



Notice of Decision Meeting:

Cabinet

Meeting Location: Victoria Hall, Ealing Town Hall, New Broadway, Ealing, London, W5 2BY

Date and Time: Wednesday, 14 July 2021 at 19:00

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Chief Executive: Paul Najsarek

Members:

Portfolio

Councillor Mason	(Leader of the Council) – Chair
Councillor J Anand	(Thriving Communities)
Councillor Blacker	(Healthy Lives)
Councillor Costigan	(Climate Action)
Councillor Donnelly	(Inclusive Economy)
Councillor Mahfouz	(Decent Living Incomes)
Councillor Manro	(Good Growth)
Councillor Nagpal	(A Fairer Start)
Councillor Raza	(Tackling Inequalities)
Councillor L Wall	(Genuinely Affordable Homes)

AGENDA

Open to Public and Press

Public Attendance at the Meeting

This meeting will take place at the Victoria Hall in Ealing Town Hall and webcast live on the Council's YouTube site. Therefore we encourage any public intending to attend to watch remotely to reduce the risk of the spread of COVID-19.

Public Attendance is permitted in person. However we ask that any members of the public planning to attend in person notify us in advance by emailing cabinetreports@ealing.gov.uk or calling 020 8825 6253. This is to ensure that there is sufficient capacity in the public gallery in the meeting room and that the Council can comply with social distancing requirements.

Also Present

1 Apologies for Absence

2 Matters to be Considered in Private

Items 7, 9 and 13 contain information that is exempt from disclosure by virtue of Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

3 Urgent Matters

- ***Item 10 - COVID-19 Local Support Grant***

Reasons for Urgency

1. Rule 15 of the Access to Information Procedure Rules (General Exception to Forward Plan requirements).
2. Rule 16 of the Scrutiny Procedure Rules (exemption from call-in): the chair of OSC and the Leader of the Opposition agree that the decision proposed is reasonable in all the circumstances and to it being treated as a matter of urgency. The decision must then be reported to the next available meeting of full council, together with the reasons for urgency. The reasons for urgency are: - The grant is particularly targeted to provide support for vulnerable families during the school holidays. This means that potential beneficiaries will be most easily contacted during the school term, which ends very shortly.

The reason for lateness is because the grant has only just been confirmed.

- ***Item 14 -Fielding Primary School ARP Award of contract***

Reasons for Urgency

1. Rule 15 of the Access to Information Procedure Rules (General Exception to Forward Plan requirements).

2. Rule 16 of the Scrutiny Procedure Rules (exemption from call-in): the chair of OSC and the Leader of the Opposition agree that the decision proposed is reasonable in all the circumstances and to it being treated as a matter of urgency. The decision must then be reported to the next available meeting of full council, together with the reasons for urgency.

The reasons for urgency are:

- Significant and disruptive building works must be carried out during the long summer holidays, to avoid health and safety risks to pupils and staff – who will be less likely to be on site during that period
- The availability of the specialist places at the Fielding ARP from Sept 2022 is necessary to assist meeting the rapidly increasing demand for places in the Primary School phase in the borough. There is already strong demand for this ARP for 2022 with high parent expectations for children who have been placed in mainstream provision awaiting a specialist place to become available. Any delay to opening would cause substantial issues and the potential for challenge.
- The contract works are essential to providing these specialist places

The reason for lateness is because the original tenderer has only just withdrawn.

A very similar report was approved by cabinet in in May 2021 but the approved tenderer has withdrawn at the last minute due to Covid-related cost issues. The next tenderer in line, who was very close on the original tender evaluation scoring, has indicated they are able to hold their tender open for an additional 6 weeks at their submitted price if we are able to progress with them to that timetable. That is very tight and would require a decision around the time of 14 July Cabinet, with no time for call in.

4

Declarations of Interest

5	Minutes To approve as a correct record the minutes of the meeting held on 16 June 2021. Cabinet Minutes - 16 June 2021	7 - 20
6	Appointments to Sub Committees and Outside Bodies	
7	Broadway Living Registered Provider (BLRP) Business Plan	21 - 50
8	Budget Strategy and Medium Term Financial Strategy (MTFS) 2022/23 to 2024/25	51 - 72
9	Microsoft Enterprise Agreement Licence Renewal	73 - 80
10	Covid-19 Local Support Grant - Distribution	81 - 134
11	Extension of the WLA Health and Work Programme Contract and JETS Programme Contract	135 - 142
12	London Streetspace Plan School Streets Including Perivale School Street	143 - 320
13	Fielding Primary School ARP Award of contract	321 - 334
14	Date of Next Meeting The next meeting will be held in September 2021.	

MATTERS TO BE CONSIDERED IN PRIVATE

Exclusion of the Public and Press:

On agreement of the Committee, under Section 100(A) of the Local Government Act 1972, the public would be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information under the relevant paragraphs of Part 1 of Schedule 12A of the Act for the reasons stated on the agenda.

7 CONFIDENTIAL Appendix A - Tranche 1 Financial Plan

- Information relating to the financial or business affairs of any particular person (including the authority holding that information);

7 CONFIDENTIAL Appendix C - Copley Close Phase 6

- Information relating to the financial or business affairs of any particular person (including the authority holding that information);

9 CONFIDENTIAL Appendix A - Licence Requirement

- Information relating to the financial or business affairs of any particular person (including the authority holding that information);

9 CONFIDENTIAL Appendix B - Tender Report

- Information relating to the financial or business affairs of any particular person (including the authority holding that information);

13 CONFIDENTIAL Appendix B - Fielding ARP - Tender Report

- Information relating to the financial or business affairs of any particular person (including the authority holding that information);

Published: Tuesday, 06 July 2021

Paul Najsarek
Chief Executive, London Borough of Ealing



CABINET

**Tuesday 16 June 2021 at 7pm
Minutes**

PRESENT:

Councillors: Mason (chair), J Anand, Blacker, Costigan, Donnelly, Mahfouz, Manro, Nagpal, Raza and L Wall

ALSO PRESENT:

In accordance with paragraph 2.6(a) of the Constitution, Councillor Malcolm addressed the Cabinet with regard to the following items:

Item 7 - Revenue and capital Outturn 2020-21 (Councillor Malcolm)

Item 8 - Sport England Local Delivery Pilot Let's Go Southall Funding Award (Councillor Malcolm)

Item 11 - Domestic retrofit programmes (Councillor Malcolm)

1. Apologies for Absence and Notifications

There were none.

2. Urgent Matters

There were none.

3. Declarations of Interest

There were none.

4. Matters to be Considered in Private

Items 9 and 10 contained confidential appendices but were not taken in private as it was not necessary to discuss the confidential information provided.

5. Minutes

Resolved:

That the minutes of the Cabinet meeting held on 25 May 2021 be agreed and signed as a true and correct record.

6. Appointments to Sub Committees and Outside Bodies

Resolved

That Cabinet agrees to appoint Ms Lucy Taylor, Executive Director of Place, to be the council's shareholder representative in relation to Greener Ealing Limited.

7. Revenue and Capital Outturn 2020-21

Resolved

That Cabinet:

- i) notes the General Fund revenue budget outturn position of £2.393m net underspend (0.97%) for 2020/21 (section 4 of the report), and an underspend of £3.160m on Housing Revenue Account for 2020/21 (section 8 of the report).
- ii) approves for reserves to be topped-up by the General Fund underspend of £2.393m (section 7 of the report).
- iii) notes financial pressures arising from COVID-19 in 2020/21 with total spend of £51.765m in relation to General Fund, fully funded from government grants (section 5 of the report).

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- iv) notes the General Fund balance as at 31 March 2021 of £15.919m and the total balance on earmarked reserves of £138.362m as at 31 March 2021 (section 6 of the report).
- v) notes the in-year Dedicated Schools Grant (DSG) underspend of £0.980m to be charged to the DSG account (section 7 of the report).
- vi) notes the HRA balance at 31 March 2021 of £4.925m (section 8 of the report)
- vii) notes the progress on delivering the 2020/21 savings (section 6 of the report).
- viii) notes the 2020/21 capital programme outturn variance of (£0.379m) underspend and approves for the decommissioning of underspent schemes (paragraph 9.3 of the report).
- ix) approves the re-profiling of 2020/21 capital programme net slippage of £130.477m (appendix 3 of the report) into future years.
- x) thanks officers for their work in bringing the Council to this outturn position in this most extraordinary year.

Reason for Decision and Options Considered

The report outlines the Council's outturn position on revenue, capital, income and expenditure for 2020/21.

8. Sport England Local Delivery Pilot Let's Go Southall Funding Award Resolved

That Cabinet:

- i) authorises the Council to accept the Sport England Accelerator Award for the total sum of £2,290,000, of which (i) £1,127,178 was to be made available for the Let's Ride Southall 2,500 cycle project including a wrap-around support programme, (ii) £426,200 made available for three state of art outdoor gyms for Southall, and (iii) £446,790 be made available for multiple level systems and community Leadership Development and Systems Change programmes, for the period June 2021 to September 2022.
- ii) approves the phase 1 Let's Ride Southall delivery plan which consisted of a (i) up to 2,500 Let's Go Southall branded cycles distribution based on criteria set in section 4.1.2; (ii) the creation of up to four central Southall cycling hubs, with wraparound support that included cycle training, led rides, maintenance classes, impact and behaviour change evaluation, bike GPS tracking for security and insight of new cycling routes, longer term sustainability with training of new mechanics and cycling instructors, and (iii) Active Communities Team Social Movement peer support, to be delivered between June 2021 and September 2022. This would be subject to agreeing the approach for the allocation of bicycles meeting lottery requirements.
- iii) authorises the Executive Director for Place to award the contracts for the purchase of cycles and equipment up to a total value of £747,857 for capital funding, equipment maintenance, four central Southall cycling hubs creation, cycling training, evaluation, and project management up to a total value of £379,321 from the Award funding.
- iv) approves the supply and installation of three new state of the art outdoor gyms in Spikes Bridge Park, Southall Recreation Ground and Southall Manor House Grounds as outlined in Appendix 2 of the report.
- v) agrees that all support payments and performance and future programme details would be reviewed on a quarterly basis by officers and relevant members of the Let's Go Southall Executive Board.
- vi) approves that a matched funding contribution of £100,000 to be utilised from s106 funding already received for the total cost of the outdoor gym installation.

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- vii) approves capital expenditure budget of cycling and Outdoor Gym £1,174,057 to be incepted into the capital programme over the two years 21-22 and 22-23 to be funded from grant and S106.
- viii) notes that the revenue maintenance cost of the capital equipment to be managed within the existing approved revenue budget.
- ix) thanks Councillor Mahfouz, Chris Bunting (Assistant Director of Leisure) and his great team for leading on this bid.

Reason for Decision and Options Considered

The Sport England Let's Go Southall Pilot Accelerator Award offer had culminated from considerable pilot development and test and learn pathfinder work since programme inception in 2018. The accelerator fund application was reviewed, evaluated, and approved for submission by the Let's Go Southall Executive Board. The application was approved for award following a detailed Sport England and Pilot Peer review process prior to the submission of this Cabinet report.

The pilot had been able to build the social movement roots in Southall for over a year now, including the period of the pandemic. A working relationship with over 400 inactive residents had been developed and maintained. The programme had started to evolve as a new interface into the wider system, and as a fully inclusive community group of the actual people in Southall. The leadership challenge for the task ahead was evident and the programme had started to build a road into this, in the community and the wider system. Embarking on this road ahead would enable capacity building to deliver change. Ultimately bringing stakeholders closer together to form a new working and effective relationship.

