEMENT COMMITTEE – 10 OCTOBER 2019

Council considered a recommendation from Corporate Management Committee which had met on 10 October 2019 regarding the proposed calendar of meetings for the next Municipal Year which would run from May 2020-May 2021.

The Calendar of meetings was approved subject to the meeting of Corporate Management Committee scheduled for Thursday 28 May 2020 being rescheduled to take place on Thursday 4 June 2020 and to the meeting of the Standards and Audit Committee scheduled for Wednesday 27 May 2020 being rescheduled to Tuesday 2 June as these two meetings as currently scheduled took place in school half term and a number of Members had school age children and preferred meetings to be scheduled outside school half term weeks.

RESOLVED that –

the calendar of meetings for May 2020-May 2021, be approved subject to the meeting of Corporate Management Committee scheduled for Thursday 28 May 2020 being rescheduled to take place on Thursday 4 June 2020 and to the meeting of the Standards and Audit Committee scheduled for Wednesday 27 May 2020 being rescheduled to take place on Tuesday 2 June 2019

274 MOTION MOVED BY COUNCILLOR J SOHI – HEATHROW

Councillor J Sohi moved the following amended Motion:

'My motion asks for more direct action to be taken and to represent our concerns over flight path concentration and Runnymede's desire for dispersion to give those that suffer noise and air pollution some respite that they deserve.

We would like for this Council to actively seek opportunities to lobby on behalf of Runnymede for dispersion and that continued pressure is put on compensation via DfT to Government and the CAA.

I would like to additionally outline some further context to my motion, to provide officers with clear direction. We seek an immediate letter to the Secretary of State setting out our concerns over the current focus on concentration and what impact that will have on the health and well-being of Runnymede residents.

We would request that the council explores and adopts new noise and air quality monitoring systems in order for us to understand the current state and monitor the changes as Heathrow expansion progresses. We ask that clear boundaries are set in order to give Heathrow a direct understanding of what is and is not acceptable with

regards to levels of noise and air pollution. It would also be essential to give due weight to Heathrow as a significant contributor to M25 traffic which is one of the biggest polluters in the country.

We further ask that a workshop with Heathrow is set up with Council Members to solely discuss flight paths and their impact on our borough.

Council is requested to make representation on a bilateral agreement in the interest of Runnymede residents.

The Council is also requested to work with EGAG to refine the 'expectations list'.

In moving the Motion, Councillor Sohi asked for it to be referred to Corporate Management Committee with an expression that the Council is supportive of this action.

Members were supportive of the amended Motion. However, it was emphasised that considerable work had already been done by Members and Officers.

RESOLVED that

the following Motion be referred to Corporate Management Committee with an expression that the Council is supportive of this action:

i) More direct action be taken and to represent our concerns over flight path concentration and Runnymede's desire for dispersion to give those that suffer noise and air pollution some respite that they deserve.

ii) this Council to actively seek opportunities to lobby on behalf of Runnymede for dispersion and that continued pressure is put on compensation via DfT to Government and the CAA.

iii) seek an immediate letter to the Secretary of State setting out our concerns over the current focus on concentration and what impact that will have on the health and well-being of Runnymede residents.

iv) request that the Council explores and adopts new noise and air quality monitoring systems in order for us to understand the current state and monitor the changes as Heathrow expansion progresses. We ask that clear boundaries are set in order to give Heathrow a direct understanding of what is and is not acceptable with regards to levels of noise and air pollution. It would also be essential to give due weight to Heathrow as a significant contributor to M25 traffic which is one of the biggest polluters in the country.

v) further ask that a workshop with Heathrow is set up with Council Members to solely discuss flight paths and their impact on our borough.

vi) Council is requested to make representation on a bilateral agreement in the interest of Runnymede residents.

vii) The Council is also requested to work with EGAG to refine the 'expectations list'.

