

# HS2 Planning Forum

## Highways Sub-group

Meeting #25  
13 September 2017

# Introductions

Chair

13 September 2017

# Review of notes and actions from last meeting

Chair

13 September 2017

# Schedule 25 guidance feedback

Peter Tomlin

13 September 2017

# Road safety fund feedback and update

Peter Tomlin

13 September 2017

# On-line reporting system

Peter Tomlin

13 September 2017

# On-line reporting system

## RTMP

The 1<sup>st</sup> draft of the RTMP was prepared prior to the establishment of the on-line reporting system is now used to record incidents for investigation.

The 1<sup>st</sup> draft RTMP therefore included incident reporting through the issue of manual Traffic Enforcement Notices for non-compliance with HS2 driver and vehicle safety standards and, where possible near miss and other incidents, so that these can be recorded and investigated.

This proposal was superseded by the Assessnet reporting system which has been rolled out throughout HS2 and its contractors. This includes reporting from the public helpdesk.

The RTMP was therefore amended to reflect this change.



## Description

AssessNET is used to record details of incidents which occur as a result of, or in connection with the work of HS2 Ltd. These include:

- Injuries (RIDDOR reportable), Lost Time Injuries (LTIs), non LTIs, first aid)
- Dangerous Occurrences (RIDDOR reportable)
- Near Misses (both Health & Safety and Environmental)
- Other defined incidents relating to the environment, crime and security, fire, property damage, utility strikes, media and reputational items.

It applies to both on-site and off-site incidents, near misses and impacts and includes non-compliance with vehicle and driver safety standards.

All HS2 Ltd employees have direct access into AssessNET, via Interchange.

All contractors are required to report incidents into AssessNET.

AssessNET is managed by the Corporate Health and Safety Team.





## **Reporting within the RTMP**

- non-compliance with approved lorry routes
- non-compliance with project specific signage
- non-compliance with matters such as driver licence, vehicle safety standard
- observed traffic offences, where appropriate
- other non-compliant traffic and pedestrian activities on-site

# Highway condition surveys

Peter Tomlin

13 September 2017

# Highway condition surveys

## RTMP

1<sup>st</sup> draft RTMP did not set out where any highway condition surveys would be undertaken, only that the scope of the surveys would be agreed with the highway authority, along lorry routes.

2<sup>nd</sup> draft RTMP clarification that *“Highway condition surveys will not apply to the strategic road network. Highway condition surveys will not apply to other A roads, unless subject to extraordinary traffic loadings. Local road highway condition surveys will likely apply only to approved lorry routes.”*

# Highway condition surveys

## TRL scope

*“The proposed vehicle routes outlined in the Environmental Statement contain many roads that are B classification and below..... There is a need to assess these routes to ensure that they are capable of being used for High Speed 2 construction routeing and to identify any roads which may need preparatory works before construction commences”.*

# Highway condition surveys

## TRL proposal

Establish a robust data management regime for all routes affected by the HS2 construction traffic.

Establish an understanding of the condition of each section through condition measurement.

Sections requiring treatment/upgrade before the commencement of construction are maintained as required.

Once construction commences a regular survey regime is applied to continuously monitor the routes, with periodic decisions made on the need to carry out interventions as required. This employs a benchmarking approach where maintenance requirements are compared with those for comparable lengths which are not being trafficked by construction traffic.

At the conclusion of the construction, the routes affected are examined to understand their condition and further assessment made of the extent to which they have been affected by the construction traffic by comparing them with benchmark sites.

Throughout the construction period there is ongoing process of financial assessment to assess the value of the wear resulting from the construction traffic.

The process also draws on the concept of expert panel peer review to audit, advise and manage the maintenance process.

# Highway condition surveys

## **EDP scope**

The EDP is tasked to carry out the early baseline surveys. Once commissioned, the EDP scope includes discussions with the relevant highway authority concerning:

- a. rate of coring required
- b. reinstatement of cores
- c. available information on the pavement structure
- d. timetable for any works and traffic management
- e. transfer of data (if different to the format required for the HS2 highway condition survey mapping and data management)

Prior to commencement of surveys a survey programme is to be agreed with HS2 and amendments to the programme notified and, appropriately, approved by HS2. This programme will be shared with the relevant highway authority.

# Highway condition surveys

## Extraordinary traffic

Section 59 of the Highways Act 1980 “Extraordinary Traffic”

- Extraordinary expense have been or will be incurred... by reason of the damaged caused by excessive weight, or other extraordinary traffic... the highway authority may recover.. the excess expenses.
- The operator and highway authority may agree in advance a sum for compensation (and can be determined by arbitration) which waives liability.

With regard to weight, Hauliers of abnormal loads will be responsible for applications and notifications for Abnormal load movements and use the ESDAL.

# Highway condition surveys

## Extraordinary traffic

The term “extraordinary traffic” goes back (at least) to Section 57 of the Roads and Bridges Act 1878. Appears to have been in response to the change from horse and cart to steam traction engines.

The term “extraordinary traffic” has been subject to legal review on a number of occasions and HS2’s reading of decisions, up to the Court of Appeal suggests:

- it needs to be shown that the use of the road is manifestly not suitable for the specific types of vehicles that the operator is using;
- unusual frequency of ordinary loads does not constitute extraordinary traffic



# Highway condition surveys

## **Extraordinary traffic**

A class roads are generally designated as the most appropriate route for heavy goods traffic and therefore they are suitable routes for HS2 construction traffic.