There was now momentum within the Southall social movement; lots of the work was semi-hidden, as capacity building roots in Southall, but it was there. It had shown growth in harsh, restrictive conditions. The next accelerator stages were key to moving forward in a timely manner. The plan was to build on the social movement foundations to develop leadership, incorporate partnership working and work on activity that could utilise the strengths, and amplify the approach. This would include a large cycling initiative with wrap around support using the social movement relationships and team working, use of outdoor green spaces with locally trained instructors on state-of-the-art outdoor gyms, and development of local capacity and systems leadership work.

There was optimism that this journey to unlock the potential of the people of Southall and the system; would make a long lasting and amazing health and well-being change in Southall.

Four key areas from the learning had been identified that would support sustained activity development in Southall and introduce the notion of scalability of social movement across communities, perhaps even nationally. The four strands that would act as the building blocks to everything needed for community development to community leadership and social partnerships were illustrated and detailed in the report. Some of this work would be aimed at very specific health or community issues that partners worked together to deliver such and mental health in Southall.

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9. The Green Southall Update

Resolved

That Cabinet:

- i) notes points raised in the public consultation upon the original scheme and updates on discussions since then with various groups and landholders
- ii) agrees the proposed revisions to the scheme as summarised in paragraphs 2.3-2.9 of the report and in Appendix 1 of the report.
- iii) notes the financial implications contained within Confidential Appendix 2 of the report, which identified a contingent liability flowing from the changes to be approved in this report, which may give rise to an unbudgeted cost, should the liability crystallise in due course.
- iv) notes and supports as landowner, the scheme proposed to be submitted in July 2021 for consideration by the Planning Committee later this year.
- v) approves the maximum CPO red line boundary area (in Appendix 1 of the report) for a future CPO and authorises officers to commence preparations for the making of the CPO.
- vi) delegates authority to the Lead Member for Good Growth, following consultation with the Executive Director, Place and the Director of Legal and Democratic Services, to approve the making of CPO in due course including any minor changes to the CPO area as may be necessary.
- vii) agrees proposed changes to the Development Agreement with the Council's developer partner (Peabody) consequential on the scheme revisions.
- viii) delegates authority to the Executive Director, Place, following consultation with the Director of Legal and Democratic Services, to enter into the Deed of Variation to the Development Agreement.
- ix) notes and agrees in principle, the potential inclusion of land at Featherstone Terrace as part of the scheme and delegates to the Director of Growth and Sustainability the authority to enter into a licence agreement with Peabody in respect of this land.
- x) authorises the Executive Director, Place, following consultation with the cabinet member for Good Growth and subject to the agreement of Peabody, to establish a Development Charter with existing voluntary, charitable and community organisation tenants at Featherstone Terrace with a view to ensuring, so far as reasonably practicable, that any existing tenants would be offered the opportunity to take up occupation of premises within the new development, on broadly equivalent terms to those they currently enjoyed to guarantee a Right to Return to the development.

Reason for Decision and Options Considered

In March 2017, Cabinet agreed to seek a development partner for Council owned land (namely Featherstone Car Park) and adjoining land in the Green, Southall. In July 2018, Cabinet approved the selection of Peabody as the Council's development partner and a Development Agreement was entered into in April 2019. Since then, Peabody had consulted on a proposed planning application, which was due to be submitted for approval in early 2020 and Peabody and the Council engaged with local residents and landowners affected by the proposed CPO required to deliver the scheme. However, the Covid pandemic and the need for the Council to respond to that by providing a range of new public services, meant that senior officers and members were not able to consider the response to this consultation, along with Peabody, until Summer 2020.

As a result of the consideration of public responses a slightly amended scheme had been developed which Peabody would like to consult on now. The scheme comprised a cluster of buildings ranging from 2-19 storeys in height and offered a placemaking quality mixed use scheme at the heart of Southall, which included 50% affordable housing provision.

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The scheme was generally supported at the public exhibitions although few written comments were received.

The main objection to the original scheme related to the proposal to include the Tudor Rose within the red line boundary of the CPO scheme and to demolish the existing building. The objections to the demolition of the Tudor Rose, related mainly to the loss of what was clearly considered to be an important cultural and community asset. Peabody and officers had carefully considered the impact of removing the Tudor Rose from the scheme and Council officers representing the Council's interests as landowner were now recommending that the building be retained, although some improvements to disabled persons access, its setting and façade would be welcome, if feasible, to enhance the success of the future scheme.

As part of the redesign of that element of the scheme to exclude the Tudor Rose from the CPO, it was now recommended that other properties, not included in the current red line area, in particular a substation located on Dilloway Yard access road and a small part of the car park of St Anselm's Church, be included. This report sought Cabinet's approval to the revision to the red line boundary for the planning application and CPO to reflect that.

Since Summer 2020, Peabody had been working to revise the planning application to take account of public concerns about the original scheme and to develop a suitable alternative proposal. As part of this work, a dialogue had taken place with representatives of St Anselm's Church, and Peabody would be carrying out a further public consultation with affected landowners and provide an online based update to the wider public on a revised draft scheme commencing in late June 2021. Dialogue with the Church was due to resume ahead of this date.

Further pre-application discussions had taken place with the Council and the scheme as now proposed was expected to fulfil the policy requirements as set out in the local plan.

From a job creation perspective and based on the current anticipated demand focused towards Class E(g) (ii) and (iii) uses, the estimated minimum employment demand was for 90 jobs (FTE). This was based on 2,502 sq.m. of the 2,923 sqm of flexible commercial floorspace being Class E(g) (ii) and (iii) uses at an employment density of one employee per 30 sq.m. and 421 sq.m. being a nursery (Class E(f)) at a density of one employee per 60 sqm. As a flexible approach is sought to allow the commercial floorspace to interchange between uses subject to demand, the job creation will continue to change over time. However, the calculation used assumes a 'worst case' scenario of lower employment density uses rather than higher density uses (e.g. retail or office) that could potentially operate from the site within the use classes sought. As such, the creation of 90 jobs is considered to be a cautious estimate and may well likely increase. Alongside jobs created once the development is completed, there would also be a significant number of jobs created through the construction period for which there would be opportunities for apprenticeships.

The slight reduction of commercial space had been offset to some extent by reconfiguring the parking proposed. This reconfiguration also allowed for slightly more cycle parking and for the cycle parking to be lifted up from the ground floor allowing for active uses throughout. To achieve this, Peabody was also considering securing some at grade parking on Council land at Featherstone Terrace. If approved by Cabinet, it was proposed that this would operate outside the CPO process and would be made available under a licence agreement). To enable this, the existing tenants of that site, which

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consisted of a number of Somali led community groups, which served a wide client base mostly comprised of recent immigrants, including GOSAD the umbrella organisation, would need to be relocated. A temporary location could be found nearby or within an undeveloped part of the site, with the potential opportunity for permanent accommodation within the development. This proposal would also simplify in the longer term consequent leaseback arrangements with the Council for parking spaces as it would put all Council controlled car parking spaces outside the buildings and in publicly accessible land. The proposal was that the tenants should enjoy a guarantee of a tenancy on equivalent conditions to those they currently enjoy at Featherstone Terrace through a guaranteed 'Right to Return'. They would be relocated into one of the flexible commercial / community units in phase 1 or in the allocated 'community centre' in phase 3 depending on detailed discussion with the groups and their needs.

Ward Councillors had raised concerns about the impact of the proposed development on local infrastructure in particular traffic impacts, impacts on health and education services. These impacts would properly be considered thoroughly as part of the planning process. However, officers had considered the following issues in developing the scheme with Peabody and were able to report the following:

- Traffic impacts: there was a substantial amount of parking provided in the proposed scheme mainly as replacement to the existing public car parking. This new provision (90 public parking spaces and 60 spaces for the residential properties) is roughly equivalent to the public parking provision currently on site and, taking account of informal parking around the existing businesses, would represent a reduction in overall parking provision on site. Therefore it was not considered that the traffic impacts would be worse from this scheme. Further, servicing impacts from the shops along the Green will be ameliorated by the provision of improved service access to the rear of those properties and away from the main road which was a requirement of the planning policy and should reduce congestion. The scheme also provided opportunities for alternative travel options like cycling and walking. There was significant new cycle parking for residential properties as well as 40 secure cycle parking spaces for businesses. Further, it would include 44 public on street cycle parking spaces which would enhance opportunities for local people to travel to the shops and facilities in the town centre by cycle. It would also include new walking and cycling routes through the site which would enhance opportunities for sustainable travel between neighbouring residential streets and North Southall away from the main road. This tied in with proposals by 'Let's Go Southall' to upgrade significantly opportunities for existing local residents to get healthy and take advantage of better walking and cycling facilities locally. To address the local issue of traffic congestion the Council could consider reducing further the amount of public car parking proposed to be reprovided on the site. Reduced car travel and a reduction in congestion arising from servicing would also help to reduce airborne vehicle pollution.

- Educational impacts: the scheme was expected to generate a child yield of approximately 58 primary school aged children and 42 of secondary school age. Of these, many will be existing Ealing residents moving out of temporary or overcrowded accommodation who also have a school place. Some will be net new to the area. The scheme will be expected to make a s106 contribution to education to support provision of additional school places as required. Currently Southall has a net surplus of 14% primary school places and south of the railway, where this scheme is located, the surplus is currently 18% so there should be no undue pressure on primary places generated by this scheme. However at present Southall has a 0% surplus of places at Secondary level and need is currently being met by the provision of 1 FE 'bulge class' to accommodate year

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7 and 8. The Education department would prefer to meet secondary needs arising through the expansion of existing schools to ensure they retain viable ongoing futures and bearing in mind the bulge would be expected to reduce in future given the surplus at primary level. However any s106 contribution agreed from this scheme could contribute to the provision of appropriate additional places at secondary level.

- Health impacts: the impact on health would be calculated using the HUDU model and then discounted to have regard to the fact that many incoming residents would be relocating from other areas in Ealing. There is a nearby community health centre at Featherstone Road and initial discussions between officers and the CCG indicate that it is unlikely that the CCG would want to utilise any of the proposed commercial space in the development to meet needs for GPs. However the GP and primary care provision in Southall is currently being reviewed as part of a borough wide study to support the emerging local plan and this will result in a clear view from the CCG and the Council about the need for and location of new GP provision. This is likely to result in the reconfiguration of existing GP provision across the area to support expansion. The scheme will generate a s106 contribution towards health provision. Initial discussions with the CCG indicate it is possible that it would wish to negotiate an allocation of affordable homes towards health workers as housing pressures are significant for health workers in the area; if this is not agreed then it is likely the CCG would expect a capital payment towards the provision of health services in Southall. The scheme may be suitable for providers such as dentists and opticians to locate into and Peabody will explore these possibilities with local practices as part of the ongoing community consultation process.

- Urban greening and amenity: In addition, the scheme provides new communal public open space, planting, trees and child play space, which will positively contribute to healthy living objectives and the greening of the area.

10. **Housing Asset Management Strategy 2021-26**

Resolved

That Cabinet:

- i) approves the draft Housing Asset Management Strategy 2021-26 and Action Plan (Appendix A of the report).
- ii) notes the programmes and actions outlined in the Strategy and the mechanisms set out to monitor the delivery of the Action Plan.
- iii) delegates to the Director of Place Delivery, following consultation with the portfolio holder, authority to make any revisions that may be deemed necessary.
- iv) notes the addendum containing corrections to the table at section 2.8 of the report.

Reason for Decision and Options Considered

The production of a Housing Asset Management Strategy was an important part of setting the course for capital investment within the Housing Revenue Account (HRA) for the next five years.

