

Contains Confidential or Exempt Information	NO
Title	London Streetspace Plan School Streets including Perivale School Street
Responsible Officer(s)	Dipti Patel, Director of Place Delivery
Author(s)	Nicky Batkin, Senior School Travel Advisor
Portfolio(s)	Cllr Dierdre Costigan Climate Action
For Consideration By	Cabinet
Date to be Considered	14 th July 2021
Implementation Date if Not Called In	26th July 2021
Affected Wards	All
Keywords/Index	Active Travel, Air Quality/Pollution, Climate and Ecological Emergency Strategy, Cycling, Local Implementation Plan (LIP), Road Safety, Sustainable Transport, School Travel, Traffic, Traffic Orders, Walking

Purpose of Report:

To report on progress of the consultation on Experimental Traffic Orders for:

- the LIP funded School Street at Perivale and
- the London Streetspace Programme (LSP) School Streets at 11 schools

It proposes that the majority are made permanent, and that the Council continues to support active travel and improve road safety for the school journey.

1. Recommendations

It is recommended that Cabinet

- 1.1 Notes the outcome of the review and impact of the 12 School Street Schemes listed in Appendix 1 and associated consultations summarised at paragraphs 2.19 and 2.26 below and in Appendix 3 and 4.
- 1.2 Agrees in principle to making 10 of the School Streets Schemes permanent subject to the changes to the Schemes summarised in recommendation 1.4 below namely:
 - The LIP funded scheme at Perivale and

- 9 Tranche One LSP School Streets schemes. (Appendix 1)
 - The redesign of two further LSP School Streets Schemes (Appendix 1) with a view to reconsulting at a later date.
- 1.3 Agrees to the installation of ANPR cameras to replace barrier enforcement at the 9 LSP schemes, which brings all schemes under one enforcement regime.
- 1.4 Agrees to amend the School Streets Schemes to remove the exemption for school staff and to make amendments with regard to the exemption relating to blue badge holders as summarised in paragraph 3.13 below.
- 1.5 Delegates authority to the Director of Place Delivery to take the necessary steps to implement the 10 School Streets Schemes permanently (subject to the outcome of statutory consultation)

2. Reason for Decision and Options Considered

Strategic Background for School Streets

- 2.1 Full Council passed a motion, on 2nd April 2019, that resolved: To implement pilot School Streets with a view to implementing School Streets or No-Idling Zones around every suitable primary school in the borough by 2022.
<https://ealing.cmis.uk.com/ealing/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/5004/Committee/2/SelectedTab/Documents/Default.aspx>
- 2.2 The London Mayor has made it an over-reaching policy that all local Councils must help children and parents to use cars less and to walk, cycle and use public transport more. This requires that a healthier and safer environment is established at school entrances.
- 2.3 To support the Mayor's Transport Strategy, Transport for London (TfL) have adopted the 'Healthy Streets' Approach, to create streets that are pleasant, safe and attractive. This will help to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.
- 2.4 The School Streets Schemes help to meet the three core objectives of the Council's Transport Strategy:
- Mode shift – increasing active travel
 - Reducing the environmental footprint of transport and improve air quality
 - Improving road safety – reduce road safety incidents

LIP Funded Perivale Scheme Background

- 2.5 The Perivale School Street Scheme was planned as Ealing's first scheme, introduced as a pilot project to develop a suitable programme for the Borough's schools. The programme intended to deliver Mini Liveable Neighbourhoods around schools which would implement measures, based on key school sites,

to encourage children to walk and cycle, reducing traffic in the local area, improving air quality and road safety, whilst benefitting local residents. These measures could include creating green spaces and cycling infrastructure, redesigning junctions and widening walking routes to improve access to local shops, businesses and public transport.

- 2.6 Development of this pilot began in early 2019 and a Council wide project board was formed in April 2019. Traffic surveys were undertaken in term time and school holidays in 2019 and repeated in 2021. The 2019 data showed that a high proportion of traffic in the area around the Perivale Schools (Perivale Primary and John Fisher Catholic School) is not related to school traffic, as would normally be the case outside a school. The Scheme includes a road closure to reduce the constant rat run traffic that had been identified.
- 2.7 A Cabinet decision to deliver further School Streets schemes (including the Perivale Schools scheme) was made on 16th June 2020 - Item 8, Report title: Active travel and social distancing measures in response to Covid-19 and to aid economic and social recovery from the Covid-19 pandemic
<https://ealing.cmis.uk.com/ealing/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/6514/Committee/3/Default.aspx>
- 2.8 The Perivale Schools scheme was subsequently implemented in September 2020 by way of an Experimental Traffic Order (ETO).