275 MOTION MOVED BY COUNCILLOR R KING-DECLARATION OF A CLIMATE EMERGENCY AND CLIMATE CHANGE TARGETS

Councillor R King moved the following Motion:

'The Environment and Sustainability Committee form a report and recommendation for full Council (and any other relevant committees). This report should consider the following plan of action:

1. *Declare a 'Climate Emergency'*
2. *Set up or purchase market and information monitoring tools that allow reasonable estimates of the carbon emissions of all economic and social activity regardless of sector within the borough.*
3. *Set a target to make Runnymede Borough Council carbon neutral by 2025, taking into account both production and consumption emissions.*
4. *Set a target to make the whole of the borough, including all economic and social activity regardless of sector, carbon neutral from a production and energy consumption (including transport) point of view by 2030.*
5. *Call on Westminster to provide the powers and resources to make the 2030 target easier to achieve.*
6. *Instruct the Constitutional and Legislative MWG to explore ways the Sustainable Communities Act could be used to support RBC carbon emissions reduction targets.*
7. *Work with other councils and the government to determine and implement best practice methods to limit Global Warming to less than 1.5°C. Continue to work with partners across the region to deliver this new goal through all relevant strategies and plans.*
8. *To set up a specific climate change and carbon reduction MWG and require all service committees to be presented with policies and plans to deliver against these targets within 6 months.*
9. *Produce a report for next Council on the level of investment in fossil fuel and carbon intensive industry of our pension plan and other investments.*
10. *Embed climate change targets into the Council's future investment plans.*
11. *Embed climate change objectives into planning policy.*
12. *Report by Annual Council 2020 a costed action plan to get to targets set out above*
13. *Report to Council annually with the current situation and plans the Council will take to address this emergency.*
14. *Aspire for national recognition as having the most ambitious and comprehensive climate change targets, plans and accountability structures of any branch of local government in England and Wales. '*

In reply, the Deputy Leader stated that she supported many elements of the Motion and pointed out that many environmental initiatives had been undertaken and further ones were being investigated ,and that a collaborative approach was required going forward.

The Deputy Leader wished to expand the scope of the Motion by amending the preamble to the Motion to broaden its scope as follows:

The Environment & Sustainability Committee, with the support of the working group, form a report on the implications of climate change for RBC and for this report to have regard to, but not be limited to, consideration of the matters set out in items 1-14 of this motion.

Councillor R. King, along with other Members, was supportive of this Amendment.

The Amendment was approved and the following substantive Motion was duly moved and seconded and

RESOLVED that

The Environment & Sustainability Committee, with the support of the working group, form a report on the implications of climate change for RBC and for this report to have regard to, but not be limited to, consideration of the matters set out in items 1-14 of this motion as set out below:

- 1. Declare a 'Climate Emergency'**
- 2. Set up or purchase market and information monitoring tools that allow reasonable estimates of the carbon emissions of all economic and social activity regardless of sector within the borough.**
- 3. Set a target to make Runnymede Borough Council carbon neutral by 2025, taking into account both production and consumption emissions.**
- 4. Set a target to make the whole of the borough, including all economic and social activity regardless of sector, carbon neutral from a production and energy consumption (including transport) point of view by 2030.**
- 5. Call on Westminster to provide the powers and resources to make the 2030 target easier to achieve.**
- 6. Instruct the Constitutional and Legislative MWG to explore ways the Sustainable Communities Act could be used to support RBC carbon emissions reduction targets.**
- 7. Work with other councils and the government to determine and implement best practice methods to limit Global Warming to less than 1.5°C. Continue to work with partners across the region to deliver this new goal through all relevant strategies and plans.**
- 8. To set up a specific climate change and carbon reduction MWG and require all service committees to be presented with policies and plans to deliver against these targets within 6 months.**
- 9. Produce a report for next Council on the level of investment in fossil fuel and carbon intensive industry of our pension plan and other investments.**
- 10. Embed climate change targets into the Council's future investment plans.**
- 11. Embed climate change objectives into planning policy.**
- 12. Report by Annual Council 2020 a costed action plan to get to targets set out above**
- 13. Report to Council annually with the current situation and plans the council will take to address this emergency.**
- 14. Aspire for national recognition as having the most ambitious and comprehensive climate change targets, plans and accountability structures of any branch of local government in England and Wales.**

Cllr R King had requested a named vote on the above substantive Motion, as amended, and the voting was as follows:

For (35) Councillors Adams, Alderson, Anderson-Bassey, Broadhead, Burton, Chaudhri, B Clarke, Cotty, Cressey, Dennett, Edis, Gillham, Gill, J Gracey, T Gracey, Harnden, Heath, Howorth, Hulley, N King, R King, Kusneraitis, Lewis, Maddox, Mullens, Neathey, Nuti, Prescott, Snow, J Sohi, P Sohi, Walsh, D Whyte, S Whyte and Willingale.