The Strategy would be shared with residents and stakeholders to convey our key messages. The Strategy included an Action Plan which would be used to monitor progress.

The Strategy had been formulated in a challenging moment for social housing providers. The impact of the COVID-19 pandemic had led to delays in construction and the build-up of backlogs, particularly for internal repairs and voids works which could not be safely

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carried out during periods of lockdown. The pandemic had also resulted in lower rent collection rates and reduced mobility within social housing stock across the sector.

The West London Alliance estimated that over 350,000 people in the sub-region were furloughed or had to claim benefits for the first time in 2020 as a direct result of the pandemic. With a high proportion of retail jobs (25% of the London total), a population of which 52% are classed as Black and Minority Ethnic, and a self-employment rate of 15%, 2% higher than the UK average, the West London area has a range of characteristics indicating severe impacts from the pandemic. Ealing's local experience bore this out, as the borough had experienced relatively high infection rates and the designation of part of the borough as a 'hotspot' for the so-called 'South African variant' early in 2021.

There had inevitably been short-term impacts on the capacity of Housing services to engage meaningfully with residents and to perform the full range of repairs and improvements which would normally be carried out. The early months of 2021 had seen progress being made in returning to normal operations and reducing the backlogs which had accumulated. This work was ongoing and it would be some months before the service emerged fully from the effects of this period, subject of course to further restrictions becoming necessary.

Despite these short-term impacts, the Housing Property and Service Delivery Department has remained focussed on a number of the main elements of the Strategy. In particular a number of key procurements had been progressing, including contracts for fire door replacements, external works, and work in void properties.

A new Stock Condition Survey had also been completed to inform the Strategy, following an unavoidable delay at the height of the Covid-19 Restrictions. The data from this exercise (shown in the summary findings report at Appendix B of the report) would be used as the basis for estimating the costs of planned and cyclical works programmes outlined in the Strategy.

The key themes of the Strategy, as reflected in the Action Plan, were as follows;

- 1) Resident safety – ensuring residents were as safe as possible in their homes and that all compliance requirements are met or exceeded
- 2) Priorities for Investment – using the updated stock condition data and other data to plan and deliver a comprehensive 5-year programme of planned and cyclical capital works to maintain and improve the quality of our homes.
The Strategy set out the approach to planned and cyclical works to make the best use of the capital allocations set out in the report, in the HRA Revenue Account.
- 3) Resident engagement – involving and empowering residents to play their full part in the guardianship of their homes and estates; making sure their voices were heard in relation to building safety and other concerns
- 4) Sustainability – improving the energy efficiency of our homes; making the strongest contribution we can make across all services to reducing emissions and achieving the Council's environmental goals
- 5) Value For Money – maximising the value of the Housing Revenue Account through robust procurement and contract management; reducing revenue spend through effective planning; spending budgets on 'properties, not processes'

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- 6) Equalities – ensuring equalities considerations are at the forefront of our planning and services delivery; protecting vulnerable residents; advancing equalities wherever possible in the context of procurement and contract management
- 7) Future challenges – anticipating the risks and opportunities which lay ahead; transforming asset management through leading-edge technology, transforming services and working more closely with residents

11. Domestic Retrofit Programmes Resolved

That Cabinet:

- i) notes and agrees to the Council's participation as a Founding Landlord in the procurement to deliver a Framework for a Retrofit Accelerator for Homes (RA-H) via an Innovation Partnerships Procedure.
- ii) delegates authority to the Executive Director of Place to:
 - (a) join the Greater London Authority (GLA) as the Contracting Authority in the Energiesprong Joint Innovation Partnership procurement, with TfL providing the procurement support function, with the Founding Landlords as partners that would contract with Solution Provider(s) through lots or housing archetypes.
 - (b) following the evaluation of suitable tenders and consultation with the Portfolio Holder for Genuinely Affordable Housing, the authority to award contract/s to install and manage whole-house energy efficiency retrofit solutions on Council housing properties.
- iii) notes the commitments from the existing approved Housing Revenue Account Capital Programme for whole-house retrofits being used for the required minimum 60% match funding requirement for the receipt and use of external grants at iv) and v) below:
 - (a) £2.344M (including slippage from 2020-21) which had been allocated for whole-house retrofits for 2021/22 to be invested in the research, development, and delivery of up to 40 prototype homes.
 - (b) £1.110M in 2022/2023 for the delivery of Energiesprong retrofits on up to 24 flats.
- iv) approves the additional expenditure associated with the grant for the Department of Business, Energy, and Industrial Strategy's Social Housing Decarbonisation Fund of £1.279M for design and delivery of up to 40 Energiesprong demonstrator homes being incepted into the HRA Capital Programme for 2021-22 and to be funded from that grant.
- v) approves the expenditure associated with the grant from the EU Interreg North-West's MUSTBE0 Fund of £0.741m for design and delivery of up to 24 Energiesprong demonstrator flats being incepted into the HRA capital programme for 2022-23 and to be funded from that grant.
- vi) authorises the Director of Growth and Sustainability to apply for and claim the Green Homes Grant: Local Authority Delivery scheme allocation on behalf of the established partnership and enter into a grant funding agreement with Cambridgeshire And Peterborough Combined Authority (CPCA is the accountable body, representing the Greater South East Energy Hub) for the Green Homes Grant: Local Authority Delivery:
 - (a) Phase 2 in the sum of £10.788M;
 - (b) subject to grant award confirmation by BEIS, Phase 3 in a sum to be confirmed in an update report to Cabinet following award in October 2021; and
 - (c) any further phases announced by BEIS within the next two years, subject to a noting report to cabinet on future funding amounts.
- vii) delegates authority to the Director of Growth and Sustainability to:

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- (a) make a direct award and draw down from the Cambridgeshire and Peterborough Combined Authority (CPCA) framework.
 - (b) award call-off contracts to a managing agent for Phase 2 management, works, and delivery of the Green Homes Grant: Local Authority Delivery scheme.
- viii) delegates authority to the Director of Growth and Sustainability, subject to the receipt of grant and in consultation with procurement and legal, procure the appointment of a delivery agent in compliance with the PCR and the council's CPR to manage and deliver Phase 3, if awarded, and any further subsequent phases of the Green Homes Grant: Local Authority Delivery Scheme, Sustainable Warmth Competition, and/or Home Upgrade Grant.
- ix) approves the additional capital expenditure of £10.788m being incepted into the 2021-22 capital programme for the Phase 2 for the Green Homes Grant: Local Authority Delivery and Home Upgrade Grant Schemes, to be funded wholly from that grant. Noting also that the Council will act as accountable body for the Partnership and that the allocations to the Partners are set out in the table at 4.2 in the body of the report with a requirement for spend by 31 December 2021, or agreed amended timescales.
- x) authorises the Director of Growth and Sustainability to amend current or enter into new interborough agreements and memorandum of understanding with partners to deliver the Green Homes Grant: Local Authority Delivery Phase 2 and, subject to the receipt of grant funding and following consultation with procurement and legal, any future phases of the GHG:LAD or Home Upgrade Grant, with eleven partnership boroughs (Existing: London Boroughs of Brent, Hammersmith & Fulham, Harrow, Hounslow, Lambeth, and the Royal Borough of Kensington and Chelsea. New: London Boroughs of Barnet, Hillingdon, Newham, Richmond, and Wandsworth) containing key agreements of delivery, such as project management, borough responsibilities and dispute resolution.
- xi) authorises the Chief Finance Officer, following consultation with the portfolio holder for Genuinely Affordable Housing and the portfolio holder for Climate Action, to incept into the HRA Capital Programme for 2021 – 22, for the purpose of Energiesprong retrofits, other monies or any additional grant awarded to the council for that purpose by the Department of Business, Energy and Industrial Strategy.

Reason for Decision and Options Considered

The Ealing Climate and Ecological Emergency Strategy (CEES) set a date of 2030 to be a net zero carbon borough. The CEES commits to an ambitious target for 100% of council owned homes to contribute to zero carbon outcomes by 2023 (i.e., low energy lighting, low carbon heating systems, electric appliances, and low flow toilets) and for all Council owned homes to have an average EPC rating B (SAP points) by 2030. This would require whole-house retrofits and entailed maximising insulation (loft, walls, and under floor), taking opportunities for renewable energy and moving to low carbon heat sources (replacing gas boilers), and investing in on-site electric generation (solar PV).

Benefits of the Energiesprong Innovative Partnership Procurement

The opportunity to join into a collaborative procurement with experienced local authorities, such as Nottingham City Homes (who have carried out the largest number of Energiesprong homes in the UK), greatly reduced risk by bringing additional learning and expertise to the partnership.

Entering as a Founding Landlord would give the Council access to the framework at the earliest opportunity, allowing Ealing to help lead and grow, while also reaching Climate and Ecological Emergency objectives by retrofitting up to 64 Council homes in the first

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two years of the project. Should the Council wait for the Innovation Partnership to be fully established and open to additional social landlords, it could be one year (or longer) before the framework is reopened and the Council could join the framework. This delay would jeopardise the Council's ability to meet policy commitments to deliver net zero homes as laid out in the draft Climate and Ecological Emergency Strategy. It was also possible that the more experienced solution providers would be chosen to deliver the first round of design and tendering, leaving later entrants to work with less experienced builders, which would bring an increased risk.

The Specification for the Innovation Partnerships Procedure would be a performance (i.e., outcome-based) specification which would not prescribe technical solutions (as these would be developed by the market). However, it would seek to provide non-disruptive, guaranteed solutions that improved building fabric using fire compliant materials, renew roofs, incorporate low carbon and renewable technologies and ensure adequate ventilation. The approach had delivered 85 – 95% CO₂ saving in the UK experimental projects, further reducing to 100% as the electrify grid decarbonises in future.

Benefits of Green Homes Grant: Local Authority Delivery Scheme Phase 2

Utilising grant funding to deliver retrofits on both private sector homes and the council's own housing stock delivers multiple benefits including:

- Financial savings to residents and the council through reduced energy and building maintenance costs
- Demonstrating leadership in the borough with carbon and energy saving projects
- Development of local case studies
- Positive changes in staff behaviour at work, which could also lead to positive changes in behaviour outside work
- Reduced cold-related ill health (excess winter deaths and winter hospital admissions)
- The growth of the Green Economy, supporting economic recovery and renewal through the skills agenda so residents can access good quality and secure employment

Alternative options considered

a) Undertake conventional energy retrofit programmes i.e., a package of measures, carried out in phases

Installing energy saving components individually was time consuming and caused increased and repeated disruption for tenants. Some of these (such as internal wall insulation) required decanting. Energiesprong was a novel approach to 'whole house' retrofit utilising offsite manufacturing to allow residents to remain in situ. Whilst its cost was currently higher than the more usual incremental insulation upgrades it created a net zero energy home, which avoided later spending on a decarbonised heat system, and also avoided potential spending on further efficiency measures in the future. Repeat visits to properties to carry out multiple energy efficiency projects was therefore not sustainable or suitable for all homes. Where this could be avoided this should be, for ease of delivery on the tenant and project management. The properties best suited for Energiesprong were those with a simple design.

b) Undertake conventional energy retrofit programmes; i.e., a package of measures, all at the same time

Energiesprong was procured to deliver a 'design, build and guarantee' contract against the Energiesprong Performance Specification which guaranteed the retrofit delivered predicted energy savings. Monitoring equipment was included within the installation

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which monitored energy use, humidity, air quality and comfort levels on a daily basis throughout the lifetime of the retrofit. Each property must achieve the performance outputs and maintenance costs predicted in the design stage or financial penalties could be placed on the contractor for up to 10 years after the installation. A conventional retrofit did not offer such certainty around the outcome or paybacks that would be achieved. Often a set of measures have interdependencies, for example the air ventilation system would need to work in conjunction with the air source heat pump (the heating system). If one fails it could impact on the operational performance and the guarantee of the other. Undertaking multiple contracts of multiple measures would require increased resources for contractual management and performance.