Highway authorities need to set out which A roads they consider are not suitable for ordinary heavy goods vehicle traffic.

Highway authorities can still use the Highways Act if they can demonstrate the increased cost of maintenance has been incurred.

HS2 has agreed to survey all lorry routes in the ES which are B class and below on the basis that it is reasonable to assume that the traffic volumes could be considered to be extraordinary traffic.

# HS2 cycle route studies

Update on the National Cycleway Feasibility Study

Hudson Taivo

13 September 2017

# HS2 Cycle Route Studies

## **The following update comes from the Department for Transport**

- DfT will shortly be sharing the final National Cycleway Feasibility Study report with relevant local authorities as a technical resource for consideration when developing local cycle networks.
- DfT does not intend to publish the document on [gov.uk](https://www.gov.uk) as it is primarily a technical resource for transport planners.
- DfT does not have any plans to implement or fund the routes from the study, nor is HS2 Ltd funded to implement any of the plans in the study.
- Local authorities who are interested in developing routes from the feasibility study are encouraged to incorporate them into their Local Cycling and Walking Infrastructure Plans.
- Local authorities encouraged to explore the scope for funding these routes with their Local Enterprise Partnerships and other potential funders
- John Grimshaw & Associates are currently not doing any work for DfT

# HS2 Cycle Route Studies

## HS2 Ltd's position

- Following from the feasibility study report, John Grimshaw and Associates have produced a series of technical notes exploring the interfaces between HS2 and existing or potential cycleways
- As explained in DfT's letter to affected authorities, HS2 is not funded to implement any of the plans in these technical notes
- However, HS2 is currently reviewing some of these reports and identify those proposals that are wholly within HS2's Limits Of Deviation and can be implemented with minimal impact to our programme and cost. However this will be done on a case by case basis and will be developed during detailed design
- Other schemes may require some input (including financial) from Local Authorities in order for the proposed cycle route to be wholly effective. This will also be discussed with the relevant Local Authorities

# HS2 Cycle Route Studies

## HS2 Ltd's position – continued

- Technical notes for these authorities are being considered:-  
Birmingham, Solihull, Warwickshire, Northamptonshire, Oxfordshire
- Cycling schemes already agreed as part of HS2 Ltd's assurances will go ahead as agreed
- Authorities to note that HS2 Ltd gave assurances to Cycling UK to explore ways of integrating cycling into the HS2 programme.
- This will be done during the detailed design stage through engagement with various stakeholders including working closely with DfT's Cycle Proofing Working Group

# Lorry route approvals – submissions, grounds for modifications and agreement to conditions

Peter Tomlin

13 September 2017

# Schedule 26 lorry ban orders and permits

Peter Tomlin

13 September 2017

# Schedule 26 Lorry ban orders

## General requirements

Where an order prohibits or restricts the use of a heavy commercial vehicle...(or class of vehicle), except in the case of a width restriction...

The act automatically inserts into the order the provision for permits to be issued to persons proposing to use heavy commercial vehicles in connection with the authorised works which would otherwise constitute a breach of the prohibition.

*RTMP: Practicable measures will be subject to discussion with the Highways Sub Group to the Planning Forum or at a local level via the relevant Traffic Liaison Group meeting.*



# Schedule 26 Lorry ban orders

Where an application is made:

The application must be granted if the issue of a permit is reasonably required –

- for the purpose of enabling authorised works in a timely and efficient manner
- for the purposes of enabling authorised works to be carried out in accordance with approved arrangements.

No conditions may be made to the contrary.

If refused, the applicant can appeal to the Secretary of State.

# Schedule 26 Lorry ban orders

Issue of “virtual” emergency permits

If the journey is to be undertaken “before the end of the next complete eight working days” ... the person may apply for a permit by telephone or electronic means, give prescribed details.

Applications must be able to be made at any time.

The application is treated as granted, subject to such conditions as the Secretary of State may by order specify.

# Schedule 26 Lorry ban orders

In practice:

