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SCRUTINY REVIEW PANEL 2

TRANSPORT

Date: **Tuesday, 11 February 2014**

Time: **6.00pm (Please note the change of time, which is due to the scheduled strike action on the London Underground tube network)**

Venue: **Queens Hall, Ealing Town Hall.**

MEMBERS: Councillors: Swaran Padda (Chair), Shabaz Ahmed, William Brooks, Tejinder Singh Dhami, Susan Emmet (Vice-Chair), Ara Iskanderian, Mohammed Kausar, Gary Malcolm, Mohinder Midha, Ian Potts, Philip Taylor, Lauren Wall and Ray Wall.

A G E N D A

- 1. Apologies for Absence**
- 2. Urgent Matters**
Any urgent matters that the Chair has agreed should be considered at the meeting.
- 3. Matters to be considered in Private**
- 4. Declarations of Interest**
To receive any declarations of personal and prejudicial interests in any of the items to be considered at the meeting, and any notifications of dispensations.
- 5. Minutes (03.12.13)**
To agree the minutes of the previous meeting of the Committee held on 3 December 2013.
- 6. Matters Arising**
- 7. Considering Access to Healthcare Services – Bus Planning** (Report by the Scrutiny Review Officer)

8. **Panel Work Programme** (Report by the Scrutiny Review Officer)
9. **Date of Next Meeting**
To confirm the date of the next meeting due to take place on Wednesday 9 April 2014.

MARTIN SMITH
Chief Executive
4 February 2014

NOTE: *In the event of an emergency your attention is drawn to the evacuation instructions displayed on the wall by the entrance to the Committee Room. First aid advice will also be found here.*

Please note that the filming or recording of proceedings is not permitted unless prior approval has been obtained in accordance with the Council's filming protocol.

**SCRUTINY PANEL REVIEW PANEL 2
'TRANSPORT'**

MINUTES

Tuesday, 3rd December, 2013

PRESENT: Councillors: Swaran Padda (Chair), Susan Emmment (Vice-Chair), Shahbaz Ahmed, Will Brooks, Gary Malcolm, Mohinder Midha, Philip Taylor, Lauren Wall, Ray Wall and Anthony Young (Substituting for Ian Potts).

Co-Optees:

John Beeston - Ealing Passenger Transport Users Group.
Malcolm Claridge - London United Busways.
Colin Mann - Transport for London

Also Present:

Dr Elly Castellano - Member, Ealing Cycling Campaign.
Evelyn Gloyn - Neighbourhood Coordinator
Tav Kazmi - London Enterprise Manager, Canal & River Trust.
Colin McKenzie - Senior Transport Planner, LBE.
Dwight McKenzie - Scrutiny Review Officer, LBE.
Nick O'Donnell - Assistant Director of Strategic Transport, LBE.
Laurie Lyle - Democratic Services Officer, LBE.

1. Apologies for Absence
(Agenda Item 1)

There were none.

2. Urgent Matters
(Agenda Item 2)

There were none.

3. Matters to be considered in Private
(Agenda Item 3)

There were none.

4. Declarations of Interest
(Agenda Item 4)

Councillor Swaran Padda declared a general personal interest, by virtue of his current employment with a local bus company.

5. Minutes (02.10.13)
(Agenda Item 5)

Resolved: That the minutes of the previous meeting of the Panel held on 2nd October, 2013 be agreed as a true and correct record.

6. Matters Arising
(Agenda Item 6)

There were none.

7. Review of Roundabouts
(Agenda Item 7)

The Panel gave consideration to a report by Nick O'Donnell, the Council's Assistant Director of Strategic Transport. The report provided an analysis of the current usage on the borough's main roundabouts; the 'A 40 Polish War Memorial,' the 'Hanger Lane Gyratory,' 'Greenford,' roundabout, the 'White Hart,' roundabout and the 'Target' roundabout.

The report also provided specific information concerning the following:

- Information/data as to current usage demands of the borough's main roundabouts.
- Information as to any identified parking or traffic impact on neighbourhoods immediately surrounding these roundabouts.
- Options for the development of the roundabouts.
- Options for development of roundabouts, in order to make them pedestrian friendly.
- Information on partnership working between stakeholders (Transport for London, Ealing Council's Strategic Transport Service and Ward Forums) in addressing Roundabout issues/concerns emanating from the public.