LSP Schemes Background

- 2.9 On 11th May 2020, Grant Shapps, Minister for Transport announced a new national programme of Emergency Transport Measures to reallocated road space in response to the COVID 19 (COVID) pandemic. It was supplemented by updated guidance from the Department for Transport (DfT) on the Traffic Management Act 2004

<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

In his foreword to the details of the scheme, Mr Shapps, states: “The government therefore expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians. Such changes will help embed altered behaviours and demonstrate the positive effects of active travel.”

- 2.10 Following the announcement by Grant Shapps, TfL produced Interim Guidance to Boroughs on the London Streetspace Programme and this was circulated to Boroughs on 15th May 2020.

The TfL guidance went on to describe and advocate School Streets as a key tool in the London Streetspace Programme, adding that they should be included as part of all proposals for LTNs. <http://content.tfl.gov.uk/appendix-8-supplementary-guidance-on-school-streets.pdf>

2.11 A Cabinet decision to deliver school streets was made on 16th June 2020 - Item 8 Report title: Active travel and social distancing measures in response to Covid-19 and to aid economic and social recovery from the Covid-19 pandemic <https://ealing.cmis.uk.com/ealing/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/6514/Committee/3/Default.aspx>

2.12 13 LSP schemes were developed in 2020 by way of Experimental Traffic Orders. Two schemes did not subsequently proceed. One ETO was revoked on 27th April 2021. The other is under consideration for future implementation.

Monitoring and Evaluating the Schemes

2.13 On average, 84% of Ealing's primary pupils live less than 1 mile from school (max 30 minute walk or 12 minute cycle). This includes 62% living within half mile (15 minute walk). The proportion of car journeys, totalling 23%, is higher than the number of pupils living over 1 mile from school, suggesting that a number of these car journeys are short and therefore walkable or cyclable.

Monitoring the LIP funded Perivale Scheme

2.14 At Perivale Primary 69% live within 1/5 mile and 25% between 1/5 and 1 mile. At St John Fisher Catholic this is 55% and 25% respectively.

2.15 Residents were offered a number of opportunities to be involved in development of the Perivale scheme.

- 11/11/2019 - A survey was hand delivered to all residents in the school streets zone on.
- 25/11/2019 – A drop-in session was organised at Perivale Primary School and residents were invited to attend.
- 16/1/2020 - A co-design workshop was organised at St Nicholas Church. Leaflets were hand delivered to every household in the zone and posters were displayed on lampposts through the area.
- August 2020 – Information, in the form of a letter and printed FAQs, was sent to all residents within the School Street closure area, and businesses in Wadsworth Road, with details of how to apply for permits.
- May 2021 – A letter was posted to all residents and businesses within and around the school street area, inviting them to participate in the consultation survey.

2.16 Both schools were engaged in development of the scheme through a number of activities, including surveys and workshops. Resources were provided to support them in raising awareness of the scheme throughout development and implementation.

2.17 The scheme has been regularly monitored since implementation. An independent review has been undertaken and an overview of the level of support for each scheme is included as **Appendix 2**.

- 2.18 Active travel has increased at both schools. Traffic volumes have decreased in the area. A correlation is evident between a reduction in cars seen and increases in those cycling or walking to school. However, consultees gave a mixed response regarding road safety, with a similar proportion agreeing it had improved to those who disagreed. Officers will work with the schools to ensure road safety education continues to be incorporated into the curriculum.
- 2.19 The number of Penalty Charges Notices issued has decreased over time, indicating the scheme is moving towards compliance. Officers are aware that residents raised concerns regarding parents blocking driveways. However, a review of parking in the area confirms that the use of unrestricted parking in the area is above capacity generally and this issue is also seen outside of term time, indicating that it isn't only due to the School Street Scheme. Officers will consider how to address these concerns.
- 2.20 The full evaluation report, which includes details of the consultation responses received, is included as **Appendix 3**