Energiesprong installations could be achieved without decanting residents. Roof units, modulated heating systems, and prefabricated wall panels including windows and doors could all be manufactured off site making installations faster and reducing the impact on residents. The properties identified were simple in design and are ideal for the Energiesprong approach.

c) Deliver the project on another estate

The Village Park Estate properties had poor thermal energy performance. The units also suffered from internal damp through condensation brought on by cold bridging. The Estate had been identified as in need of investment to get the properties up to the required standard.

Other estates had been considered and reviewed as part of a stock survey funded by the Retrofit Accelerator – Homes and Carbon Trust. Village Park was found to be the second most estate in need, with 77.9% of properties rated EPC D-G, however the estate with the lowest EPC ratings, East Acton, was a priority regeneration site and already under consideration for possible demolition and regeneration works. The Village Park properties were chosen due to the simplicity and replicability of the design, and the need to invest in the estate to improve the quality of living. However, further investigation into the structural integrity of these properties was required and would be part of the design process. Visual structural surveys were therefore in process. Should these surveys indicate that substantial spend was required to remedy structural faults alternative properties on the estate would be put forward. 56 houses on the estate had been identified as potentially suitable. The Council owns 447 properties on the estate and sought a highly replicable solution for improving these properties, as well as an offer which could be extended to lease- and free-hold properties. These areas had been identified on the basis that external works were required and the low EPC ratings allowed the Council to utilise additional funding sources such as the Energy Company Obligation and Renewable Heat Incentive to subsidise costs of the project.

d) To not include a Comfort Charge

Due to the scale of funding required to deliver energy efficiency projects across the whole of the Council's Housing Estate, it was vital that the model of delivery was financially sustainable. If the Council did not introduce a Comfort Charge and capture some of the energy savings secured by tenants who lived in super insulated properties, then the funding agreed for energy efficiency measures may not stretch across the whole portfolio. This may introduce inequality between properties, as although tenants may pay the same rent, they may have significant differences in their energy bills which would not be fair for tenants. The Housing Revenue Account (HRA) was paid into by all tenants and the benefits of any spend from it should be as equitable as it can be, benefiting as many as it could. The Comfort Charge would help refund the costs of the measures delivered by the Council through the HRA and enable the Council to deliver further carbon reduction and energy efficiency projects across the wider Council Housing Estate.

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e) Do Nothing

The Council had a commitment to become a zero-carbon borough by 2030. Accepting the funding from BEIS and the Interreg North-West project would allow a net zero energy retrofit to be trialled at a significantly reduced cost.

f) Delay

The Council could wait until November 2023 when it was expected that a national framework would be available for Energiesprong and the gross maximum price for an Energiesprong installation was expected to have fallen by around 35%. However, there was no financial benefit to this approach as Government subsidies were unlikely to be available once the economic price point has been reached. There was also the risk that Energiesprong would be dismissed as energy plans for the whole Council housing portfolio were being designed and conventional retrofits commence on estates which would have offered better results from an Energiesprong installation.

On the Village Park Estate, the Council would still be required to undertake upgrade works on the properties to ensure that they achieved the Council's housing standards, however we would be required to bear 100% of the cost. By taking action now, up to 40% of the project will be grant-funded and 64 Council-owned properties would meet our Net-Zero targets eight years ahead of our 2030 commitment.

Energiesprong Innovation Partnership Procurement

The adoption of conservative procurement approaches for one-off projects in the UK had inhibited collaboration and been a barrier to creating economies of scale necessary to develop the Energiesprong solution in the UK. This in turn had reduced the confidence of potential investors and prevented a supply chain from evolving with the necessary capacity, capability, and expertise to meet the demand. As demonstrated by the Netherlands model, a different procurement model and mind-set is required if UK housing providers are to successfully overcome the climate emergency.

The proposed approach to delivery was an Innovation Partnership procurement. An Innovation Partnership was not a legal partnership, but was a process whereby a contracting authority (or authorities) worked with the market to support the development of innovative products, services or works and subsequently purchases them, as long as they met the performance levels and maximum costs agreed between the contracting authority and the supplier/s.

An innovation Partnership could only be operated in circumstances where it could be shown that no product or service already existed to meet the need. An options paper compiled by Energiesprong UK and GLA retrofit delivery consultants Turner and Townsend (Appendix 1 of the report) stated that while individual components – insulation, solar panels and heat source pumps - were widely available, a 'whole house' solution did not presently exist which was able to meet the NZE target at an economic price point and that this therefore justified an Innovation Partnership.

All procurement strategy options had been considered, with an Innovation Partnership scoring highest overall in terms of meeting the criterion and delivering prototype properties within the required budget.

Alongside Ealing Council, the partner authorities who were Founding Landlords in the Innovation Partnership were the London Borough of Barking and Dagenham, Sutton Housing Partnership, Nottingham City Homes and Haringey/Homes for Haringey. An

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additional five Landlords (Bristol, Enfield, Hammersmith and Fulham, Lambeth, and Sanctuary Homes) have joined as “Tranche Two” Landlords.

Following an award of contracts, the project key delivery headlines and timetable were as follows:

- Design of solution for the pilot project: May 21 to Aug 21
At the end of this Stage, the Contractor submits end of stage completion documents for evaluation. If the Contractor passes the assessment and the other requirements set out in the conditions of contract, a notice to proceed to the next stage is issued i.e., installation
- Consultation and engagement with tenants: May 21 to July 21
This will make tenants aware of planned works and the benefits that this will bring to the community and seek to address any concerns.
- Installation to commence: Sep 21 to Dec 21
Under the Innovation Partnership Contract, at the end of this stage, the contractor submits completion documents as part of an end of stage evaluation. If the contractor passes the assessment and the other requirements of the conditions of contract, a further notice to proceed is issued, allowing further installations to take place if required, and if this fits with the energy strategy for the Council’s entire housing stock.

If a notice to proceed to the next Stage was not issued for any reason, an instruction can be issued to remove the work required in the next Stage(s) from the Scope. This instruction was not a compensation event and the Council would not be liable to the contractor for any costs, expenses, losses, or damages that it may incur as a result. In addition, the Council has the right to terminate the contract at any time for any reason through a termination at will clause in the contract.

**12. Date of Next meeting
Resolved**

That Cabinet notes that the next meeting of Cabinet would be held on 14 July 2021 at 7pm.

Councillor Peter Mason, Chair

Date

The duration of this meeting was 7pm to 7:29pm

The minutes should be read in conjunction with the agenda for the meeting. They are subject to approval and signature at the next meeting of this Committee.

**Report for:
ACTION**

Item Number:

7

Contains Confidential or Exempt Information	Yes – Appendix A and Appendix C are exempt from disclosure by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972
Title	Broadway Living Registered Provider (BLRP) Business Plan
Responsible Officer(s)	Lucy Taylor, Executive Director of Place
Author(s)	Philip Browne, Director of Housing Development
Portfolio(s)	Cllr Lauren Wall, Genuinely Affordable Homes
For Consideration By	Cabinet
Date to be Considered	14 th July 2021
Implementation Date if Not Called In	26 th July 2021
Affected Wards	All
Keywords/Index	Housing, homes, delivery, affordable, development, GLA, Broadway Living, BLRP, registered provider

Purpose of Report:

Following the successful registration with the Regulator of Social Housing of Broadway Living Registered Provider (BLRP), and approval of its business plan, this report presents an update to the financial plan for the delivery of the first tranche of schemes included in the business plan, and the associated allocation of loan funding, for approval.

This report sets out the viability of the proposals, the risks to the Council but also confirms the benefits that will ensure that the Council’s ambition of delivering 2,500 Genuinely Affordable Homes by the end of March 2022 can be realised and that a substantial programme of new homes can be delivered each year into the future.

This report also seeks approval for the disposal of 35 DMR units to BLRP forming part of Copley Close Phase 6 and associated loan funding

1. Recommendations

It is recommended that Cabinet

- 1.1. Notes the progress in the delivery of the agreed BLRP Business Plan as approved by Cabinet in November 2020 summarised in section 3.5 below.

- 1.2. Notes and approves the revised financial plan (at Confidential Appendix A) for the first tranche of schemes (listed in Appendix A) to come forward under the Business Plan, to be considered for approval by the BLRP Board on 8th July 2021 as summarised in section 4 below.

Package 1 sites consisting of:

- i. Arden Road Car Park
- ii. Dean Gardens Car Park
- iii. Wood End Library site
- iv. Norwood Road Car Park (No. 2)
- v. Former MILAP Centre Shackleton Road
- vi. Land at Evesham and Chesterton Close

Southall Market Car Park
Garage site at Buckingham Avenue
Copley phase 6 (part)
Westgate House
Broadway Living Properties (Eastcote Lane and Ruislip Road)

- 1.3. Notes the existing funding allocation within the Council's General Fund capital programme of £400 million for the Broadway Living RP Capital Loans programme. This includes an overall funding allocation of £103.587 million for the first tranche of schemes.
- 1.4. Notes and approves the revised £100.923 million loan funding requirements of the first tranche financial plan, split £88.596 million for development/investment loans relating to rent and shared ownership developments and £12.327 million for market/commercial loans (£2.984 million development working capital loan and £9.343 million development loan) relating to market sale developments
- 1.5. Notes and approves the individual scheme funding allocations variations together with an additional £2.664 million to provide capacity to respond to any scheme variations during the development phase (noting that the total will remain within the existing overall funding allocation of £103.587 million) as set out in Confidential Appendix A.
- 1.6. Delegates authority to the Chief Finance Officer (following consultation with the Portfolio Holders for Genuinely Affordable Homes and Inclusive Economy and the Executive Director of Place) to agree such further scheme variations to those set out in the financial appendix as may be appropriate provided that taken together the schemes remain within the overall funding allocation of £103.587 million for the first tranche of schemes.
- 1.7. Delegates authority to the Chief Finance Officer (following consultation with the Portfolio Holder for Inclusive Growth the Executive Director of Place and the Director of Legal and Democratic Services) to negotiate and enter into any necessary scheme specific funding arrangements with BLRP for the schemes listed in recommendation 1.2 consistent with the overarching

Funding Facility Agreement and budget allocation to enable Broadway Living RP to acquire the sites.

- 1.8. Notes the existing £36.675 million budget allocation (of which £17.459m relates to the first tranche schemes) within the Council's General Fund capital programme, to cover the pre-transfer costs of sites in the BLRP Business Plan from the Council to BLRP and the re-provision of existing Council services.
- 1.9. Notes the progress made to date on the construction of Copley Phase 6 in Section 3.6 and its inclusion in the approved BLRP Business Plan providing for the acquisition of 35 Discount Market Rent (DMR) homes.
- 1.10. Agrees in principle to dispose of the 35 DMR homes at Copley Phase 6 to BLRP consistent with the attached Heads of Terms at Confidential Appendix C and approved BLRP Business Plan and allocated funding as approved by Cabinet on 10 November 2020.
- 1.11. Delegates authority to the Executive Director of Place (following consultation with the Portfolio Holder for Genuinely Affordable Homes the Chief Finance Officer and Director of Legal & Democratic Services) to finalise the detailed terms of disposal of 35 DMR homes to BLRP at Copley Phase 6 on the basis of the draft Heads of Terms summarised in Confidential Appendix C subject to obtaining the consent of the Secretary of State as necessary and to apply Right to Buy Receipts to enable delivery of 35 additional affordable units which would otherwise have been private sale units.