The report also detailed the potential for further development at each roundabout.

Resolved:

'A 40 Polish War Memorial,'

- That the Panel request that TfL share its current and future review work of pedestrian and cycle facilities at the Polish War Memorial Roundabout in a timely manner, so as to improve road safety;
- That in the event that 'TfL' install traffic lights and/or yellow boxes as part of the proposed accident remedial scheme, the Panel recommend that TfL also consider enforcement of these remedial measures, by CCTV.

'Hanger Lane Gyrotory,'

- That the Panel request that TfL share progress on improved road marking and signage enhancements, and share the results of its pedestrian and cycle paths review, in a timely manner, so as to improve user experience.
- That the Panel request of TfL a response to suggestions previously made for long-term improvements to the junction.
- That the Panel recommend to TfL connection of the southbound A406 to the westbound A40 by means of a bridge across the centre of the gyrotory.

'Greenford,'

- That the Panel notes the planned pedestrian crossings for Greenford Roundabout at surface level, and, if funding is confirmed, supports the delivery of this project.
- That officers be requested to look at the recent successful development of the 'White City' roundabout to see if there are any lessons, or good practices that can be applied at the Greenford roundabout.
- That the Panel record its support for ground-level crossing facilities at both the eastern and western arms of the roundabout, providing that such facilities can be provided in a safe manner.

'White Hart,'

- That the Panel request that TfL provide updates on; progress to enforce yellow box junctions being blocked at the White Hart Roundabout, and progress on the safety study;
- That the Panel notes that the current absence of use at this site is creating problems locally, in particular in relation to 'Anti-Social behaviour.' The Panel therefore agrees to recommend to TfL that an approach is used similar to the White City roundabout development, alternatively, officers look at building projects, or a mixture of both.

'Target'.

- That the Panel request that TfL provide updates on progress regarding the A312 Church Road scheme, and consider review work on the subways.

8. Panel Operations in 2013/2014
(Agenda Item 12)

The Panel gave consideration to a report by the Scrutiny Review Officer which updated Members on work of the Panel in the current municipal year. The report also sought Members approval for items for consideration at the Panel's next meeting on Tuesday, 11th February, 2014.

Resolved: (i) That the updated work programme be noted;

(ii) That the Panel agree to add to its work programme for 2013/2014, consideration of an item concerning 'Bus Routes to hospitals in and in close proximity to Ealing' (Ealing hospital, Central Middlesex hospital, West Middlesex hospital, and Northwick park hospital).

(iii) That the items for consideration at the next meeting of the Panel are as follows:

- *Bus routes to hospitals,*
- *Information and knowledge gathered during the year – conclusions/recommendation for the Panels final report.*

9. Date of Next Meeting
(Agenda Item 13)

Resolved: That the next meeting of the Panel be agreed as Tuesday 11th February, 2014.

Councillor Swaran Padda, Chair.

The meeting ended at 8.50pm.



Report to Scrutiny

Item Number: 7

Contains Confidential or Exempt Information	No
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Subject of Report: Considering Access to Healthcare Services- Bus Planning

Meeting: Scrutiny Review Panel 2- Transport
11th February 2014

Service report author: See below

Scrutiny officer: Dwight McKenzie, Scrutiny Review Officer,
0208 825 8227,
McKenzieD@ealing.gov.uk

Cabinet Responsibility: Councillor Bassam, Mahfouz, Transport and Environment

Director Responsibility: Noel Rutherford, Director of Built Environment,
rutherfn@ealing.gov.uk, 020 8825 6639

Brief: This Report constitutes a review of Transport for London (TfL) bus routes to North West London Hospitals; Ealing hospital, Central Middlesex hospital, West Middlesex hospital, and Northwick Park hospital in light of pending implementation of the NHS' Shaping a Healthier Future (SAHF) reform programme.

Recommendations:

1. To note bus service planning and provision (number and routes) to North West London hospitals
2. To determine and comment on the adequacy of bus service provision to North West London hospitals
3. To consider actions that TfL and the NHS should take to ensure effective access to hospitals via buses

1. Introduction

The NHS' *Shaping a Healthier Future* (SaHF) will significantly impact hospital service provision throughout Northwest London, and of critical importance will be the accessibility of hospitals via public transport, especially as relates to bus service provision. TfL and the NHS have a responsibility to ensure that there is adequate bus service provision to hospitals, adapted where necessary to accommodate usage demand owing to specific NHS services being only available at or transferred to particular hospitals. The objective is that people needing health care should not be inconvenienced or have their health problems compounded by stressful and long journeys.