Against (0).

Abstentions (2) Councillors Brierley and Olorenshaw

276 MOTION MOVED BY COUNCILLOR A NEATHEY – SUPPORTING MUNICIPAL AND COMMUNITY ENERGY (STRATEGY)

Councillor Neathey moved the following Motion and asked for it to be remitted to Corporate Management Committee;

‘The Corporate Management Committee form a report and recommendation for full Council which considers the following plan of action:

- *Set up a municipal energy company called ‘Magna Carta Energy’.*
 - *This energy company should purchase energy for retail produced from renewables.*
 - *Retail energy for profit to national consumers.*
 - *Retail energy as close to not for profit as possible to residents and businesses in Runnymede.*
 - *Use profits initially to reinvest in zero carbon transition and to support those in fuel poverty within Runnymede.*
 - *Any long-term profits can be used as the Council sees fit.*
 - *Provide residents identified as being in fuel poverty with a voucher for ‘Magna Carta Energy’.*
- *Divest from some commercial property assets OR leverage further in order to set up the ‘RBC renewable investment fund’. Invest in large scale renewable projects such as solar farms, wind turbines or hydro either within or outside of Runnymede.*
 - *Aim for profit margins of 5%.*
 - *Reinvest Profits made into both zero-carbon transition and other services as seen fit by the Council.*
 - *If it is economical to do so, sell the majority of energy to Magna Carta Energy through long term contracts.*
 - *Aim to invest in solar farms on land that is managed in such a way to enhance biodiversity and/or has other sustainable uses.*
 - *Review planning policy to maximise the opportunity for large scale renewable projects in Runnymede.*
 - *Set a longer-term target (to be determined by committee) to generate the equivalent of the whole of the borough’s estimated energy consumption through renewable energy.*
- *Retrofit the Council’s property portfolio so that it is compatible with zero carbon targets*
 - *Review all commercial property and retrofit renewable energy microgeneration solutions.*
 - *Review all council housing for energy efficiency and retrofit with insulation, ground source heat pumps and microgeneration solutions.*

- *Ensure all council properties are adequately insulated.*
- *Ensure all new RBC led developments have district heating systems and decentralised energy networks powered by renewables and/or high efficiency CHP units.*
- *In mixed developments, seed fund from the RBC Renewable Investment Fund in to co-operative's that will own and operate microgeneration, decentralised energy networks and district heating assets on behalf of the residents of those developments.*
- *Set up a 'Runnymede Community Energy Development Hub'*
 - *Set up Hub as a multi stakeholder (secondary) Co-operative using 'Somerset Rules'.*
 - *RBC Renewable Investment Fund will be the first class of member (stakeholder)*
 - *Each of the local community energy co-operatives collectively will form the second class of member (stakeholder)*
 - *Magna Carta Energy or any other energy retailers will form the third class of member (stakeholder)*
 - *Hub will initially provide advice and expertise to any group wishing to set up community energy projects in Runnymede.*
 - *Once solar panel costs have fallen to the point where small-scale installations are profitable using the smart export tariffs, move to a model of actively organising neighbourhoods to set up or join a community energy co-operative.*
 - *Co-ops supported can also be delivering district heating systems and decentralised energy networks.*
 - *Hub will facilitate community share offerings.*
 - *Hub will identify and support community energy projects that could be supported by additional investment or loans from the RBC Renewable Investment Fund.*
 - *For a fee, Hub would provide ongoing administrative services to any co-operative that is a member*
- *Ensure planning policy is designed with a strong bias towards microgeneration, ground source heat pumps and district heating systems.*
 - *Ensure Community Energy Development Hub is engaged with all new developments.*
 - *Consider how Section 106 and/or Community infrastructure levy can be used to support renewable investment to compensate for the carbon costs of new developments.*
- *Recruit a multi skilled team that specialise in each of the areas required to deliver this plan.*
- *Identify an ecosystem of potential suppliers of services, products and technology to be contracted to deliver this plan.'*

The Majority group considered that whilst it was good to explore ideas and learn from other local authorities, it was considered that the Motion was premature and that caution had to be taken over what the Council committed to. Consideration would be given to more cost effective options which carried less financial risk and were more in accordance with the Council's financial strategy.