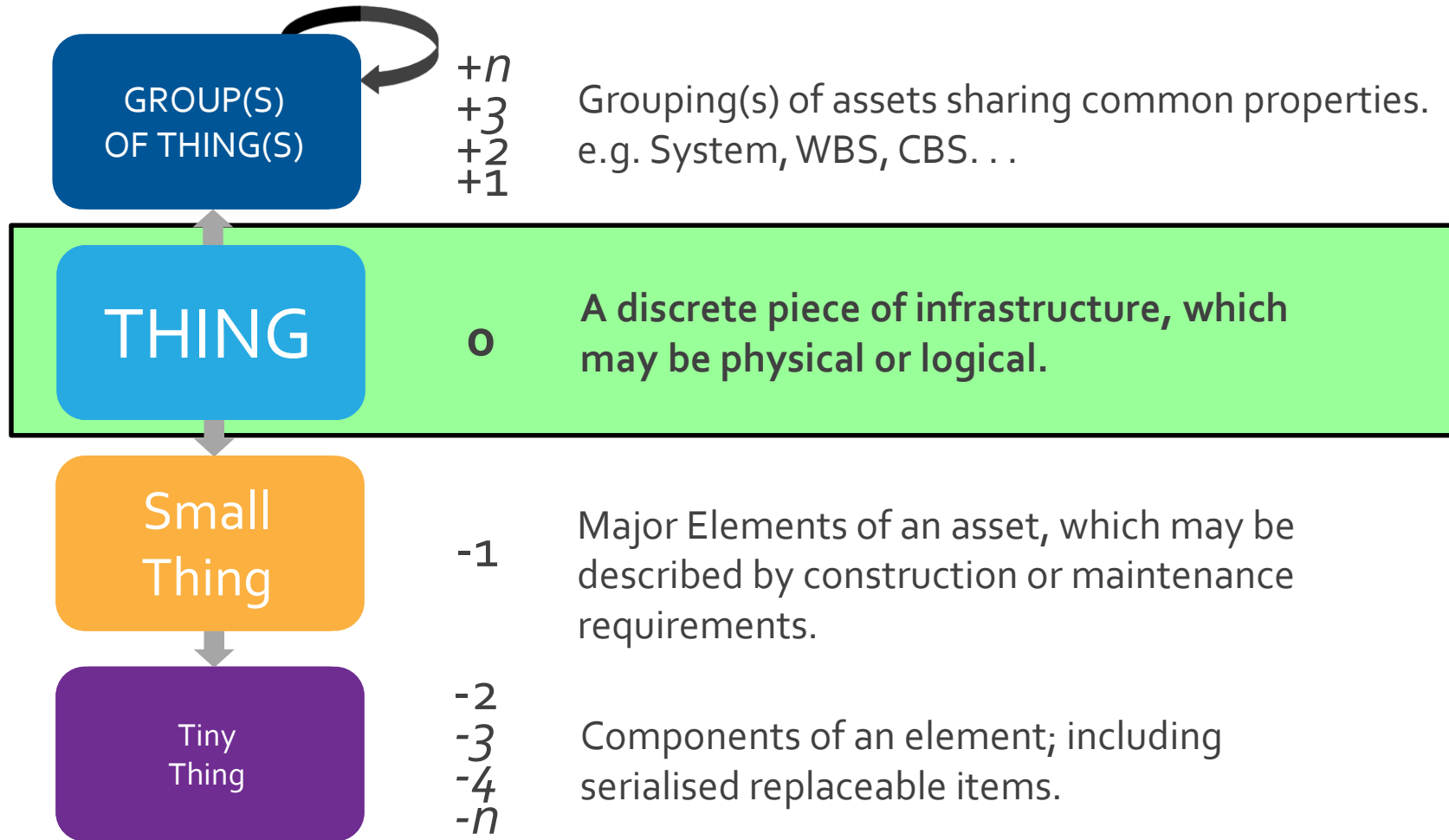
- How would normal permits be applied for?
  - Do they have to be physical permits?
  - What information needs to be on the physical permit?
  - How will Police enforcement be notified regarding virtual permits?
  - What is the e-mail address for applications?
  - What is the time between application and issue of a permit?
- 
- How can administrative requirements be minimised?
    - should all permits be “virtual” permits?