The importance of the matter is underscored by the following:-

- the Greater London Authority's (GLA) Transport Committee at its meeting on Wednesday, 13th November, outlined that there needed to be a link between "re-organisation of NHS with transport/bus routes" and advised that it was likely to review the matter in Spring 2014
- SaHF has identified out of necessity "Transport" as one of its "Implementation Workstreams"

This Report outlines TfL's actions and plans regarding bus transport access to hospitals in the North West London region as outlined by the attached Appendix- "*Considering Access to Healthcare Services- Bus Planning*".

2. Legal Implications

None arising directly from this report though in the event of recommendations being directed to a decision making body these would be accompanied with full legal implications.

3. Financial Implications

Support to the scrutiny panels is contained within allocated budgets. Value for money will be achieved through early and effective planning of the Panel's work programme. In the event of recommendations being directed to a decision making body these would be accompanied with full financial implications.

4. Other Implications

None

5. Background Papers

None

Pre-publication sign-off

Name	Department	Date sent	Date response received	Comments appear in report paragraph:
Internal				
Keith Fraser	Head of Scrutiny & Committees	04/02/14	04/02/14	
Cllr Swaran Padda	Panel Chair	04/02/14	04/02/14	
Cllr Sue Emmet	Panel Vice-Chair	04/02/14		

Report History

Decision type: Non-key decision	I. Urgency item? No
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Authorised by Cabinet member:	Date report drafted:	Report deadline:	Date report sent:
Not applicable			

Report no.:	Report author and contact for queries:
	Dwight McKenzie 020 8825 8227

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Appendix 1

Considering Access to Healthcare Services – Bus Planning

**Transport for London
Buses Directorate
Network Development**

February 2014

The Role of Buses

Buses often provide the main public transport access to health and other services in London, particularly in outer London, and those in lower income groups. As such, the Mayor has prioritised the continual improvement and maintenance of London's comprehensive bus network.

The TfL bus network is subject to a continuous review process, enabling changing travel patterns driven by changes in population, employment and land-use to be picked up and reflected in the changes in the bus network. The aim is to provide a network of services which is frequent, reliable, simple and comprehensive. Bus service changes are evidence-led and data on trip rates is necessary to allow meaningful assessment of service options.

TfL collects data from a variety of sources including operational and market surveys, roadside counts, quality of service indicators, customer satisfaction surveys, the national census, transport models and from local authorities, businesses, schools, NHS, shopping centres, developers and London TravelWatch as well as the public. TfL also takes a proactive approach to service planning where robust data is available to tailor the bus network in meeting future changes to demand.

Evaluating Proposals

Proposed changes are analysed to estimate the benefits (or disbenefits) to passengers in terms of waiting and travel times. This will take into account knowledge of the way demand varies, in time and in location. These benefits are then set against the cost of provision, in a social benefit and cost framework. The aim is to secure the best overall value within available funding.

Some proposals increase benefits but also increase net costs. They will be tested by calculating the ratio of benefits to net costs. A threshold is set for this ratio – proposals which do not attain the threshold would not normally be taken any further. Those which reach the threshold can be considered for introduction if funding is available. The current threshold for spending proposals is 2.0 to 1.

Impact of Reconfigurations on Bus Services

TfL has previously evaluated proposals in light of NHS reconfigurations. One example is the recent reconfiguration of NHS services in the London Boroughs of Barnet, Enfield and Haringey (BEH Clinical Strategy) where a number of services were transferred from Chase Farm Hospital to Barnet Hospital. The NHS provided data showing the number of staff and patients affected by the changes. Overall, the numbers were far too small to meet the threshold for additional services on the local bus network based on the criteria outlined above.

One scheme in the area in the area which has recently been implemented was a change to route 307 so that it served Barnet Hospital. This was done by diverting its western terminal so the last stop was changed from Arkley Hotel to Barnet Hospital, providing a direct service between the hospital and Enfield. This met our threshold as there were no additional resources required and it has subsequently generated

double the number of passengers than those inconvenienced by a longer walk to access the route. However construction works were necessary at the hospital to enlarge the bus stopping area to accommodate the new route.