Monitoring the London Streetspace Schemes

- 2.21 13 schools, with an existing level of engagement in promotion of active travel (STARS accreditation), were selected in June 2020 because they had the most potential to participate and deliver a successful School Street, in a very short timeframe. Schools with high number of pupils on roll were then invited to participate, to assist in delivering a scheme that would support them with additional social distancing measures. The Headteacher and Chair of Governors of each school signed an MOU to demonstrate their commitment to delivery of the scheme and continued promotion of active travel and road safety. As mentioned in 2.12, 2 schemes did not progress.
- 2.22 All schools were engaged in development of their scheme. Resources were provided to support them in raising awareness of the scheme to their school community throughout development and implementation.
- 2.23 In August 2020 a letter with information about the scheme was posted to every property within the school street closure. All residents were issued with a hard copy permit and invited to apply for additional permits if they were required
- 2.24 Members were advised of the schemes in their Ward and copies of the letters provided for their information.
- 2.25 The schemes have been regularly monitored since implementation. An independent review has been undertaken and an overview of the level of support for each scheme, with information on the reasons given for not supporting specific schemes, is included as **Appendix 2**.
- 2.26 Overall active travel to school has increased on each of the schemes, with more pupils and staff walking and cycling since the schemes were implemented. Parents/carers tend to agree that road safety in surrounding relevant areas has improved. All stakeholders agreed there were issues relating to parking and

congestion prior to implementation of each scheme. Some residents are now concerned about displaced parking and some schemes require additional measures to address the issues.

- 2.27 Schools and other stakeholders are concerned about the use of barriers, managed by volunteers, as a means of enforcement. They feel this is inappropriate and highlight the inconsistent approach, due to lack of support on some occasions, and timing of the placement of barriers for some schemes as issues that need to be resolved. These issues can be addressed by the use of ANPR enforcement and this is recommended .
- 2.28 The full evaluation report is included as **Appendix 4**

3. Key Implications

- 3.1 There were limited responses to the consultation from each target group of residents/businesses, parents/carers, school staff and children, in respect of each of the schemes. For example, at one scheme 84 responses were received from approximately 645 properties, suggesting that the majority of people impacted do not have strong feelings either for or against the scheme(s).
- 3.2 For the LIP funded Perivale scheme, the data indicates that parents/carers at both schools support the scheme, staff at Perivale Primary support it but they do not at St John Fisher. 41 residents/businesses support the scheme and 44 do not.
- 3.3 For the remaining LSP schemes, the data indicates that most schemes are supported by parents/carers and all are supported by staff. 5 schemes are not supported by residents, including 1 that is also not supported by parents/carers. However, the difference in terms of actual numbers on this scheme is minimal, see **Appendix 2**
- 3.4 Officers have been made aware, through discussions with the school and feedback from the surveys, that the schemes at Gifford Primary and Vicars Green Primary Schools may not suit the community and recommend that the schemes be redesigned. This may require the school street to cover a wider area and will require further consultation and financial implications.
- 3.5 Officers are aware, based on experience with other traffic schemes, that changes can be popular with many members of the school and local community, who do not necessarily express their views. Conversely it is noted that a small number of consultees felt very strongly that the timed closures, for approximately an hour both in the morning and afternoon, were an intolerable imposition.
- 3.6 In 2018, the STARS mode of travel survey data indicated that schools had more families driving to school than lived within a walkable or cyclable distance. At Perivale, a 2020 survey obtained the same results. The impact of a successful scheme would be greater than the imposition perceived by

consultees, in terms of reduced numbers of driven trips and consequent benefits.