The Motion was put to the vote and declared to be lost.

277 MOTION MOVED BY COUNCILLOR S WHYTE- MOVING RUNNYMEDE ON FROM THE INTERNAL COMBUSTION ENGINE (STRATEGY)

Councillor S Whyte moved the following Motion:

‘The Environment & Sustainability Committee form a report and recommendation for full council (and any other relevant committees). This report should consider the following plan of action:

- *Set up and spin out of RBC a multi stakeholder co-operative charging company.*
 - *The first group of stake holders would be municipal funders, RBC and any other local authorities willing to participate.*
 - *The second group would be any charging point hosts (anyone who wants a public charging point on their property).*
 - *The third would be individual members who use the network to charge their EV.*
 - *The co-op will be set up using the multi stakeholder ‘Somerset Rules’*
 - *As with all multi stakeholder co-operatives, it will be one member one vote structured within each of the stakeholder groups.*
 - *RBC (and any other interested local authorities) will purchase community shares in the co-op that will have a maximum dividend of 5%. These shares will be purchased back by the co-operative as and when it is able to do so.*
 - *The exact business model will be developed by the directors of the co-operative:*
 - *but is likely to be based on an individual consumer having a membership and charging structure similar to that of Source London.*
 - *Organisations that host charging points may be expected to pay some or all of the charging point installation cost in exchange for a revenue share from the charging point.*
 - *Local Authorities (including RBC) should seek to enter into larger contracts for charging points that allow for cross subsidy to ensure on-street charging is available in all neighbourhoods.*
 - *Once seed capital has been purchased back, any surpluses can either be invested into ensuring that charging is as cheap as possible or into expanding the network.*
 - *In the long run, the lack of need to make significant profit will give it a commercial advantage.*
 - *All electricity will be purchased from renewables and from local community or municipal sources if possible.*
- *RBC will aim to have replaced all ICE vehicles within its fleet with electric vehicles by 2025 at the latest.*
 - *Existing vehicles can be sold on to other organisations until 2030 at which point any remaining in RBC’s possession will be decommissioned.*
 - *RBC will look to open its EV purchasing plan up to other ‘anchor institutions’ in the borough including the university, hospital and large businesses. This is to both encourage wider EV use and to gain economies of scale.*
 - *RBC will write into post-2025 supplier contracts a need for them to use EV*
- *RBC will adjust licencing requirements for private hire vehicles to significantly incentivise EV use pre-2030, at which point it will make it a requirement that all private hire vehicles are EV.*
- *RBC will replace all existing car club contracts with EV only contracts by 2025.*

- *RBC will consider using existing car club co-operatives such as Co-wheels who have entered into other electric-only deals with other local authorities.*
- *RBC will provide targeted grants to low income families to exchange their high emissions ICE vehicles for EV.*
 - *This will be funded from any profits made from the community shares invested in the charging co-operative proposed above.*
- *Implement through supplementary planning regulation as soon as possible standards based on an enhanced London and Edinburgh standard.*

Parking for	Percentage of bays with “active” charge point provision	Percentage of bays with “passive” charge point provision
<i>Individual house</i>	<i>100%</i>	<i>100%</i>
<i>Residential development with 5+ spaces</i>	<i>30%</i>	<i>100%</i>
<i>Non-residential development with 5+ spaces</i>	<i>30%</i>	<i>20%</i>

requires rapid charging (50kW) provision for all non-residential developments with 10+ spaces