# Highway asset data requirements

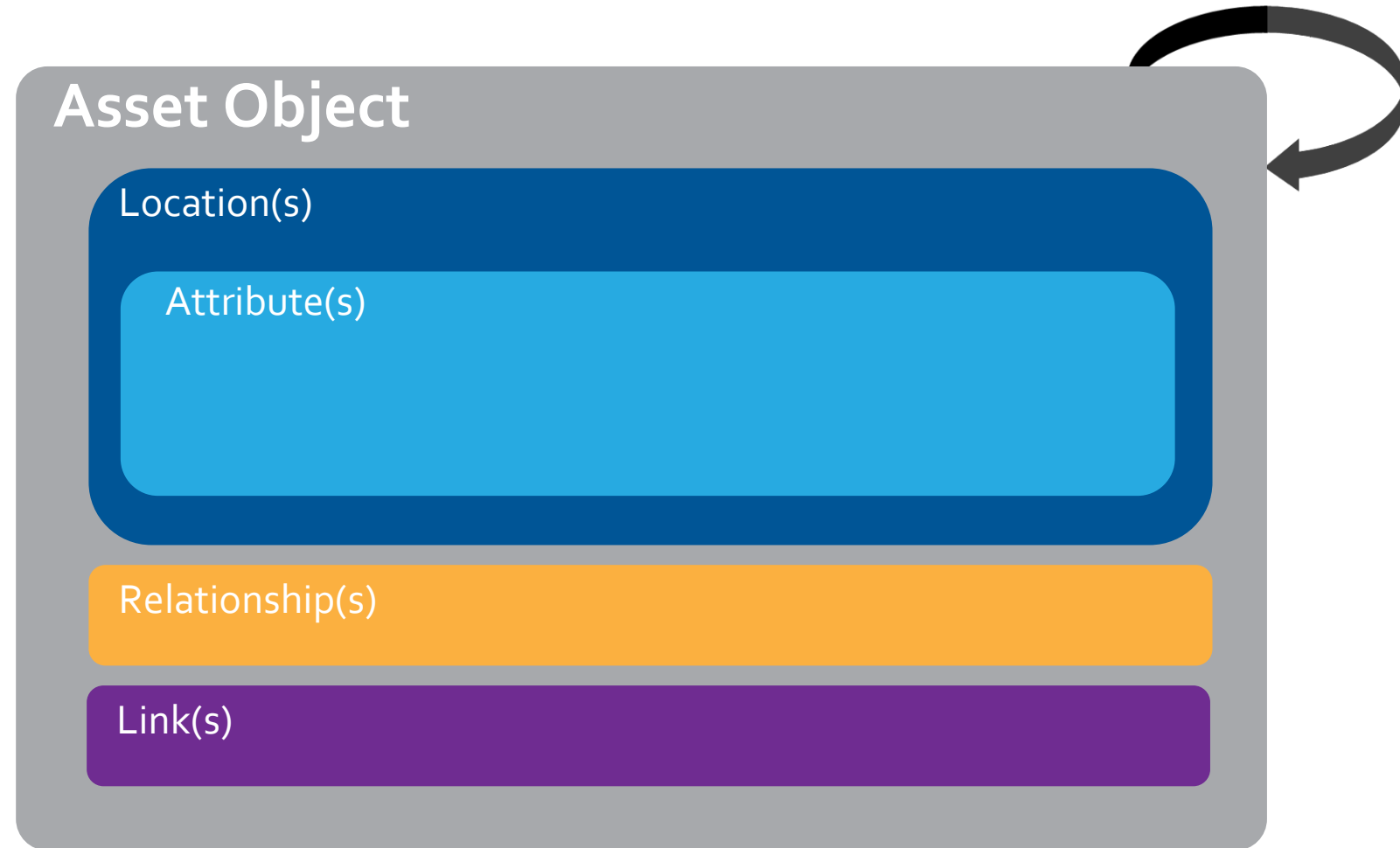
Douglas Young

13 September 2017

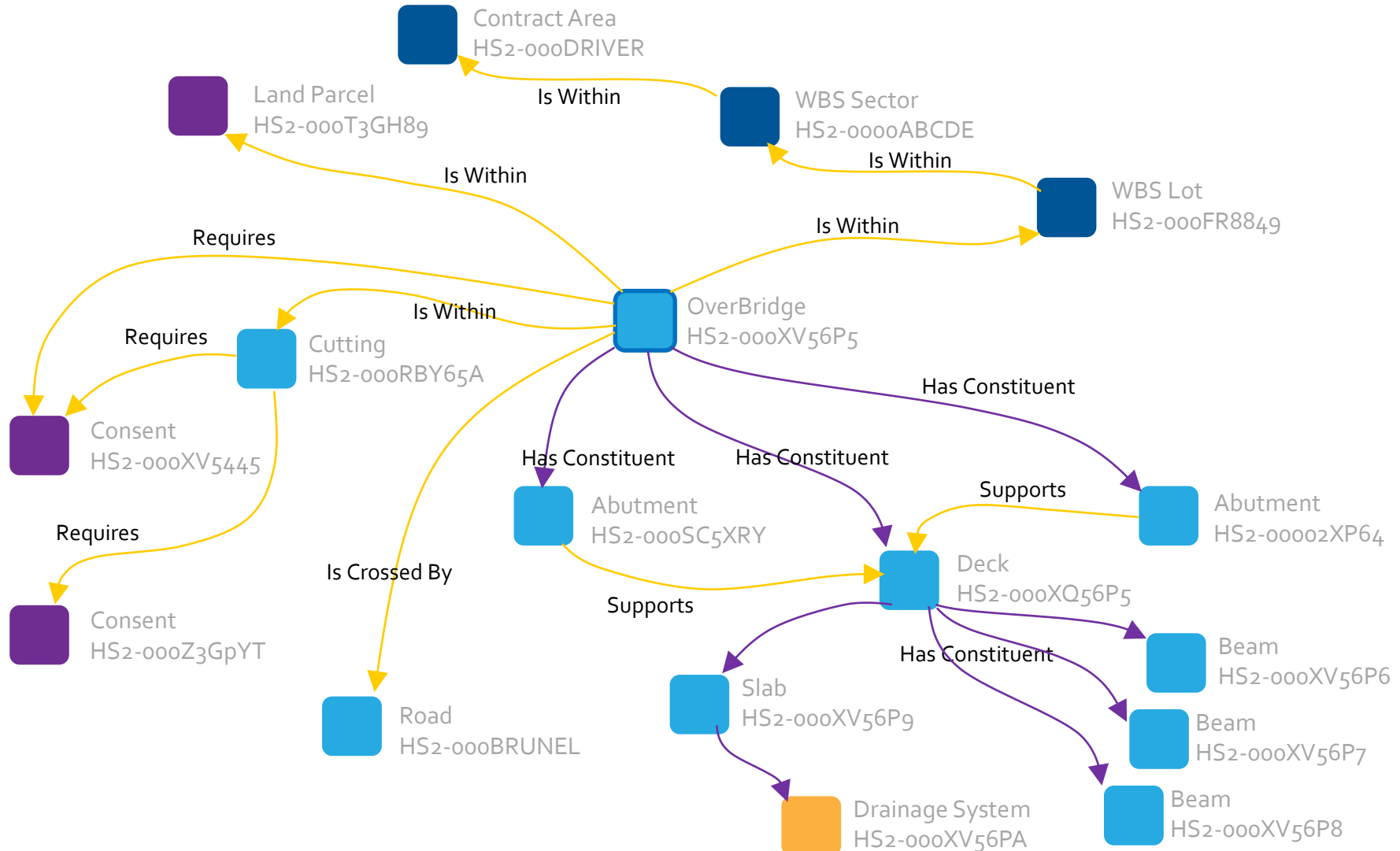
# Asset Hierarchy



# Open Asset Information Model



# Asset Hierarchy/System Breakdown Structure



# Data Driven

- Asset Data Dictionary
  - Management of Classes
  - Management of Attribution
  - Management of Relationships
  - Production of Dynamic AD<sub>4</sub>s