2. Reasons for Decision and Options Considered

- 2.1. The Council approved setting up of a wholly owned subsidiary in October 2013 and incorporated a company, Broadway Living (BL), in March 2014 in order to progress the delivery of council housing and affordable housing in particular. This approval was considered in the light of a business case and options appraisal that were put together within the constraints of the then funding environment to tackle homelessness and housing pressures caused by the lack of good quality affordable rented homes to meet the needs of Ealing's residents.
- 2.2. The Council delegated authority to the Executive Director of Place in October 2018 to set up and register a new housing company Broadway Living Registered Provider (BLRP) to complement and supplement delivery of homes through the Council's housing company Broadway Living (BL).
- 2.3. The Council (as shareholder, landowner and funder) has commissioned BL Ltd and BLRP to deliver a programme of housing as set out in the agreed BLRP Business Plan, which includes the transfer of Council owned land to BLRP at "best consideration" and Council funding alongside GLA grant needed for the development of new homes.

- 2.4. As a 'non-profit' Registered Provider, surpluses from market sale and shared ownership are reinvested in expanding the programme to deliver more affordable homes. Over the longer term BLRP will create a substantial asset base that will be able to support borrowing from other sources and therefore reduce the need for lending from the Council.
- 2.5. A substantial increase in the Council's house building development programme through BLRP provides social benefits of high quality, cheap to heat, secure homes at affordable rents and financial benefits to the Council in reducing the need for Temporary Accommodation, reducing demand on social care and other support services. This also contributes to delivery of the Council and manifesto target of 2,500 genuinely affordable homes.

3. Key Implications

3.1. Relevant previous recommendations approved by Cabinet

3.1.1. At its meeting of **9th February 2021** Cabinet approved a report entitled Broadway Living Ltd Business Plan at which the following recommendations were agreed:

1. Notes and approves the draft BL Ltd Business Plan which will be considered for approval by the BL Board on 8 February (at Appendix A and Confidential Appendix B) and summarised in section 3.5 below
2. Notes that the Council will receive regular reports on the delivery of Broadway Living Ltd.'s Business Plan at relevant times.
3. Notes that the Chief Finance Officer as approved via the Councils Treasury Management Strategy has delegated authority to provide BL Ltd with working capital loan funding to enable BL Ltd to implement its approved Business Plan.
4. Notes and agrees in principle that, subject to the outcome of a staff consultation which started on 25 January 2021 there should be a transfer of Council staff to BL Ltd as set out in paragraph 11 below to enable it to deliver services to the Council and BLRP

3.1.2 At its meeting of 15th December 2020, the Council approved a report entitled Treasury Management Update (Broadway Living RP) 2020/21 at which the following recommendations in relation to Broadway Living were agreed:

1. Note the existing funding allocation within the Councils General Fund capital programme of £149.212 million for the Broadway Living Capital Loans programme.
2. Notes Cabinet approval at its meeting on 10 November 2020 to incept a further £250.788 million funding allocation into the Councils General Fund capital programme for the Broadway Living RP Capital Loans programme. Providing an overall £400 million loan facility, consistent

with the BLRP Business Plan, to be funded from prudential borrowing, with all the associated revenue costs being met from the income received from BLRP

3. Note the existing 2020/21 budget allocation within the Councils General Fund capital programme of £4.875 million to ensure that the delivery of the GLA programme can be progressed.
4. Notes Cabinet approval at its meeting on 10 November 2020 to incept a further £31.800 million budget allocation into the Councils General Fund capital programme, providing an overall £36.675 million budget allocation. To cover the pre-transfer costs of sites from the Council to BLRP and the re-provision of existing Council services. To be funded initially from prudential borrowing, with the associated interest costs being recovered from the overall interest receipts flowing back from BLRP to the Council and the capital costs recovered from capital receipts received upon the transfer of sites from the Council to BLRP
5. Approves the amendments necessary to the Treasury Management Strategy and relevant Prudential Indicators to reflect the above capital commitments.
6. Notes the Chief Finance Officer (Section 151) will implement the revisions to the Treasury Management Strategy under existing officer delegated powers.

3.1.3 At its meeting of **8th December** 2020, the Housing Delivery Cabinet Committee approved a report entitled Housing Delivery Update at which the following recommendations in relation to Broadway Living RP Ltd were agreed:

1. Notes the progress made to date on the sites listed below for proposed redevelopment by BLRP ('the Sites') as set out in the BLRP Business Plan to provide the 299 homes

Package 1 sites consisting of:

- vii. Arden Road Car Park
- viii. Dean Gardens Car Park
- ix. Wood End Library site
- x. Norwood Road Car Park (No. 2)
- xi. Former MILAP Centre Shackleton Road
- xii. Land at Evesham and Chesterton Close

Southall Market Car Park
Garage site at Buckingham Avenue

2. Agrees in principle to proceed with the redevelopment of the Sites and their disposal to BLRP consistent with the attached Heads of Terms and approved BLRP Business Plan and allocated funding as approved by Cabinet on 10 November 2020

3. Delegates authority to the Executive Director of Place (following consultation with the Portfolio Holder for Housing, Planning and Transformation, the Chief Finance Officer and Director of Legal & Democratic Services) to finalise the detailed terms of disposal of each of the Sites to BLRP on the basis of the draft Heads of Terms summarised in Appendix 7 subject to such disposals being for best consideration pursuant to s123 of the Local Government Act 1972 or s233 of the Town & Country Planning Act 1990 (as appropriate)
4. Delegates authority to the Chief Finance Officer (following consultation with the Portfolio Holder for Finance, the Executive Director of Place and the Director of Legal and Democratic Services) to negotiate and enter into the necessary scheme specific funding arrangements with BLRP consistent with the overarching Funding Facility Agreement and budget allocation, including the provision for any variations, to enable Broadway Living RP to acquire and redevelop the Sites. Further variations beyond the budget capacity set out in Appendix 6 will need to come back to Cabinet for consideration and approval.
5. Delegates authority to the Executive Director of Place (following consultation with the Portfolio Holder for Housing, Planning and Transformation, the Chief Finance Officer and Director of Legal & Democratic Services) to take any steps necessary to facilitate the disposal of the Sites.
6. Delegates authority to the Executive Director of Place to award the main works contracts prior to the disposal of the sites as per the final tax and legal advice and enter into any other related agreements or take any steps necessary to facilitate the redevelopment of the Sites.
 - (a) Agrees in principle for the Sites to be appropriated for planning purposes.
 - (b) Delegates authority to the Director of Growth and Sustainability to undertake the appropriation process for each Site as and when necessary.

3.1.4 At its meeting of **10th November 2020**, Council approved a report entitled Broadway Living Registered Provider Business Plan at which the following recommendations were agreed:

1. Notes that BLRP has now been successfully registered as a Registered Provider.
2. Notes and approves the draft BLRP Business Plan to be considered for approval by the BLRP Board on 9th November 2020 (at Appendix B and Confidential Appendix C) and summarised in paragraphs 3.5 below
3. Notes the existing funding allocation within the Councils General Fund capital programme of £149.212 million for the Broadway Living Capital Loans programme.

4. Agrees to incept a further £250.788 million funding allocation into the Councils General Fund capital programme for the Broadway Living RP Capital Loans programme, to provide an overall £400 million loan facility, consistent with the BLRP Business Plan, to be funded from prudential borrowing, with all the associated revenue costs being met from the income received from BLRP as summarised in paragraphs 4.1- 4.27 below.
5. Notes the £388.368 million loan funding requirement of the BLRP Business Plan, split £337.025m for development/investment loans relating to rent and shared ownership developments and £51.343 million market/commercial loans (£14.721 million development working capital loan and £36.622 million development loan) relating to market sale developments, with an additional £11.632 million providing capacity to respond to any variations during the development phase.
6. Notes the existing 2020/21 budget allocation within the Councils General Fund capital programme of £4.875 million to ensure that the delivery of the GLA programme can be progressed, approved by Cabinet at its 14 July 2020 meeting in the Housing Delivery Update report.
7. Agrees to incept a further £31.800 million budget allocation into the Councils General Fund capital programme, providing an overall £36.675 million budget allocation, to cover the pre-transfer costs of sites from the Council to BLRP and the re-provision of existing Council services. To be funded initially from prudential borrowing, with the associated interest costs being recovered from the overall interest receipts flowing back from BLRP to the Council and the capital costs recovered from capital receipts received upon the transfer of sites from the Council to BLRP.
8. Recommends to Full Council amendments to the necessary Prudential indicators to reflect the above capital commitments including the Capital Expenditure Forecast, the Councils Borrowing Need (Capital Financing Requirement), Affordability Prudential Indicator, the Operational Boundary, the Authorised Limit for External Debt and Authorised Limits. Following approval by Cabinet, Council officers will prepare a report to Full Council to amend these Prudential Indicators.
9. Subject to Full Council approving the required amendments to the Treasury Management Strategy and relevant prudential indicators, delegates authority to the Chief Finance Officer (following consultation with the Director of Legal and Democratic Services and the Executive Director of Place) to agree the terms and authorise the Council to enter into an overarching funding agreement with BLRP, consistent with the funding allocation and the BLRP Business Plan.
10. Agrees that during the development period the Council will receive quarterly reports on the delivery of the Broadway Living RP Business Plan, such reports will include scheme by scheme details at a granular level and show how such schemes meet the Councils overall investment criteria.

11. Notes that the capital receipts generated through the sale of shared ownership or market sales will flow back to the Council to help manage the debt exposure.
12. Notes that establishment of a Housing Delivery Cabinet Committee approved by Cabinet in July 2020 was approved by full Council on 21 July 2020.
13. Notes that scheme specific reports will generally be considered by the Housing Delivery Cabinet Committee seeking approval for individual schemes including the disposal of Council owned sites and provision of funding to BLRP consistent with the approved Business Plan and overarching funding agreement respectively.
14. Delegates authority to the Executive Director of Place to enter into any revised GLA grant agreement necessary to reflect the transfer of responsibility for delivery of part of the GLA programme to BLRP as set out in the approved BLRP Business Plan.
15. Notes that a further report will be brought to a later Cabinet for approval of the Broadway Living (BL) Operational Business Plan and associated proposed staff transfers

3.1.5 At its meeting of **14th July 2020** Cabinet approved a report entitled Housing Delivery Update at which the following recommendations were agreed:

1. Notes the options for delivery of the Programme and agrees that the schemes in the Programme should be delivered on the basis that
 - Some housing delivery schemes should transfer to and be delivered by BL/BLRP and others should be retained by the Council and delivered by BL on the Council's behalf
 - Cabinet delegates authority to the Executive Director of Place to determine which schemes should be transferred to BL/BLRP and which schemes should be retained by the Council following consultation with the Portfolio Holder
2. Subject to approval of recommendation related to the delivery of the programme
 - There should, subject to the outcome of a staff consultation and registration of BLRP as an RP and approval of a revised BL Business Plan, be a transfer of Housing Development and Regeneration team staff to BL to facilitate the delivery of schemes as outlined above

- A TUPE consultation process be undertaken in September in relation to those staff it is proposed be transferred to BL
3. Subject to registration of BLRP as an RP and approval of a revised BL Business Plan to reflect the recommended options for delivery of the Programme, delegates authority to Executive Director of Place (following consultation with the Chief Finance Officer and the Director of Legal & Democratic Services) to negotiate and authorise the Council to enter into
 - Service level agreements for the Council to provide back-office functions to BL and BLRP
 - A service level agreement for BL to provide development related functions to BL/BLRP
 4. Agrees that future Council governance of the Programme and proposals for delivery by BL/BLRP shall be on the basis of the structures set out in the report including the setting up of a Housing Delivery Sub-Committee
 5. Recommend to full Council that a Housing Delivery Sub-Committee be established as a sub-committee of Cabinet
 6. Delegates authority to the Chief Executive (following consultation with the Chief Finance Officer and the Director of Legal & Democratic Services) to negotiate and authorise the Council to enter into a Shareholder Agreement or to approve amendments to BL's Articles of Association as appropriate to reflect the governance arrangements.
 7. Notes and agrees that each proposal to access the HRA capital funding allocation will require a financial review to assess financial viability and risk on scheme by scheme basis.
 8. Receives Bi-annual reports on the delivery of the HRA Business Plan, such reports to include details of how such schemes meet the Council's overall investment criteria.
 9. Notes and supports the draft BL Growth Strategy which is intended to inform a revised BL Business Plan which will be submitted for consideration and approval by Cabinet later this year

3.2 Background

- 3.2.1 The lack of affordable homes in Ealing and wider London is a key factor affecting residents' quality of life and well-being. Homes to buy and rent in the open market are increasingly expensive and unaffordable to many households. Genuinely affordable homes, such as low-cost rent and intermediate rented homes, play an important role in supporting residents' needs and aspirations.
- 3.2.2 Ealing Council has an ambitious target to deliver 2,500 genuinely affordable homes by 2022, including both starts and completions, which is embedded in

the Corporate Plan. “Genuinely” affordable homes are defined as those at Social Rent, London Affordable Rent or London Living Rent. Other intermediate housing to buy or rent may be included where housing costs take up no more than one third of gross household income (in line with the rent setting methodology for the GLA’s London Living Rent product).