- *Ensure all RBC controlled car parks are retrofitted by the charging co-operative to meet at least the standard for new developments*
 - *Provide a discount for EVs in RBC controlled parking. The amount can be decided by the committee based on the economic needs of RBC.*
- *Ensure all developments led by RBC are an example to other developers and are well ahead of the proposed aggressive planning policy.*
 - *Ensure all RBC led residential developments have 100% active charging provision*
 - *Ensure all non-residential developments led by RBC exceed proposed planning policy for active charging and are above 80% for passive charging provision*
- *Write KPIs and targets in to the Community Transport Plans to reduce ICE journeys by community groups, public and private sector (once fleet has switched to EV).*
- *Additional spending will be required to deliver this plan.*
 - *This revenue should be raised by expanding RBC current policy of investing capital through borrowing in order to raise revenue.*
 - *This can continue to be through commercial property assets or more appropriately using other investment strategies to facilitate a transition to zero carbon*
 - *Heathrow is currently providing large amounts of grant funding. Given the airport expansion will increase air pollution, it is not unreasonable to apply for funding from them to improve our air quality by moving away from ICE cars.'*

The Deputy Leader agreed in principle with the Motion, but acknowledged the financial and practical implications associated with it and wished to expand the scope

of the Motion by amending the preamble to the Motion to broaden its scope as follows:

The Environment and Sustainability Committee in liaison with the Planning Committee form a report and recommendations on the inclusion and expansion of infrastructure for renewable/environmentally friendly vehicles across our Borough, including but not limited to the bullet points contained in the Motion.

Councillor S Whyte was agreeable to the amendment which was passed. The following substantive Motion was moved and seconded and

RESOLVED that

the Environment and Sustainability Committee in liaison with the Planning Committee form a report and recommendations on the inclusion and expansion of infrastructure for renewable/environmentally friendly vehicles across our Borough, including but not be limited to the following bullet points:

- **Set up and spin out of RBC a multi stakeholder co-operative charging company.**
 - **The first group of stake holders would be municipal funders, RBC and any other local authorities willing to participate.**
 - **The second group would be any charging point hosts (anyone who wants a public charging point on their property).**
 - **The third would be individual members who use the network to charge their EV.**
 - **The co-op will be set up using the multi stakeholder ‘Somerset Rules’**
 - **As with all multi stakeholder co-operatives, it will be one member one vote structured within each of the stakeholder groups.**
 - **RBC (and any other interested local authorities) will purchase community shares in the co-op that will have a maximum dividend of 5%. These shares will be purchased back by the co-operative as and when it is able to do so.**
 - **The exact business model will be developed by the directors of the co-operative:**
 - **but is likely to be based on an individual consumer having a membership and charging structure similar to that of Source London.**
 - **Organisations that host charging points may be expected to pay some or all of the charging point installation cost in exchange for a revenue share from the charging point.**
 - **Local Authorities (including RBC) should seek to enter into larger contracts for charging points that allow for cross subsidy to ensure on-street charging is available in all neighbourhoods.**
 - **Once seed capital has been purchased back, any surpluses can either be invested into ensuring that charging is as cheap as possible or into expanding the network.**
 - **In the long run, the lack of need to make significant profit will give it a commercial advantage.**
 - **All electricity will be purchased from renewables and from local community or municipal sources if possible.**
- **RBC will aim to have replaced all ICE vehicles within its fleet with electric vehicles by 2025 at the latest.**

- Existing vehicles can be sold on to other organisations until 2030 at which point any remaining in RBC’s possession will be decommissioned.
- RBC will look to open its EV purchasing plan up to other ‘anchor institutions’ in the borough including the university, hospital and large businesses. This is to both encourage wider EV use and to gain economies of scale.
- RBC will write into post-2025 supplier contracts a need for them to use EV
- RBC will adjust licencing requirements for private hire vehicles to significantly incentivise EV use pre-2030, at which point it will make it a requirement that all private hire vehicles are EV.
- RBC will replace all existing car club contracts with EV only contracts by 2025.
 - RBC will consider using existing car club co-operatives such as Co-wheels who have entered into other electric-only deals with other local authorities.
- RBC will provide targeted grants to low income families to exchange their high emissions ICE vehicles for EV.
 - This will be funded from any profits made from the community shares invested in the charging co-operative proposed above.
- Implement through supplementary planning regulation as soon as possible standards based on an enhanced London and Edinburgh standard.