Proposed changes to bus route 307 at Barnet Hospital

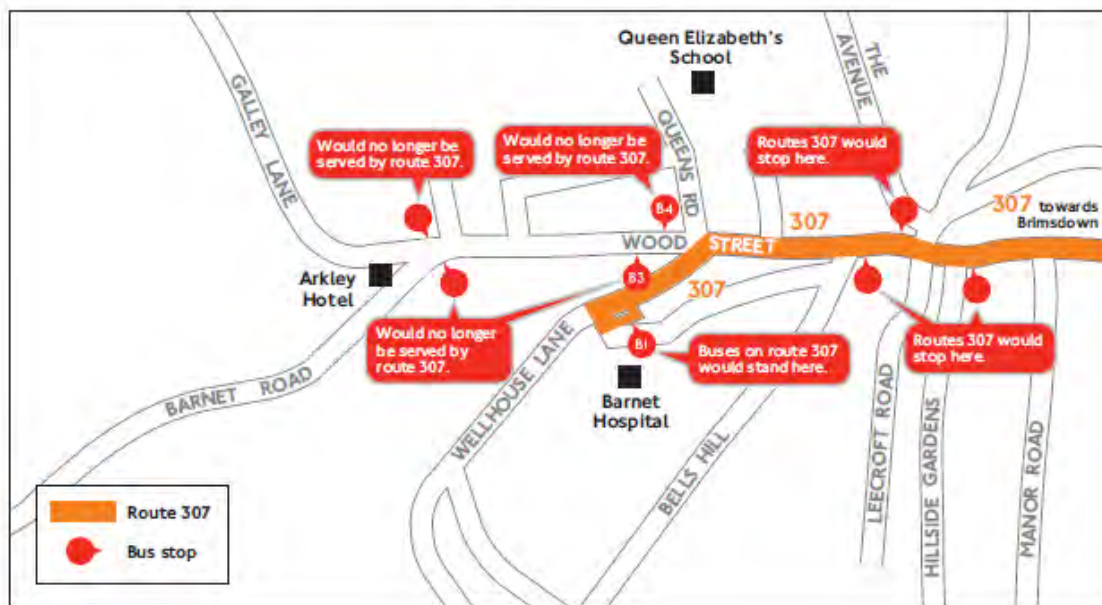


Figure 1: Consultation Map for Route 307 re-routing.

Typically, the number of new passenger trips required for a new TfL service proposal to meet our threshold is in the many hundreds per weekday. The number of people displaced by the reconfiguration of Barnet, Enfield and Haringey NHS services were far too small to justify the significant spend required to provide a new TfL service between the hospitals involved. Instead, a free shuttle bus provided by Barnet and Chase Farm Hospitals NHS Trusts started service in December 2013 for patients, staff and visitors between the three hospitals during Monday to Friday daytimes.

Using the provided data from Shaping a Healthier Future for patients displaced from Central Middlesex and Ealing Hospitals, TfL have undertaken an assessment of the figures provided by the NHS to assess a requested new TfL service to West Middlesex Hospital.

Case Study: Bus Services between Ealing and West Middlesex Hospital

The data provided within the Shaping a Healthier Future's Travel Analysis shows that a number of patients displaced from Central Middlesex and Ealing Hospital reconfigurations will travel to West Middlesex Hospital. The Travel Analysis shows that about an estimated 2,260 would travel from Central Middlesex Hospital and 41,280 would travel from Ealing Hospital to West Middlesex Hospital annually - a total of 43,540 patients per year or about 174 per weekday, which equates to 350 daily trips assuming 2-way journeys. A number of requests have been received for a

new direct bus link between Ealing and West Middlesex, namely an extension of route E2 or E8 that currently terminate in Brentford. Both routes were assessed for extension to West Middlesex Hospital using the methodology outlined above between Brentford and West Middlesex Hospital.

Route E2 runs every 7.5 minutes and route E8 every 8 minutes during Monday to Saturday daytimes. Extending either of these routes whilst leaving frequency unchanged would require three additional vehicles per route which would add around £550,000 to £700,000 per annum to the cost of running each route. For one of these extensions to meet our current threshold for implementation it would require at least 1,250 additional trips per weekday, considerably larger than the estimate from the analysis described earlier.