- 3.2.3 Achieving the target of providing 2,500 genuinely affordable homes by all parties means a substantial increase in housing delivery from recent building rates by all providers averaging 275 homes per year to 625 per year which we are now on track to achieve.
- 3.2.4 The principal rationale for the establishment of a housing development delivery model for the Council has already been agreed to facilitate the increase in the supply of new homes which enables the Council to have greater control over how sites for new homes and tenure types are developed.
- 3.2.5 Through Broadway Living, Members have agreed an alternative model to HRA housing development that delivers sustainable housing development and management for Ealing. The main driver for this was the lack of Housing Revenue Account (HRA) funding capacity. However, following the HRA self-financing exercise and lifting of HRA borrowing caps, the Council was able to refine its approach to funding the delivery of affordable housing and agreed the addition of a registered provider Broadway Living RP (BLRP) to provide another platform to secure homes for Ealing residents to deliver affordable housing in parallel with HRA schemes.

3.3 The Council’s commission to Broadway Living

- 3.3.1 For some housing sites the option to develop through BL’s company structure is beneficial due to its ability to operate more commercially than the Council. BLRP could more easily adapt to build for market sale and market rent to cross subsidise the provision of additional affordable housing. Such activities would not normally fit so easily within the Council.
- 3.3.2 BL and its subsidiary BLRP have an alignment with the Council’s objectives and offer the following:
 - Greater freedom over assets
 - Mitigation of government policy risk
 - Freedom for more commercial activity
 - Opportunity for a more commercial, agile and creative culture
 - Attract and retain specialist staff
 - Provide added value of external board members experienced in housing development and management
 - Produce future flexibility for delivery
- 3.3.3 In summary and as reported in the July 2020 Housing Delivery Cabinet report, those schemes which involve the development of sites within the HRA will remain within the HRA (e.g. High Lane, Copley, Golf Links Estate) and the

Council itself will be the landlord. Conversely, the starting point for schemes for sites that currently sit within the General Fund is that the sites for affordable housing units should be delivered by BL and that BLRP would be the landlord (e.g. Southall Market Car Park). However, some flexibility about where the asset sits will be retained so that decisions can be made on a case-by-case basis.

- 3.3.4 As reported in the November 2020 BLRP Business Plan Cabinet report, and the February 2021 BL Ltd Business Plan Cabinet report, BL Ltd will manage the Council's retained regeneration programmes, negotiating and monitoring the structure of contractual arrangements with private sector partners engaged in delivering the redevelopment of housing estates.
- 3.3.5 As reported in the November 2020 BLRP Business Plan Cabinet report, and the February 2021 BL Ltd Business Plan Cabinet report, staff currently working in the Council's Housing Development and Regeneration team will transfer to Broadway Living and provide housing development services back to the Council for its retained schemes and to BLRP for its schemes.
- 3.3.6 In terms of further housing delivery options, BLRP can also negotiate the purchase of homes through s106 planning opportunities or other opportunities presented by the private sector providing these are consistent with the development strategy of BLRP and the Council is willing to support the schemes by providing funding, for example the Westgate House scheme.

3.4 The Council as Strategic Client

- 3.4.1 Broadway Living and BLRP will be the delivery agents for both BLRP and HRA schemes. The Council will have an important and new role as the strategic client and will need to be proactive, agile and enabling to ensure that BL and BLRP are meeting the strategic housing needs of the council with reference to its housing strategy and planning policy. Strategic alignment between LBE and BL will need to be maintained through a common thread of objectives and regular meetings at senior levels, including board meetings where the council is represented alongside independent board members.
- 3.4.2 The Client function rests with the Director of Growth and Sustainability. It will be delivered by the Assistant Director Housing Development supported by the Strategic Housing Team including a specialist Housing Commissioning Manager.
- 3.4.3 As part of the commissioning process, performance metrics will be developed that flow from the BLRP business plan across its operational activity. Service level agreements (SLAs) between the Council and BL companies set out service expectations, which will be monitored. The SLAs provide for both interim housing development services and 'back office' services including Finance, HR and Pay Roll to be provided by the Council to BL and BLRP. These are in addition to the SLAs for the delivery of housing management services and customer satisfaction provided by the Council's Landlord services to BL and BLRP.

- 3.4.4 The Council also has a distinct role to ensure that as lender, landowner and shareholder BL plays an active role in supporting BLRP to provide quality housing that meets statutory and regulatory standards including minimising fire risk alongside meeting the Council’s ambitions around climate change moving toward providing zero carbon homes.
- 3.4.5 The Council will receive quarterly reports on the delivery of the BLRP business plan, such reports will include scheme by scheme details at a granular level and the Council will take a proactive role to ensure that BLRP meets the Council’s overall investment criteria and objectives.

3.5 Broadway Living RP Business Plan

- 3.5.1 Cabinet approved the then draft BLRP Business Plan at its meeting in November 2020. As set out in the Business Plan, BLRP’s key drivers are to work with the Council to re-establish housebuilding as a core Council activity, and to increase the provision of affordable homes. Its vision is to provide sustainable high-quality affordable homes for communities in Ealing. The Business Plan was approved by the BLRP Board on 9th November 2020.
- 3.5.2 BLRP’s growth strategy involves the transfer of land identified as suitable for redevelopment for housing in the Council’s portfolio to Broadway Living RP, which will develop it predominantly for affordable housing, supported by GLA grant.
- 3.5.3 The Council identified a number of development opportunities across its land portfolio for inclusion in the BLRP Business Plan. A total of 23 schemes or phases across 18 sites will deliver a total of 1,471 new homes. 42 existing homes will be transferred from BL producing a total of 1,513 homes in the approved BLRP business plan.
- 3.5.4 The agreed programme is, by tenure, predominantly London Affordable Rent and London Living Rent (genuinely affordable homes), together with intermediate rent to provide a broader tenure offer, and a smaller proportion of shared ownership (SO), and private sales, to provide cross subsidy. The market rent homes are existing homes owned by Broadway Living, to be transferred to BLRP.

Tenure mix of the BLRP Business Plan

London Affordable Rent	London Living Rent	Intermediate Rent	Shared Ownership	Market Rent	Private Sale	Total
963	45	178	184	10	133	1,513
63.6%	3.0%	11.8%	12.2%	0.6%	8.8%	

- 3.5.5 Individual schemes within the BLRP Business Plan will be recommended to the BLRP Board and the Housing Delivery Cabinet Committee for approval, cross-referencing scheme assumptions, costs and values to those in the approved business plan.

Progress made delivering the BLRP Business Plan

- 3.5.6 As reported in the December 2020 Housing Delivery Cabinet Committee report, substantial progress has been made on the six schemes that form “Package 1” (Dean Gardens, Arden Road, the former Milap centre, Norwood Rd Car Park, Wood End Library, land at Chesterton & Evesham Close) plus land at Buckingham Avenue and Southall Market Car Park. Housing Delivery Cabinet Committee delegated authority to the Executive Director of Place to finalise the terms of the disposal of these sites to BLRP.
- 3.5.7 Significant further progress has been made since December.
- 3.5.8 On Package 1, detailed planning consent has been obtained for each of the schemes following completion of the associated S106 agreements. The main works contract has been tendered, with the successful contractor selected in January, subject to further approvals. A pre contract services agreement (PCSA) was awarded in February to progress design work and applications for utility connections. Existing tenancies for the garages have been terminated and all sites secured.
- 3.5.9 On the Buckingham Avenue scheme, a PCSA was awarded in January to progress design work and applications for utility connections. Existing tenancies for the garages have been terminated and the site secured.
- 3.5.10 At Southall Market Car Park, detailed planning consent has been obtained following completion of the S106. The adjacent site has been acquired and overall possession passed to the contractor in order that enabling works can commence. A S73 application has been submitted to secure minor changes to the development..
- 3.5.11 Continuing progress of these schemes has enabled the preparation of the financial plan presented in this report (at Confidential Appendix A), detailing revised overall costs, the development programme and funding requirements for these schemes.
- 3.5.12 Approval of the financial plan detailed in this report will enable BLRP to agree individual scheme investment decisions, progress entering into scheme specific loan agreements with the Council to secure the necessary funding, and to enter into the land agreements and contractual arrangements with the Council for the acquisition and development of the schemes included in the first tranche. It will also allow Broadway Living Ltd to consider the transfer of staff under TUPE regulations, as set out in its Business Plan, considered by Cabinet in February 2021.

- 3.5.13 The financial plan will be updated with the addition of further schemes included in the agreed Business Plan, as they progress through the planning process and the procurement of construction contracts. This layering approach, by which schemes will be added to the financial plan in tranches, allows the Council and BLRP to jointly progress delivery of the agreed Business Plan in a measured way, as individual scheme proposals, costs and funding requirements are firmed up.
- 3.5.14 One scheme included in the Business Plan, Westgate House, providing 26 genuinely affordable homes for rent, has progressed to completion, and is being let to households nominated by the Council. Management of the homes will be provided under a contract with the Council's Landlord Services team.
- 3.5.15 Westgate House was developed by Broadway Living Ltd supported by lending from the Council. The development and its loans were transferred to BLRP at the end of March, with the balance of the cost met by GLA grant funding. Westgate House formed the basis of the registration business plan submitted by BLRP to the Regulator of Social Housing in October 2019, with registration secured in October 2020. The ownership and letting of these homes fully activates BLRP's status as a Registered Provider.

Macroeconomic changes and progress with scheme proposals impacting the viability of the BLRP Business Plan

- 3.5.16 Change in corporation tax from 19% to 25% starting in financial year 2023/24.
- 3.5.17 Inflation from September 20 has impacted rent inflation as it is linked to the consumer price index. The November Business Plan assumed 2% but the actual rate of inflation was 0.5%. This has resulted in reduced net rents through the 50-year business plan period.
- 3.5.18 The refusal of planning permission for the Gurnell development has resulted in the scheme being removed from the business plan. As this scheme made a significant financial contribution to the business its removal has significantly worsened performance.
- 3.5.19 Progress of scheme proposals amending assumptions on total homes and tenures for some schemes
- 3.5.20 Increase in construction costs during the tender evaluation period for the package 1 sites and Buckingham Avenue.