Parking for	Percentage of bays with “active” chargepoint provision	Percentage of bays with “passive” chargepoint provision
Individual house	100%	100%
Residential development with 5+ spaces	30%	100%
Non-residential development with 5+ spaces	30%	20%

requires rapid charging (50kW) provision for all non-residential developments with 10+ spaces

- Ensure all RBC controlled car parks are retrofitted by the charging co-operative to meet at least the standard for new developments
 - Provide a discount for EVs in RBC controlled parking. The amount can be decided by the committee based on the economic needs of RBC.
- Ensure all developments led by RBC are an example to other developers and are well ahead of the proposed aggressive planning policy.
 - Ensure all RBC led residential developments have 100% active charging provision

- **Ensure all non-residential developments led by RBC exceed proposed planning policy for active charging and are above 80% for passive charging provision**
- **Write KPIs and targets in to the Community Transport Plans to reduce ICE journeys by community groups, public and private sector (once fleet has switched to EV).**
- **Additional spending will be required to deliver this plan.**
 - **This revenue should be raised by expanding RBC current policy of investing capital through borrowing in order to raise revenue.**
 - **This can continue to be through commercial property assets or more appropriately using other investment strategies to facilitate a transition to zero carbon**
 - **Heathrow is currently providing large amounts of grant funding. Given the airport expansion will increase air pollution, it is not unreasonable to apply for funding from them to improve our air quality by moving away from ICE cars.**

278 JOINT COMMITTEE'S RECOMMENDATION ON STREET LIGHTING POLICY MOTION

Council was advised of the Runnymede Joint Committee's view in response to the resolution at Council on 18 July, 2019 which asked SCC to review its Part Night Lighting Programme policy.

The Joint Committee had recommended that the matter should be reconsidered by the Council's Environment & Sustainability Committee following the future installation of LED technology.

The Joint Committee had stated that if Runnymede was excluded from the Part Night Lighting programme, it was estimated by Surrey CC that the cost would currently be approximately £22,000 per year. Following the installation of the LED technology, it was estimated the energy cost would be around £9,000 per year. However, these estimates were based on today's energy prices which were subject to fluctuation.

If there was a future decision to turn the lights back on, the Joint Committee could not recommend at this stage whether it felt the costs should be covered by Runnymede Borough Council, Surrey County Council or part funded by both.

Members of Council noted the SCC Joint Committee decision.

279 SOUTH EAST RESERVE FORCES' & CADETS' ASSOCIATION – NOMINATION TO SURREY LEADERS' GROUP

RESOLVED that-

Councillor T Gracey be nominated to serve on South East Reserve Forces' & Cadets' Association.

280 SURREY TOWERS – RECOMMENDATION FROM CORPORATE MANAGEMENT COMMITTEE HELD ON 10 OCTOBER 2019

By resolution of the Council, the press and public were excluded from the meeting during the consideration of this matter under Section 100A(4) of the Local Government Act 1972 on the grounds that the discussion would be likely to involve the disclosure of exempt information of the description specified in paragraph 1-3 of Schedule 12A to Part 1 of the Act.

Council considered a recommendation from Corporate Management Committee held on 10 October 2019 regarding the refurbishment of Surrey towers, and

RESOLVED that

a supplementary revenue estimate within the Housing Revenue Account budget for 2019/20 of up to and not exceeding £350,000 to provide for the appointment by way of the SCAPE Framework of the necessary professional support for the refurbishment of Surrey Towers be approved.

281 FURTHER LOAN AGREEMENT FOR RBC INVESTMENTS (SURREY) LTD

By resolution of the Council, the press and public were excluded from the meeting during the consideration of this matter under Section 100A(4) of the Local Government Act 1972 on the grounds that the discussion would be likely to involve the disclosure of exempt information of the description specified in paragraph 3 of Schedule 12A to Part 1 of the Act.

Council considered a recommendation from Corporate Management Committee held on 10 October 2019 regarding a proposal that the Council enter into an agreement to provide a further loan to RBC Investments (Surrey) Ltd (RBCI). The reasoning for the loan was reported and it was noted that improved monitoring and reporting procedures would be put in place.

RESOLVED that

the Council enters into a loan agreement with RBC Investments (Surrey) Ltd for the sum of £3,000,000 at a rate of 7.40% to be repaid over a period of 15 years to cover working capital needs.

(Councillor Kusneraitis requested a named vote which was undertaken on this confidential matter).

(The meeting ended at 9.45pm)

Mayor