## Asset data dictionary definition de Footbridge

Document number: HS2-HS2-IN

Published from the hs2 Asset Information Management System at  
Revision P01 Author AIMS System Checked by

### Description

A footbridge is a bridge crossing over a railway, road or water whose main purpose is to allow the passage pedestrian traffic

### Classification

Asset classification code CV-BR-FE  
Name Footbridge

### Key fields

Field	Type
UID	Auto
Legacy ID	Free text
Name	Free text
Offset	Free text
Hybrid bill code	Integer
Reference chainage	Free text
Notes	List text
Owner	n
Stage	List text
Status	List text

### Location information

Field	Type	Meaning / purpose
URC	List text	Unique Route Code (or ELR in case of NR)
TrackID	nnn	Track Identifier to which asset is related to
StartChainage	nnn.nnn	Low chainage (Kmg) of asset
EndChainage	nnn.nnn	High chainage (Kmg) of asset
Chainage baseline	List text	The baseline against which the chainage is measured
OSGB Easting	nnnnn	Ordnance survey national grid easting
OSGB Northing	nnnnn	Ordnance survey national grid northing

### Attribute information

Only common attributes shown below.  
If you have special access rights which grant additional attributes, these can be viewed in the system.

### Cost Control

Code	Name	Type	Meaning / purpose
CBSCd	CBS Code	Text	Cost Breakdown Structure mapping of asset
04000	Cost Control Account: Civils Works	Text	Cost Control Account
02000	Cost Control Account: Enabling Works	Text	Cost Control Account

Code	Name	Type	Meaning / purpose
AnglSkw	Angle of Skew (degrees)	Decimal, 2DP	Meaning / purpose
ArOtsndn	Area of outstanding Natural Beauty (Yes/No)	Text	Meaning / purpose
CrbnFipmt	Carbon Footprint	Numeric	Meaning / purpose
ClimHrz	Clearance (Horizontal) (m)	Decimal, 2DP	Meaning / purpose

ClimVrt	Clearance (Vertical) (m)	Decimal, 2DP	Clearance
CompltDt	Completion Date	Date	Date the asset was completed
CrsngFtrID	Crossing Feature ID	Text	Identifier for the crossing feature
DsgnLf	Design Life	Numeric	The design life of the asset
EmbdddEnvmntlmpct	Embedded Environmental Impact	Numeric	The embedded environmental impact of the asset
GrdntMx	Gradient (max)	Text	The maximum gradient of the asset
GrdntMn	Gradient (min)	Text	The minimum gradient of the asset
Grade of Material	GrdOMtrl	Text	The grade of material used for the asset
Lnghth	Length (m)	Decimal, 2DP	The length of the asset
Mtrl	Material	Text	The material used for the asset
MtrlEffncyMtrc	Materials Efficiency Metric	Numeric	The materials efficiency metric of the asset
Owrr	Owner	Text	The owner of the asset
StrtDt	Start Date	Date	The start date of the asset
ThrdPrty	Third Party Name	Text	The name of the third party associated with the asset
StrctTyp	Structure Type	Text	The structure type of the asset

### Scope

Code	Name	Type
CmrRqstFrmID	Cemar Request Form ID	Text
ContrctTyp	Contract Type	Text
LtScp	Let Scope (Yes/No)	Text

### Operations and Maintenance

Code	Name	Type	Meaning / purpose	Required at stage 0
CndtnRtg	Condition Rating	Text	A rating of the physical condition of an asset	3
Crtclty	Criticality	Text	The importance of an asset in the operating and maintaining of the railway	3
DtMntnd	Date Maintained	Date	The date asset has been maintained	5
DspslRqmnts	Disposal Requirements	Text	Any special conditions for the disposal of an asset	3
GmntPrd	Guarantee Period	Numeric	The formal assurance period of the asset	3
HndvrDt	Handover Date	Date	Date asset is handed back to HS2 or external third party maintainer.	3
HlthSftyRtg	Health and Safety Rating	Numeric	The rating associated with health and safety of the site for the inspector or maintainer.	5
MntngOrgnzn	Maintaining Organisation	Text	The external body responsible for maintenance of an asset which may interface with the HS2 railway	5
NxtInspctnDt	Next Inspection Date	Date	Next date for an asset to be inspected/visually checked	3

### Configuration Management

Code	Name	Type	Meaning / purpose	Required at stage 0
ISCI	Is Configuration Item (Y/N)	Text	Identifying if an asset is a configurable item	3