- 3.7 The schools take responsibility for raising awareness of active travel and road safety. They are expected to address the issues associated with displaced, unsafe and inconsiderate parent parking in the wider area. Due to pressure of school (education) priorities schools may not be delivering road safety in the curriculum or campaigns to address parking issues.
- 3.8 Officers gave careful thought to school selection and the engagement and consultation process to give any changes the best possible chance of success. Overall there was strong support for this kind of change at most schools.
- 3.9 The enforcement of the LIP funded Perivale scheme was different from the LSP schemes from the start due to the additional time taken to develop and deliver the scheme, and the funding available.
- 3.10 The Perivale scheme has been enforced using ANPR cameras from the start of implementation. The LSP school streets were implemented with a view to providing camera enforcement when funding became available. The barrier enforced schemes, managed by Stewards, helped officers determine the schools' enthusiasm for the schemes and their willingness to take responsibility for addressing issues. However, this type of enforcement is not sustainable, long term viability is poor and camera enforcement across all schemes is now recommended.
- 3.11 One of the aims of a School Street scheme is to significantly reduce the number of motor vehicles accessing the road(s) directly in front of a school, in order to create a safer environment and encourage more walking and cycling to school. This could not be achieved if a significant number of motor vehicles are granted an exemption to the School Street restriction, so it is important to manage exemptions only for cases that are necessary. Following the trial, some amendments are recommended to minimise the number of vehicles accessing the roads directly in front of the schools:
 - The exemption currently given in the ETOs to any vehicle displaying a disabled person's badge needs to be amended given that camera enforcement for all schemes is now recommended. Blue badge holders who are resident in the area can register with the Council to allow them access during the restricted times. It is also proposed that any blue badge holders that work in the area or are dropping off and collecting staff and pupils should also be exempt, subject to them also applying to register for the exemption.
 - The LSP School Streets ETOs currently provide an exemption for school staff. Schools were advised that this exemption was included as a temporary measure only during the COVID pandemic. They were advised that exemption would not be granted if the scheme became enforced by ANPR, to be aligned with the Perivale scheme which has been operating without staff permits since September 2020. It is

therefore proposed that this exemption be removed from LSP School Streets in order to minimise the number of vehicles accessing the roads directly in front of schools.

- 3.12 If the recommendations to revise the exemptions outlined above are agreed by Cabinet it is recommended that the schemes be made permanent by means of new permanent traffic orders. This is because any of the revisions proposed would otherwise require a modification to the existing ETOs which would then reset the 6 month objection period for ETOs. It is not considered that it is necessary for there to be a further 6 month objection period given the nature and scope of the changes. It is therefore recommended that new permanent traffic orders be made as an alternative procedure. The procedure for making permanent traffic orders includes a 21 day statutory consultation period and it is considered that this should allow sufficient time for any further objections to be made. Any further objections will then be taken into account before any decision to make the permanent orders (or not) is made. It is recommended that Cabinet delegate authority to the Director of Place Delivery to take the necessary steps to make the orders.

4 Financial

Financial impact on the budget: LIP Funded Perivale Scheme

- 4.1 The Perivale scheme was implemented using funding from the 2020/21 Local Implementation Plan (LIP) programme and London Streetspace Programme (LSP). The highways works of £17,742 were funded from LSP. The total cost of implementing the project was £103,639.26.
- 4.2 The cost of making the scheme permanent is £3000. This will be funded from the 2021/22 LIP programme.
- 4.3 Income generation is not the aim of camera enforcement it is to increase compliance and ultimately ensure the restriction is achieving our main objectives. Any income raised by fines from motorists who contravene will be ringfenced to maintain the equipment and infrastructure.
- 4.4 The Council will continue to work with the schools on road safety and mode shift activities. The funding for this is also covered by LIP programme as part of the Schools Travel sub-programme. There is, therefore, no impact on Council Capital or Revenue Funding.

Refer to Cabinet Report 'Transport Programme 2021-22'

<https://ealing.cmis.uk.com/ealing/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/6523/Committee/3/SelectedTab/Documents/Default.aspx>

Financial impact on the budget: LSP Schemes

- 4.5 The LSP schemes were implemented using funding from the 2020/21 London Streetspace Programme (LSP). Ealing Council received £167,539 of LSP funding for School Streets. The cost of implementing these schemes was

£76,856 for infrastructure measures and £11,964 for equipment, promotion and resources for schools. Total for implementing the LSP school streets is £88,820. £17,742 of LSP funding was allocated to the Perivale scheme, as mentioned in 4.1 above. With permission from TfL the balance of £60,977 was allocated to the additional costs associated with implementation of Low Traffic Neighbourhoods.

- 4.6 The cost of making 9 schemes permanent is £13,500. This will be funded from the 2021/22 LIP programme.
- 4.7 A full Highways assessment and costing is required to determine if 2 schemes can be redesigned. If agreed and the funding is available, this will be allocated from the LIP programme.
- 4.8 Schools have requested enforcement by ANPR camera. To proceed with this measure for 9 schools, 12 cameras @ £20k are required, total £240k. The cost of cameras can be allocated from LIP grant funding and the Penalty Charge Notices of existing and future schemes.
- 4.9 Signs are not always sufficient to stop drivers from entering the closure during operational times and ANPR enforcement will inevitably generate income. However, enforcement income is not required to deliver the schemes. We are unable to predict the fines received from motorists that contravene the camera enforced closure, however, any surplus will be ring-fenced to maintain equipment and infrastructure.
- 4.10 The Council will continue to work with the schools on road safety and mode shift activities. The funding for this is covered by LIP programme as part of the Schools Travel sub-programme. There is, therefore, no impact on Council Capital or Revenue Funding.