Options considered to mitigate macroeconomic changes and scheme updates

In order to mitigate for the impact of these macroeconomic changes a number of options were considered which are set out below with details set out in the financial appendix:

3.5.21 Change of tenures: In order to improve the financial performance of the business plan changes to scheme tenure mixes were considered. Viability testing was carried out on converting shared ownership homes to market sale whilst adhering to planning policy compliant tenure mixes. The highest value sites already have some market sale agreed in their planning permissions. The remaining sites were tested. However, none of these improved financial performance and actually worsened it due to the values not being high enough in relation to costs and the loss of GLA grant funding that would result from converting shared ownership to market sale.

3.5.22 Not progressing schemes that do not meet financial hurdles: This option has been discounted as it would significantly compromise the number of genuinely affordable homes delivered in the programme.

3.5.23 Review of the price paid by BLRP for Council Land: A review of site valuations is underway to enable BLRP and the Council to agree land prices whilst still meeting the Council's best consideration obligations under section 123 of the Local Government Act/s233 of the Town & Country Planning Act 190 as appropriate. This is yet to be finalized. Any revisions to the land prices agreed will be the subject of officer decisions pursuant to previous delegations.

3.5.24 Confirm delivery of Tranche 1 schemes that have tender prices and valuations confirmed: This is the recommended option as it facilitates the delivery of the early part of the programme and meets the GLA milestones needed to claim the affordable housing grant associated with these schemes.

3.6 Copley Close Estate Regeneration Project Phase 6

3.6.1 Approval for the disposal of most of the Tranche 1 sites to BLRP and the associated loan funding was given by HDCC at the December 2020 meeting. However, there is one further proposed site for Tranche 1 which still needs to be approved, namely 35 Discount Market Rent units on Copley Phase 6. In the June 2019 Cabinet paper for the approval of the works tender for Copley Phase 6 reference was made to the future disposal of 35 units from Copley Phase 6 to Broadway Living at an affordable intermediate rent level to be determined. The approval for the disposal to BLRP is now sought. The affordable rent levels proposed will be between 70% and 80% of market rents. The units to be transferred from the whole of Block A and comprise the following: -

	Area (sq. m)	No.
1B2P	50.09	6
2B4P	71.40	1
2B4P	71.74	5
2B4P	72.06	6
2B4P	73.31	5
2B4P	74.54	6
2B4P	75.08	1

2B4P	76.56	5
	Total	35

- 3.6.2 As reported to Cabinet on 25th May 2021 Phase 6 is a new neighbourhood called Copley Central and will produce 201 new build homes, shop/office accommodation, community square and community centre on the site of Hereford and Marioneth Courts. Phase 6 of the scheme was granted planning consent in February to increase the number of homes from 124 to 201 new units. This was achieved principally through reducing the overall percentage of on-site car parking. Cabinet approved the award of contract to Hill Partnerships in July 2019.
- 3.6.3 The site is directly opposite Castle Bar Park rail station (which will become a feeder for the Elizabeth Line – also known as Crossrail – at West Ealing station), has a bus stop adjacent to the site and ample cycle storage. All residents will additionally receive three years’ free membership of the on-site car club. Work to fully refurbish an energy centre to serve phases 5, 6 & 7 was completed in January 2021.
- 3.6.4 The Phase is forecast to complete on programme in 3 phases between June 2021 and February 2022.
- 3.6.5 The overall mix of the 201 units being built as part of Phase 6 are 85 units of London Affordable Rent / Social rent, 33 units of Shared Ownership, both of which are to be retained and managed by the Council; and 48 units of Market Sale. This is in addition to the 35 units of Discount Market Rent which are earmarked for sale to BLRP. The council is supporting the Copley scheme with RTB receipts to deliver more affordable homes as discount market rent that were previously designated as market homes.
- 3.6.6 The offer price from BLRP to the Council for Copley Phase 6 DMR units is set out in Confidential Appendix C. This is based on average rent levels set at 70% of market rent, which is based on valuation advice. The rents are below the Local Housing Allowance rents for the area. The offer will be subject to best consideration requirements based on a valuation to be instructed by the Council.
- 3.6.7 In overall terms the Copley regeneration programme aims to comprehensively redevelop the existing 690 homes into a mix of new and refurbished properties into a neighbourhood of 940 homes with extensive improvements to the public realm, open spaces and play areas. The scheme is split into seven phases and is progressing with some phases being delivered in tandem. The estimated overall completion is anticipated during 2026.

4 Financial

- 4.1 The investment being made by the Council remains the single largest financial commitment ever to be undertaken. It should still be openly recognised that such undertakings are complex and carry risk covering many different facets that should be understood and recognised as commensurate with such programmes involving housing development, asset sales and rental incomes.
- 4.2 The first tranche of schemes are expected to be completed within two to three years and therefore have a greater degree of certainty in respect of cost estimates, tender prices and valuations. These schemes meet the Council's financial hurdles to be set out in its loan covenants to BLRP within the funding agreement(s). The Council has prepared a comprehensive financial model using the business plan provided that combines individual scheme financial appraisals to measure the performance of the Tranche 1 schemes against the proposed loan covenants as well as 50-year cashflow and a 50-year Net Present Value basis, to test the viability of the development programme as a whole. Details of this is set out in the confidential financial appendix.
- 4.3 The BLRP Business Plan has an overall capital requirement of £400 million, which includes an overall funding allocation of £103.587 million for the first tranche of schemes. It is to be funded through loan finance and operational revenue requirements funded through working capital from the Council to BLRP. The loans will be structured between development/investment, market/commercial and operational working capital loans each with differing rates of interest to ensure compliance with state aid rules following independent legal and commercial advice received by the Council.
- 4.4 Total acquisition and development costs for Tranche 1 are estimated at £121.560 million (excluding interest), with total GLA grant receivable of £24.220 million, and supported by open market and shared ownership sales receipts of £37.042 million (including £10.513 million of staircasing).
- 4.5 The business plan relies on the transfer of land from the council (subject to s123 of the Local Government Act 1972/section 233 of the Town & Country Planning Act 1990 as the case may be).
- 4.6 Tranche 1 of the BLRP Business Plan requires a loan funding requirement of £100.923 million (including capitalised interest), which reflects the Council's overall financial commitment to support the BLRP Business Plan through loans, split £88.596 million for development/investment loans relating to rent and shared ownership developments and £12.327 million market/commercial loans (of which £2.984 million development working capital loan and £9.343 million development loan), with an additional £2.664 million providing capacity to respond to any scheme variations during the development phase.
- 4.7 Since the November 2020 Cabinet approval of the Business Plan there have been variations to the budget requirement of the Tranche 1 schemes as tender prices have firmed up. Scheme by scheme costs have increased for some

schemes and decreased for others. Overall this is contained within the £103.587 million funding allocation approved by Cabinet for these schemes with no individual scheme requiring more than £0.5 million of additional funding. These variations are set out in the Confidential Finance Appendix A.

- 4.8 The current assumption is that the Council will provide 100% debt finance, to be fully repaid by year 50, and this is one of the key hurdles in financial modelling the business plan. Tranche 1 repays within 44 years but the overall repayment period of the business plan loan funding will vary from this as the subsequent tranches are firmed up and confirmed.
- 4.9 The shared ownership and private sale elements of the programme will flow back to the Council to help manage the debt exposure. However, these tenures introduce sales risk into the programme, with the potential to impact the overall financial viability of the business plan, the net scheme position, flow back of loan repayments to the Council and achievement of the loan financial covenants.
- 4.10 Sales income assumes 35% initial sales equity for the shared ownership homes. Staircasing sales of further shares of equity have been assumed up to year 40 of the overall cashflow equivalent to sales at up to 60% of equity for individual homes. This is considered a reasonable assumption reflecting purchasers' desire to move to full home ownership and particularly as shared owners typically staircase to 100% in back to back sale of the whole property. Any staircasing above an average 60% would benefit the cashflow.
- 4.11 The Council intends to retain freehold ownership of land and grant 250 year leases to BLRP. The proposed Land transfer structures are being finalised. The schemes are designed to maximise the amount of affordable housing to be provided whilst maintaining viability. As a result, it is anticipated that although each land disposal will be subject to a valuation confirming 'best consideration', it is likely that there will be few if any land receipts payable to the Council. The Lease Agreements between the Council and BLRP will include mechanisms to pay an uplift to the Council should BLRP change the tenure of housing or increase the number of housing units, which reflects the increased value.
- 4.12 A set of scheme and programme assumptions and hurdles have been established. BL and BLRP will consider in detail the business plan including assumptions and hurdles used, the scenarios modelled, risks to programme and scheme delivery, for its new plan, when it considers whether to approve the new plan.
- 4.13 The key assumptions included within the BLRP Tranche 1 model remained unchanged apart from Corporation Tax which has been increased in line with March 2021 budget. The assumptions are:
- CPI at 2%
 - No build cost or house price inflation
 - Rents increase of 1% other than affordable rents increase of CPI + 1% in years 2022/23 – 2024/25

- Voids and Bad Debts of 3% on affordable rents and 4% on London Living Rents and Discounted Market Rent
 - Corporation tax at 25%
- 4.14 The Council's financial model, using the inputs from BLRP's submitted model, shows the overall scheme viability is positive, both in cash terms and NPV terms and repays all Council funding by year 44. This is subject to final confirmation of state aid compliance for proposed land transfer arrangements when the final terms have been agreed.
- 4.15 The financial model has also been stress tested across a number of different scenarios and outcomes to ensure the model stands up to stress testing and to determine the level of risk and exposure to the Council. These include an increase in build costs, a reduction in sales values and reduced rental income. Details of this is set out in Confidential Financial Appendix A. However, a culmination of these risks and other variations could manifest to impact the viability of the business plan, positively or negatively throughout the business plan 50-year life.
- 4.16 One of the most sensitive areas to consider carefully, is the exposure on the lender's side (the Council) during the development period. During this phase the Council, through providing its loans, will have the largest financial exposure as the income streams from rental will not be passing back to the Council via BLRP, as the assets will not be operational at this stage. It should also be recognised that any scheme slippage has an adverse impact on the early years viability of the model, particularly through the development phase. As a whole this requires the Council to make available working capital to ensure BLRP is viable in this period.
- 4.17 Given the development exposure, it is vital that the oversight and reporting to the Council is regular and transparent so that any signs of difficulties can be accommodated by proactive decisions being made in dialogue with BLRP and mitigated as far as possible thus reducing the potential for financial pressures to manifest back to the Council as lender.
- 4.18 During the development period, sale receipts generated by BLRP will flow to the Council to allow management of the debt from the Council's side and reduce debt exposure. Focus by the BLRP board on the speed of asset disposals is key for effective management of this phase and will when undertaken successfully help to contain or avoid such risks manifesting as pressures.
- 4.19 The Council will provide an operational working capital facility to BLRP which will be provided from Council cash balances as part of Treasury operation of the daily cash flow planning and management, working capital will be provided on commercial terms with any interest received from BLRP being a benefit to the Council revenue position.
- 4.20 For existing Council sites included Tranche 1, following independent tax advice received by the Council, sites will transfer from the Council to BLRP at the optimal point to manage the tax position, as a result of the proposed deal

structures the Council will incur pre-transfer costs and additionally were applicable the capital costs for the re-provision of existing council services.