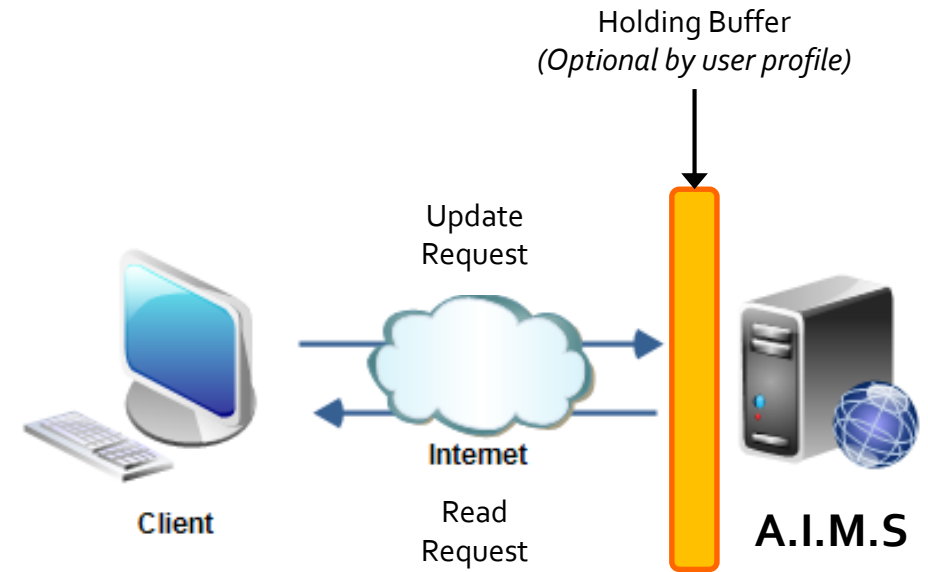
work in progress



# Output/Input...



Computer/Phone/Tablet



Peer-Peer (Web Services)



# Web Services (XML/JSON)

- **asset** (Single asset or multiple)
  - Create
  - Edit
  - Delete
- **extract**
  - Full
  - Incremental
- **dictionary**
  - Full
  - Classification



# XML Example

```
<?xml version="1.0"?>
```

```
<asset userURI="https://assetregister.hs2.org.uk/KWeb?menuItem=ASSET&filter=UniqueAssetID,HS2-000001290"  
uri="https://assetregister.hs2.org.uk/ws/v1/asset/HS2-000001290?authKey=xxxx-xxxx-xxxx-xxxx" since="2015-01-01T00:00:00Z"  
desEntry="true" hybridBillCode="" legacyID="059-S3" stage="1" status="CS" owner="HS2" phase="1" name="A4010 Stoke Mandeville Bypass  
Overbridge" uid="HS2-000001290" xmlns:xsi="http://www.w3.org/2001/XMLSchema-instance" xmlns="http://hs2.datb.net/asset">
```

```
<assetLocation since="2015-01-01T00:00:00Z" osgbNorthing="0.000" osgbEasting="0.000" track="All" chainageUnit="km"  
endChainage="59.350" startChainage="59.350" chainageBaseline="HYB" route="H2ML" class="CV-BR-OB" locationId="1">
```

```
<attribute since="2016-10-31T13:38:17Z" value="303040" type="CC:CBSCd" xsi:type="strAttr"/>
```

```
<attribute since="2016-10-08T20:37:13+01" value="MWCC" type="PMO:CntrctTyp" xsi:type="strAttr"/>
```

```
<attribute since="2017-04-28T12:40:44+01" value="HS2.P1.CS.CT.C221.001290.04000" type="CC:04000" xsi:type="strAttr"/>
```

```
<attribute since="2016-10-06T10:55:58+01" value="No" type="PMO:LtScp" xsi:type="strAttr"/>
```

```
<attribute since="2016-09-22T14:54:00+01" value="Steel-concrete composite or concrete" type="Civils:Mtrl" xsi:type="strAttr"/>
```

```
...
```

```
</assetLocation>
```

```
<assetRelationship since="2016-10-07T13:00:17+01" type="PrmnntWrks" targetURI="https://assetregister.hs2.org.uk/ws/v1/asset/HS2-  
000020BUR?authkey=xxxx-xxxx-xxxx-xxxx" targetName="Attenuation pond" targetUAID="HS2-000020BUR"/>
```

```
<assetRelationship since="2016-10-07T13:00:36+01" type="PrmnntWrks" targetURI="https:// <assetRelationship since="2016-09-  
30T13:06:32+01" type="PrmnntWrks" targetURI="https://assetregister.hs2.org.uk/ws/v1/asset/HS2-000020NBT?authkey=xxxx-xxxx-xxxx-xxxx"  
targetName="Culvert beneath southern approach of overbridge" targetUAID="HS2-000020NBT"/>
```

```
<link since="2015-01-01T00:00:00Z" type="DES" url="https://eb.hs2.org.uk/eB/Search/QuickLink.aspx?n=C222-ATK-DS-DES-020-000415  
&t=3&d=Main%5chs2-eb-db-prod&m=1" linkText="C222-ATK-DS-DES-020-000415" description="eB"/>
```