It is likely that many patients would still need to change buses in Brentford even if one of these routes were extended as no one route would serve all the locations in the borough of Ealing that patients would be travelling from. In addition, many patients living near to rail stations on the Great Western mainline in Ealing who have a choice of hospital may opt to travel to St Mary's Hospital located next to Paddington Station. Whilst more expensive than travelling by bus, it may still be attractive for many residents compared with travelling to West Middlesex or Northwick Park regardless of whether a direct bus service is available or not with trains travelling between Ealing Broadway and Paddington Stations in around 8-10 minutes. Frequency at many stations in the Ealing will also increase once Crossrail services start in 2019.

Existing Bus Services

Currently, passengers can travel to Brentford from many parts within the borough of Ealing using high frequency routes 65, E2 and E8. In addition, route 195 was extended in 2008 between Ealing Hospital and Brentford providing additional frequency and direct links. All these routes offer an interchange with route 267 that serves the hospital every 10 minutes during Monday to Saturday daytimes.

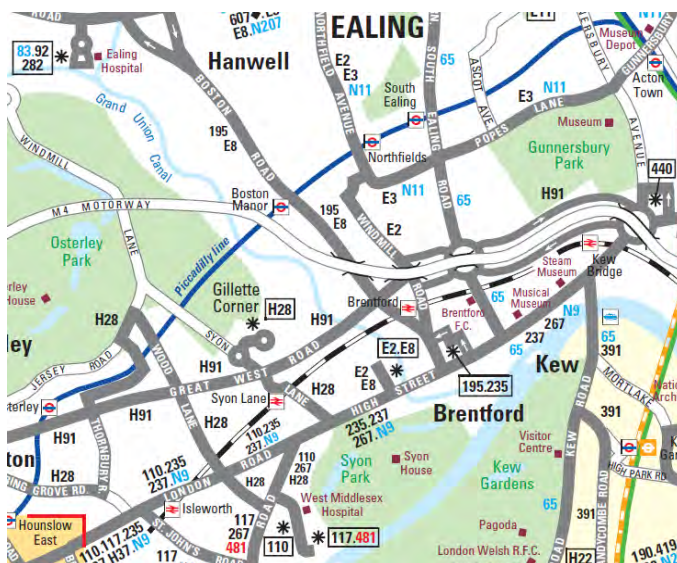


Figure 2: Bus Services in Brentford and Surrounding Area

Given the current provision of bus services and the predicted number of trips to West Middlesex Hospital, the existing network is adequate to cater for additional demand to the hospital. Moreover, the redistribution of patients from Ealing Hospital to West Middlesex Hospital represents the largest number shown in the data. Therefore, it is unlikely other changes to the bus network that require significant variation would be justified in light of this reconfiguration alone.

Our Position

TfL will continue to help the NHS by providing advice and relevant transport expertise for reconfigurations. TfL will not itself be able to undertake the required analysis but will need to receive the results to be able to assess whether there are any significant impacts on the bus network.

The bus network is under regular review and the network will continue to be monitored for any changes in usage. Further data is available in the appendices on bus route frequencies at each of the hospitals in scope and daily usage.

Appendix A: Daily usage at stops nearest to each hospital per typical weekday

Hospital	Nearest Stop(s)	Routes	Buses Per Hour	Boarders per day	Alighters per day;
Central Middlesex	Within grounds	187, 228, 224, 226, 260, 440, 487	29	2,700	2,300
Ealing	Within grounds	83, 92, 282	20	1,900	2,100
	Uxbridge Road	92, 195, 207, 282, 427, 607	36	2,900	3,000
Hammersmith	Du Cane Road	7, 70, 72, 272, 283	33	3,200	3,300
Mount Vernon	Within grounds	282, 331, H11	12	600	700
Northwick Park	Within grounds	186, 223, H9/H10, H14	20	300	500
	Watford Road	182	7.5	1,700	1,800
	Kenton Road	114, 183, 223, H9/H10, H18/H19	25.5	400	600
St Mary's	Praed Street / Norfolk Place	7, 23, 27, 36, 159, 205, 436	60	2,400	2,600
West Middlesex	Within grounds	110, 117, 481	7	1,200	1,300
	Twickenham Road	267, H28	9	800	800

Note: Above figures include all usage at listed stops and may include passengers that are not going to and from hospital. Buses per hour column total number of buses per hour during Monday to Friday daytimes in each direction.