Refer to Cabinet Report 'Transport Programme 2021-22'

<https://ealing.cmis.uk.com/ealing/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/6523/Committee/3/SelectedTab/Documents/Default.aspx>

5. Legal

- 5.1 The Schools Street schemes have been introduced by way of experimental traffic orders (ETOs) under section 9 of the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations)
- 5.2 An ETO does not statutorily require public consultation prior to being made. However, once an order has been made it is then monitored and the public have a period of 6 months in which to make representations objecting to the order which are then taken into account before a decision is made as to whether the ETO should be made permanent or not.

- 5.3 Where, as here, it is proposed that new permanent traffic orders be made instead of making the existing ETOs permanent (for the reasons set out in paragraph 3.11 above) the permanent orders will be made by way of an order pursuant to section 6 of the 1984 Act. The 1996 Regulations require the Council to give notice of the making of orders to be made pursuant to section 6 giving objectors a minimum of 21 days in which to make objections to the making of the order. Any objections received will be taken into account before any decision is made to proceed.

6. Value For Money

- 6.1 The costs of this measure are considerably cheaper than traffic calming alternatives and seem likely to have a much greater road safety as well as behaviour change impact.

7. Sustainability Impact Appraisal

- 7.1 A comprehensive Strategic Environmental Assessment covering transport projects has been completed as part of the LIP 2019-22.
- 7.2 This scheme aligns with the Ealing Transport Strategy and TfL's Mayor's Transport Strategy.
- 7.3 The scheme may contribute to lowering carbon emissions in the Borough by encouraging active travel and reducing car use, helping to improve local air quality.
- 7.4 The scheme aligns with the two of the aims and objectives in the Climate Emergency Strategy, namely to
1. Reduce the number of vehicle journeys in and through the borough
 2. Increase active travel

8. Risk Management

- 8.1 Schools have found it difficult to sustain volunteer support to manage the barrier. Volunteers have reported abusive and aggressive behaviour from drivers, and this risks their safety. Schools may withdraw from the schemes if camera enforcement is not provided.
- 8.2 There is a financial risk associated with the source funding for these and future schemes. TfL LIP funding is limited and is not guaranteed.

9. Community Safety

- 9.1 Transport Strategy and LIP have an objective to "Improve road safety". Transport schemes, including new pedestrian and cycle infrastructure, are a part of planned interventions that would improve safety in the community. In addition, the Council has a statutory duty to investigate road traffic collisions and work to prevent future road casualties. Advice from TfL is that

incorporating safety schemes within the LIP schemes will satisfy this requirement.

10. Links to the 3 Key Priorities for the Borough

10.1 The Council has three key priorities for Ealing. They are:

- Good, genuinely affordable homes
 - School Streets will provide measures to encourage the school community and local residents to choose sustainable transport for their journeys. This will help to increase walking and cycling.
- Opportunities and living incomes
 - Encouraging children to travel sustainably will provide them with life skills that can help them to develop the ability to be independent and take responsibility for their personal safety. Widening the mobility experiences of young people can help them access opportunities for training and work in the future.
- A healthy and great place
 - Encouraging residents to use active travel for journeys will help to keep people physically active and can improve their health.
 - Reducing car use will help to reduce pollution in the local area.
 - Wider measures around the school street will produce excellent streets where residents want to spend time and travel through by walking and cycling.

11. Equalities, Human Rights and Community Cohesion

11.1 An Equalities Impact Assessment has been produced for the LIP 2019-22.

11.2 An Equalities Analysis Assessment was been produced and published for implementation of the 13 original experimental traffic orders. This has now been reviewed and an updated EAA is attached as Appendix 5. It will be reviewed further before any decision as to whether to make any permanent order is made.

12. Staffing/Workforce and Accommodation implications:

12.1 There is no impact on Council accommodation.

12.2 Officer time will be required to maintain the schemes and support residents with information and processing of registration of exemptions. Ongoing communication will be required to continue to raise awareness of the scheme. At this stage it is difficult to estimate how many hours this will require, but it is thought that it can be accommodated within existing workloads without the need for additional staff.