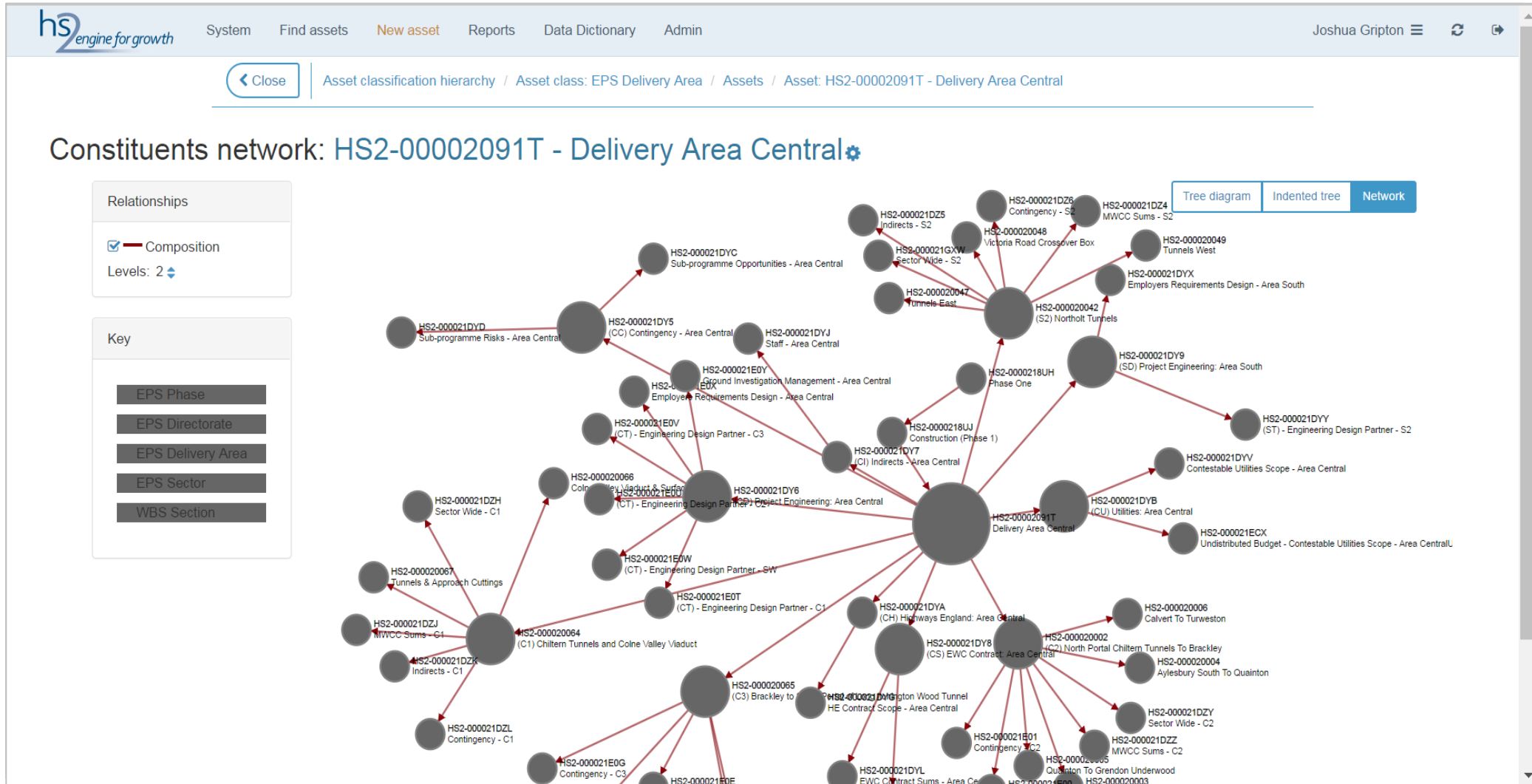
```
<link since="2016-06-21T07:55:19+01" type="Document 1"
```

```
url="https://gviewer.hs2.org.uk/Silverlight/?runWorkflow=InterfaceIn&s=65&l=Design%20Element%20Statement%20(DES)%20Areas&  
c=DES_AssetID&v=HS2-000001290"
```

```
linkText="https://gviewer.hs2.org.uk/Silverlight/?runWorkflow=InterfaceIn&s=65&l=Design%20Element%20Statement%20(DES)%20Areas&  
c=DES_AssetID&v=HS2-000001290" description="eB"/>
```

```
</asset>
```

# Visualisation(s)



# Highway asset data requirements

- As part of the planned handover packages for highway authorities, we need to agree:
  - What asset data do highway authorities require?
  - When would highway authorities want to receive this data?
  - When can HS2 Ltd and its contractors supply this data?
  - What industry-standard format(s) should be used to transfer data?
- HS2 Ltd proposal
  - Arrange further focussed sessions / working group(s)
  - Highway authorities to agree nominees to represent sub-group



# Technical standards

Richard Adam

13 September 2017

# Technical Standard - Temporary Works

- 31 comments received from:
  - Warwickshire CC (12)
  - Hertfordshire CC (5)
  - Highways England (14)
- Main points / actions (see feedback sheet for full details):
  - No action (e.g. points noted, queries responded to, site-specific issues) – 10
  - Points addressed in other documents – 8
  - Suggestions to be adopted (either wholly or in part) – 13
- Next steps:
  - Technical standard to be updated and reissued at version P04 in due course



# Technical Standard - Retaining Structures

- 47 comments received from:
  - Warwickshire CC (8)
  - Hertfordshire CC (8)
  - Oxfordshire CC (9)
  - Highways England (22)
- Main points / actions (see feedback sheet for full details):
  - No action (e.g. points noted, queries responded to, future agenda items) – 11
  - Points addressed in other documents – 11
  - Suggestions to be considered further in next update – 5
  - Suggestions to be adopted (either wholly or in part) – 17
  - Duplicates – 3
- Next steps:
  - Technical standard to be updated and reissued at version P05 in due course

# TS - HS2 Train Load Models for Civil Eng Design

- 6 comments received from:
  - Highways England (5)
  - Warwickshire CC (1)
- Main points / actions (see feedback sheet for full details):
  - No action (e.g. points noted, queries responded to, third party issues) – 3
  - Points addressed in other documents – 3
- Next steps:
  - No updates required at this stage