Appendix B: Routes serving hospitals and their daytime frequencies

Hospital	Route Number	Buses Per Hour	Route
Central Middlesex	187	6	Central Middlesex Hospital – Finchley Rd
	224	4	Wembley Stadium – St Raphael’s Estate
	228	5	Central Middlesex Hospital – Maida Hill
	260	5	White City – Golders Green
	440	4	Gunnersbury – Stonebridge Park
	487	4	South Harrow - Harlesden
Ealing	83	7.5	Ealing Hospital – Golders Green
	92	7.5	Ealing Hospital – St. Raphael’s Estate
	195	5	Charville Lane – Brentford
	207	10	Hayes By-pass – White City
	282	5	Ealing Hospital – Mount Vernon Hospital
	427	7.5	Uxbridge – Acton
	607	6	Uxbridge – White City
Hammersmith	7	8	East Acton – Russell Square
	70	6	Acton – South Kensington
	72	7.5	Roehampton – East Acton
	272	4	Chiswick – Shepherd’s Bush
	283	7.5	East Acton – Barnes
Mount Vernon	282	5	Ealing Hospital – Mount Vernon Hospital
	331	3	Uxbridge – Ruislip
	H11	4	Mount Vernon Hospital – Harrow
Northwick Park	114	6	Ruislip – Mill Hill Broadway
	182	7.5	Harrow Weald – Brent Cross
	183	7.5	Pinner – Golders Green
	186	5	Northwick Park Hospital – Brent Cross
	223	3	Harrow – Wembley Central
	H9/H10	6	Harrow via Kenton & South Harrow (circular)
	H14	6	Northwick Park Hospital – Hatch End
	H18/H19	3	Harrow via Kenton & Harrow Weald (circular)
St Mary’s	7	8	East Acton – Russell Square
	23	8	Westbourne Park – Liverpool St
	27	8	Chiswick Business Park – Chalk Farm
	36	10	Queens Park – New Cross
	159	10	Streatham – Paddington
	205	8	Paddington – Bow
	436	8	Lewisham – Paddington
West Middlesex	110	3	West Middlesex Hospital – Twickenham
	117	3	West Middlesex Hospital – Staines
	481	1	West Middlesex Hospital – Kingston
	267	6	Hammersmith - Fulwell
	H28	3	Bulls Bridge – Syon Lane



Report to Scrutiny

Item Number: 8

Contains Confidential or Exempt Information	No
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- Subject of Report:** Panel Work Programme
- Meeting:** Scrutiny Review Panel 2- Transport
11th February 2014
- Service report author:** See below
- Scrutiny officer:** Dwight McKenzie, Scrutiny Review Officer,
0208 825 8227,
McKenzieD@ealing.gov.uk
- Cabinet Responsibility:** Councillor Bassam Mahfouz, Transport and Environment
- Director Responsibility:** Noel Rutherford, Director of Built Environment,
rutherfn@ealing.gov.uk 020 8825 6639
- Brief:** The work programme is the way the Panel manage their priorities. It comprises (i) major policy reviews initiated and managed by the Panel and (ii) issues the Panel need to consider as part of its oversight role of transport within the borough. The Panel reviews the Work Programme at every meeting to ensure flexibility to cover new issues as they arise.
- Recommendations:**
1. To comment and/or amend any other aspect of the Panel's work programme.

1. Panel Work Programme

This report provides an update of the Panel Work Programme (Appendix) for the 2013 - 2014 period, and any amendments to the Programme since the Panel last met on 3rd December 2013.

The Panel is advised that there has been no amendment to the Work Programme since the last meeting of the Panel. The next meeting on 9th April, 2014 will review the draft final report of the Panel. At this meeting the Panel will consider and agree the Panel's final report to the Overview and Scrutiny Committee along with any associated amendments.

2. Legal Implications

None arising directly from this report though in the event of recommendations being directed to a decision making body these would be accompanied with full legal implications.

3. Financial Implications

Support to the scrutiny panels is contained within allocated budgets. Value for money will be achieved through early and effective planning of the Panel's work programme. In the event of recommendations being directed to a decision making body these would be accompanied with full financial implications.