13. Property and Assets

13.1 There are no impacts on Council property.

14. Any other implications:

14.1 Not applicable

15. Consultation

Consultation on the LIP Funded Perivale Scheme

15.1 The LIP funded Perivale scheme has been subject to two consultations – prior to implementation and after 9 months of implementation.

- Perception survey was undertaken with residents and the school community in November 2019 to determine their view on implementing the scheme. This was a mix of hard copy and online forms.
- In-person co-design workshops were organised in January 2020 to seek further views.
- Emergency services were consulted
- Online feedback survey was conducted in May 2021 with children, parents/carers, staff, residents and businesses in and around the school street.

Response rate was:

- 227 Children
- 36 Parents/carers
- 40 Staff
- 88 Residents/Businesses

15.2 An independent review of the Perivale scheme took place in June 2021 and the evaluation report is included as Appendix 3.

Consultation on the LSP Schemes

15.3 The LSP School Street schemes were included in an Overview and Scrutiny Reviews on 3rd December 2020 – item 6.

<https://ealing.cmis.uk.com/ealing/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/6671/Committee/34/SelectedTab/Documents/Default.aspx>

15.4 Meaningful consultation on the ETO's was delayed due to national lockdown and closure of schools in 2020 as those likely to be affected were unable to experience the scheme and provide informed views of the schemes. A letter was sent to all residents in and around each of the schemes, to advise them of the delay.

15.5 An online survey was conducted in May 2021 with children, parents/carers, staff, residents and businesses in and around the school street.

The overall response rate was:

- Children = 1181
- Parents/carers = 590

- Staff = 234
- Residents/Businesses = 462

15.6 Emergency services were contacted and did not express concerns about most schemes. LFB commented that anecdotally there is more parking in narrow streets, in one location (Gifford), and this had slowed appliance access but not significantly. No empirical data is available to confirm this or otherwise.

15.7 An independent review of the schemes took place in June 2021 and the evaluation report is included as Appendix 4.

16. Timetable for Implementation

Item	Date
Cabinet decision	July 2021
Traffic Management Order published	6 th September 2021
Statutory consultation begins – 21 days	6 th September
TMO comes into force	28 th September
Review of scheme	Annually

17. Appendices

If appendices are essential to the understanding of the report, list titles here. Please ensure that appendices have proper titles.

- Appendix 1 - List of schemes
- Appendix 2 – Overview of support
- Appendix 3 – Evaluation report – Perivale scheme
- Appendix 4 - Evaluation report – LSP schemes
- Appendix 5 – revised EAA

18. Background Information

Full Council Motion 2 April 2019

<https://ealing.cmis.uk.com/ealing/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/5004/Committee/2/SelectedTab/Documents/Default.aspx>

Cabinet report June 2020

<https://ealing.cmis.uk.com/ealing/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/6514/Committee/3/Default.aspx>

Officer Decision on LSP 26 October 2020

<https://ealing.cmis.uk.com/ealing/Default.aspx?TabId=70&ctl=ViewMeetingPublic&mid=397&Meeting=6804&Committee=315>

Officer Decision on Perivale scheme 2 November 2020

<https://ealing.cmis.uk.com/ealing/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/6843/Committee/315/SelectedTab/Documents/Default.aspx>

Consultation

Name of consultee	Post held	Date sent to consultee	Date response received	Comments appear in paragraph:
Internal				
Jackie Adams	Head of Legal	10/6/2021		5. Legal
Yalini Gunarajah	Senior Finance Business Adviser	10/6/2021 17/6/2021 21/6/2021		4. Financial
Chris Neal	Principal Accountant	10/6/2021		4. Financial
Dipti Patel	Director of Place Delivery	15/6/2021		
Chris Cole	Transport Projects and Policy Manager	15/6/2021	25/6/21	General comments across document
Tony Singh	Head of Highways	15/6/2021		
Gina Cole	Head of Parking Services	15/6/2021	16/6/2021	
External				

Report History

Decision type: EITHER: Key decision OR Non-key decision	Urgency item? Yes / No
Report no.:	Report author and contact for queries: Nicky Batkin, Senior School Travel Advisor Email: batkinn@ealing.gov.uk