# Guidance notes

Richard Adam

13 September 2017

# GN – Highway Boundary Considerations

- 12 comments received from:
  - Highways England (12)
- Main points / actions (see feedback sheet for full details):
  - No action (e.g. points noted, queries responded to, future agenda items) – 6
  - Points addressed in other documents – 4
  - Suggestions to be adopted (either wholly or in part) – 2
- Next steps:
  - Guidance note to be updated and reissued at version P02 soon

# GN – Bridge Maintenance Demarcation Lines

- 153 comments received from:
  - Oxfordshire CC (5)
  - Highways England (19)
  - Hertfordshire CC (56)
  - LB Camden (5)
  - Staffordshire CC (39)
  - Buckinghamshire CC (8)
  - Warwickshire CC (16)
  - Northamptonshire CC (5)
- Main points / actions (see feedback sheet for full details):
  - No action (e.g. points noted, queries responded to, future agenda items) – 44
  - Points addressed in other documents – 18
  - Suggestions to be considered further in next update – 9
  - Suggestions to be adopted (either wholly or in part) – 27
  - Duplicates / overlapping comments – 55
- Next steps:
  - Guidance note to be updated and reissued at version P02 soon
  - Improved / additional drawings to be prepared for version P03

# Other guidance notes

Update as of 4 September 2017:

- Road Safety Audits – version P03 to address missing Highways England comments on version P01
- Temporary Works on or near Highways – version P01 on HS2 review
- Application of NRSWA to HS2 – version P01 ready for issue for review / comment
- Technical Approval of Highway Structures – version P01 ready for issue for review / comment
- Highway Earthworks Approvals / Certification – version P01 on HS2 review
- Handover Packages for Highway Authorities – planned
- Stopping-up of Highways – planned
- Altering the Public Rights of Way Network (*new title*) – draft version P01 in preparation
- Traffic Regulation Orders – under consideration (also DfT guidance)
- Further guidance notes can be prepared, if required
- Some new / existing guidance notes will also refer to Phase 2a hybrid Bill and information papers

# Consultation, consent, approval and notification forms

Richard Adam

13 September 2017

# Consent / approval forms (1)

- Form HW1 – road layout
  - 6 additional comments received from WCC (see feedback sheet for full details):
    - No action (e.g. points noted, queries responded to) – 2
    - Suggestions to be adopted (either wholly or in part) – 4
  - Next step – to be reissued for use at version P02 with further minor refinements
- Form PHW2 – bridges
  - 28 comments received from:
    - Warwickshire CC (12)
    - Hertfordshire CC (3)
    - Oxfordshire CC (5)
    - Highways England (8)
  - Main points / actions (see feedback sheet for full details):
    - No action (e.g. points noted, queries responded to, site-specific issues) – 4
    - Points addressed in other documents – 8
    - Suggestions to be adopted (either wholly or in part) – 15
    - Duplicates – 1
  - Next steps – to be issued as Form HW2 at version P01 with further minor refinements



# Consent / approval forms (2)

- Form PHW3 – permanent stopping up
  - 28 comments received from:
    - Warwickshire CC (1)
    - Hertfordshire CC (1)
    - Oxfordshire CC (1)
  - Main points / actions (see feedback sheet for full details):
    - Points addressed in other documents – 2
    - Suggestions to be adopted (either wholly or in part) – 1
  - Next steps – to be issued as Form HW3 at version P01 with further minor refinements
- Form HW4 – new accesses (notice) – ready for issue for review / comment
- Form HW5 – new accesses (consent) – version P01 on HS2 review
- Forms HW6 to HW10 to follow
- Forms may also be refined following any feedback as they start to be used

# Consult / consent and notification forms

- Form TM1 for temporary interference
  - Further revisions due to comments received
- Notification for vehicle removals
  - Before exercising the power under sub-paragraph (1), an authorised person must give notice to—
    - (a) the local authority ... in whose area the vehicle is situated, and
    - (b) the chief officer of the police force in whose area the vehicle is situated.

# Consult / consent and notification forms

## Notification for vehicle removals

- The highway authority and Police authority
- The relevant street(s) and extent, as appropriate
- The related schedule 4 submission (or the regulations as necessary)
- The planned dates or period where the powers will be used
- The advanced warning to be provided and planned dates for provision
- The planned places for vehicles to be relocated to (as far as practicable)
- Confirmation that arrangements have been (or will be) in place for notification to Police (or other service) of the vehicles towed
- Contractor contact details
- Signature of HS2 authorising the contractor to use the powers

# Forward plan

HS2 Ltd

13 September 2017

# Forward plan – September 2017

Date	Venue	Proposed agenda items
08/11/2017 (provisional)	Euston (venue t.b.c.)	Temporary and permanent direction signage (presentation) Guidance notes (update) Consent / approval forms (update) <i>(other items as prioritised at September meeting)</i>
10/01/2018 (provisional)	West Midlands (t.b.c.)	<i>(items as prioritised at September and November meetings)</i>
Late 02/2018 (t.b.c.)	Euston (venue t.b.c.)	<i>Agenda to include:</i> Annual Route-wide Traffic Management Plan review
<i>Timing t.b.c.</i>		'New burdens' assessments

# Any other business

All

13 September 2017