4. Other Implications

None

5. Background Papers

None

Pre-publication sign-off

Name	Department	Date sent	Date response received	Comments appear in report paragraph:
Internal				
Keith Fraser	Head of Scrutiny & Committees	04/02/14	04/02/14	
Cllr. Swaran Padda	Panel Chair	04/02/14	04/02/14	
Cllr. Susan Emment	Panel Vice-Chair	04/02/14	04/02/14	

Report History

Decision type: Non-key decision	I. Urgency item? No
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Authorised by Cabinet member:	Date report drafted:	Report deadline:	Date report sent:
Not applicable			

Report no.:	Report author and contact for queries:
	Dwight McKenzie 020 8825 8227

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Scrutiny Review Panel 2 - 2013/2014

Transport

Outline Work Programme

Item No.	Item Details	Brief/Comments
Meeting 1 - Wednesday 17 July 2013		
1	Panel Operations in 2013/2014 (Director of Legal and Democratic Services - Helen Harris/Scrutiny Review Officer - Harjeet Bains)	To consider and agree the Terms of Reference for the Panel (including co-option arrangements and external engagement). To consider, plan and agree the agenda items for all the Panel meetings in the year including additional visits.
2	Creating a Strategic Vision for the Uxbridge Road (Nick O'Donnell- Assistant Director of Strategic Transport/LBE)	To consider the overview on the proposals for the Uxbridge Road and identify areas that need to be reviewed further at future meetings.
Meeting 2 - Wednesday 2 October 2013		
1	The role and potential of the Borough's canal towpaths (Colin McKenzie- Senior Transport Planner/LBE & Dwight McKenzie- Scrutiny Review Officer /LBE)	To identify the role and potential of Ealing's Towpaths
2	Ealing Council's Cycling Strategy 2010-2016 & Mini-Holland Bid	To review implementation and progress of the Strategy and Bid.
3	Crossrail Project (Nick O'Donnell- Assistant Director of Strategic Transport/LBE)	To update of the current status of the Crossrail project and associated issues
4	Updated Work Programme for Scrutiny Review Panel 2 - 2013/2014: Transport (Director of Legal and Democratic Services - Helen Harris/Scrutiny Review Officer - Dwight McKenzie)	To consider and agree Agenda items for the next meeting of the Panel.

Item No.	Item Details	Brief/Comments
Meeting 3 - Tuesday 3 December 2013		
1	Roundabouts in the Borough especially the Greenford Roundabout (options for the underpass) and their future development (Nick O'Donnell- Assistant Director of Strategic Transport/LBE & Evelyn Gloyn- Neighbourhood Coordinator/LBE Neighbourhood Co-ordinator)	To consider the information provided on the Borough's roundabout and make proposals for further development accordingly.
2	Updated Work Programme for Scrutiny Review Panel 2 - 2013/2014: Transport (Director of Legal and Democratic Services - Helen Harris/Scrutiny Review Officer - Dwight McKenzie)	To agree the agenda items for the next meeting of the Panel.
Meeting 4 - Tuesday 11 February 2014		
1	Bus Routes in Ealing- (Nick O'Donnell- Assistant Director of Strategic Transport/LBE)	To review the bus routes serving Ealing's hospitals, so as to ensure adequate bus service in light of pending "Shaping a Healthier Future" changes to hospitals. which will impact public demand and usage of hospitals
2	Panel to Draw Conclusions and Make Recommendations for inclusion in their Final Report (Chair - Cllr Swaran Padda/ Vice Chair - Cllr Susan Emmet)	To consider all the information/knowledge gathered during the course of the year to draw conclusions and make recommendations for inclusion in the Final Report.
3	Updated Work Programme for Scrutiny Review Panel 2 - 2013/2014: Transport (Director of Legal and Democratic Services - Helen Harris/Scrutiny Review Officer - Dwight McKenzie)	To agree the agenda items for the next meeting of the Panel.

Item No.	Item Details	Brief/Comments
Meeting 5 - Wednesday 9 April 2014		
1	Draft Final Report of Scrutiny Review Panel 2 - 2013/2014: Transport <i>(Director of Legal and Democratic Services - Helen Harris/Scrutiny Review Officer - Dwight McKenzie)</i>	To consider and agree, with any amendments, the Panel's final report to the Overview and Scrutiny Committee.
Planned Visits		Comments
1	Ealing Roundabouts- 5th November 2013	To analyse usage demands on the boroughs 4 main roundabouts; Greenford, Target, Whitehart , Hangar Lane & Polish War Memorial (situated in Hillingdon)
2	Canal Towpaths- 11th & 18th September 2013	To identify the role and potential of Ealing's Towpaths
3		
4		
5		
6		