- 4.21 The Council's existing General Fund capital programme includes a budget allocation of £36.675 million to ensure that the delivery of the GLA programme can be progressed (£17.459m is required to progress Tranche 1 schemes). This is to be funded initially from prudential borrowing, with the associated interest costs being recovered from the overall interest receipts flowing back from BLRP to the Council and the capital costs incurred by the Council recovered from capital receipts received upon the transfer of the sites to BLRP.
- 4.22 Growth and risk will need to be carefully managed. Individual scheme and whole programme financial performance will be regularly monitored and will form part of the bi-annual review of the Business Plan by the Council.
- 4.23 The Regulator of Social Housing will, as regulator of BLRP, have an interest in the financial management of BLRP to ensure compliance with the Governance and Financial Viability Standards to ensure that affordable housing assets are not put at risk. The BLRP Board will oversee this compliance.
- 4.24 It is proposed that the Council will receive quarterly reports on the delivery of the Broadway Living Business Plan, such reports will include scheme by scheme details at a granular level and show how such schemes meet the Councils overall investment criteria.

5 Legal

- 5.1 External legal advice was obtained as part of the finalisation of the proposed revised BLRP Business Plan with regard to state aid and other issues. That advice remains applicable to the proposed revisions to the financial plan.
- 5.2 The Council has the power to dispose of Housing land under s32 of the Housing Act 1985. Section 32 provides that before such Housing land (as defined) can be disposed of the Secretary of State's consent is required whether by way of a general consent or otherwise.
- 5.3 In 2013 a Retention Agreement was entered into with the Department for Communities and Local Government (DCLG) pursuant to section 11 (6) of the Local Government Act 2003 which permits the application of retained RTB receipts towards the provision of affordable housing provided those receipts are
- (i) used for the provision of social housing and
 - (ii) the receipts are used within three years, and
 - (iii) the retained sum does not constitute more than 30% of the total development costs of the relevant social housing investment.

The remaining 70% of costs must be matched funded.

6 Value for Money

- 6.1 Increasing the delivery of affordable homes will result in better outcomes for Ealing residents by providing more options to access housing and the associated benefits of having a secure home. This also helps to reduce the costs of other services which are dependent on the supply of good quality housing to make an impact on the services provided to their clients. Council Services such as; Adult Social Services, homelessness and temporary accommodation will all benefit from the substantial increase in affordable housing delivery over the coming years
- 6.2 In delivering housing through its wholly owned subsidiary, the council is securing a number of benefits from these Tranche 1 sites. These include the development of 324 affordable homes, including 259 GAH available for letting to people on the Council's housing register, and the creation of long-term asset value in its wholly owned subsidiary. This could ultimately support a self-sustaining affordable homes programme with the option to secure debt finance from the market. Council funding is in the form of lending from the general fund and is fully repaid over the period of the financial plan. In addition the proposals attract £21.57million capital grant funding from the GLA.
- 6.3 The construction contracts for these Tranche 1 sites, (which will be let as one contract), and for Buckingham Avenue, which will be let as a separate contract, were competitively tendered. Tender reports were received from our Employers Agent (EA) confirming value for money and recommending acceptance of the construction contracts. The EA also noted that there are additional costs to provide Passivhaus standards, designed to reduce carbon towards our net zero target. Some sites have additional costs arising from design constraints due to their size and immediate surroundings and higher than average abnormal costs including services diversions, demolitions and in one case the cost of buying out a restrictive covenant.

7 Sustainability Impact Appraisal

- 7.1 The objective of this work programme is to increase the supply of new, good quality genuinely affordable homes, which are designed to a high standard of environmental and sustainability standards. The homes in Tranche 1 will be designed and built to Passivhaus standards. This is a significant step on the journey to Net Zero.
- 7.2 Passivhaus buildings need very little energy for heating and cooling. This is achieved primarily through high levels of insulation and careful design of ventilation. They are built according to principles developed by the Passivhaus Institute. The quality of design and construction is certified through a quality assurance process in order to gain full certification.

8 Risk Management

Potential risks to the Council

8.1 The four main risks to the Council are summarised in the bullet points below. A fuller explanation including control and mitigation measures with the assessment of gross risk can be found in Appendix B.

- Financial and reputational risk relating to BL Ltd and BLRP performance, resulting in failure to deliver Council housing targets
- Planning, development and sales risk where delay and expected income is outside the assumptions in the BLRP business plan resulting in the need for additional borrowing, loss of GLA grant and failure to deliver expected quantum of GAH
- BLRP unable to meet price expectations for the transfer of affordable housing from Council delivered projects
- BL Ltd failure to recruit sufficient resources to deliver the programme.

BLRP reported risk management and mitigation

8.2 BL has a risk-mapping process which covers all BL group companies. This is routinely updated and reviewed by the boards of BL and BLRP.

8.3 BL Boards are individually and collectively required to maintain risk registers, to support them in monitoring and managing the risks associated with all business activities proposed in the approved and the growth business plans. Risks are assessed in accordance with established Ealing Council risk management guidelines for capital projects, including the application of a pre- and post-mitigation risk score.

8.4 When recommending the revised financial plan forming part of the business plan to the Council's Cabinet for approval, the BL Boards will bring to the Council's attention (as shareholder) the key, or headline risks associated with the plan. There are two main types of such risk:

- Risks that may impede delivery of the Business Plan and
- Risks to the shareholder arising from delivery of the Business Plan

The table below sets out the key risks together with mitigations in the BLRP business plan that the BLRP board wishes to bring to the Council's attention at this point

Key strategic risk	Type of risk	Risk effect	Mitigation
Loan funding - future loan terms	Corporate	Increase in interest rates reduces business plan capacity and viability.	Treasury Strategy ensures sufficient funds on agreed terms to deliver development pipeline. Funding forecast refreshed annually.
Failure to implement the new company transition plan	Corporate	Risk to delivery of business plan.	Close senior level working between BL and the Council on structures; systems; processes and Governance identified in the plan. Regular oversight by Board.
Service failure – BL or Council	Corporate	Inability to achieve business plan.	Regular contract management of services with clear accountability and KPIs. Report by exception to Board on issues arising. Ability to terminate and procure services elsewhere.
Reduced grant levels/loss of GLA grant status.	Programme	Inability to achieve business plan	Grant assumed in business plan secured with GLA. Future additions to the development programme will be based on latest grant prospectus assumptions. Audit compliant systems in place.
Covid 19 risk - business continuity, income, service delivery, customers,	Programme	Delays to development; loss of rental income, increased operational costs, design changes	Delay risk to grant programme assessed and agreed with GLA. Development Guide designed to

Health and Safety, delays to development, future design.		lead to increased build cost; reduced demand for apartments.	address Covid19 demand for homeworking/additional space/access to outside space etc. Regular review of Covid related risk with Boards.
Development risk - delay, quality, cost	Programme	Inability to deliver new homes and revenues.	New development control system and procedures to be implemented. Documentation to be agreed by Board e.g. Standard Employer Requirements. Use of procurement framework for contractors/consultants. Regular development report to Board.
Development and sales market risk	Programme	Loss of planned revenue income with financial impact and unsold stock. Inability to deliver business plan without financial support.	No sales income forecast until 2022/23. Monitor cumulative impact of investment in schemes with sales as well as scheme by scheme. Cautious risk appetite for market sale in current climate.
Governance/Regulatory failure due to failure to embed new structure with Council, Boards and Leadership team.	Corporate	Downgrading of RP by Regulator for Social Housing, suspension or loss of grant programme.	Fully documented procedures. External Company Secretary arrangements. Governance framework to be embedded in BL/BLRP, Executive and Council as shareholder.

			Governance review commissioned and due to report to Boards December 2020.
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9 Links to the 3 Key Priorities for the Borough

9.1 The pledge to deliver genuinely affordable homes is directly linked into outcome 5 “increasing supply of quality and affordable housing” in Ealing Council’s Corporate “Future Ealing Programme.” Improving the housing outcomes of residents in Ealing also contributes to a range of other important outcomes in the framework, such as increasing household incomes, improving educational attainment and reducing homelessness.

10 Equalities, Human Rights and Community Cohesion

10.1 The overall delivery plans are expected to have a positive impact on the borough by providing additional homes that are genuinely affordable. Detailed elements of these plans and approval for schemes will be taken to the Housing Delivery Cabinet Committee (or Cabinet) for decision on an individual basis and Equality Analysis Assessments (EAAs) are undertaken as part of this process.

11 Staffing/Workforce and Accommodation implications

11.1 The workforce that could transfer to Broadway Living is currently employed by Ealing Council. The Transfer of Undertakings (Protection of Employment) Regulations 2006 as amended will apply to relevant Council staff who are in scope to transfer to (and/or end up transferring to) Broadway Living, subject to (amongst other matters) the relevant ‘commercial’ activities effectively ‘transferring’ from Ealing Council to Broadway Living as set out in the report to Cabinet on 14th July 2020 and will be the subject of future reports to Cabinet.

12 Property and Assets

12.1 The recommendations in this report are to transfer to BLRP from Council ownership the following:

- Package 1 sites consisting of:
 - Arden Road Car Park
 - Dean Gardens Car Park
 - Wood End Library site
 - Norwood Road Car Park (No. 2)
 - Former MILAP Centre Shackleton Road
 - Land at Evesham and Chesterton Close

- Southall Market Car Park
- Garage site at Buckingham Avenue
- Copley phase 6 (part)

12.2 Land at Chesterton & Evesham Close and Garage site at Buckingham Avenue are in HRA but the transfer does not involve housing and as a result Sec of State approval is not required.

13 Timetable for Implementation

13.1 Schemes in Tranche 1 will progress in line with Package 1 sites which have an anticipated physical start on site date of October 2021. This will ensure GLA funding is secured. The tranche 1 schemes will complete by June 2024.

14 Appendices

- 14.1 Confidential Appendix A – the BLRP tranche 1 financial plan
- 14.2 Appendix B – potential risks to the Council
- 14.3 Confidential Appendix C – draft Heads of Terms

15 Background Information

- 15.1 Cabinet report: Delivery Strategy for 2,500 Genuinely Affordable Homes, 16th October 2018
- 15.2 Cabinet report: Housing Delivery Update 18th June 2019
- 15.3 Cabinet report: Setting up a Registered Provider of social housing to support the delivery of genuine affordable housing 16th July 2019
- 15.4 Cabinet report: Housing Delivery Update 10th December 2019
- 15.5 Cabinet Report: Housing Delivery Update 19th May 2020
- 15.6 Cabinet Report: Housing Delivery Update 24th July 2020
- 15.7 Cabinet Report: Housing Delivery Update 15th September 2020
- 15.8 Cabinet Report: Broadway Living Registered Provider Business Plan]
- 15.9 Cabinet Report: Broadway Living Ltd Business Plan

Consultation

Name of consultee	Post held	Date sent to consultee	Date response received	Comments appear in paragraph:
Internal				
Gary Alderson				Throughout
Lucy Taylor	y Executive Director of Place			Throughout
Jackie Adams	Head of Legal (Commercial)			Throughout
Ross Brown	Chief Finance Officer			Throughout
Simon Peet	Assistant Director Technical Finance			
Dipti Patel	Director of Place Delivery			Throughout
Cllr Lauren Wall	Cabinet Member for Genuinely Affordable Homes			Throughout

Report History

Decision type:	Urgency item?
Key decision	
Report no.:	Report author and contact for queries: Philip Browne – Director of Housing Development

Appendix B – potential risks to the Council

Risk	Assessment of Gross Risk (Assume NO controls in place) Rating=Impact x Likelihood + Impact			Risk Control Measures	Assessment of Mitigated Risk (Assume controls in place) Rating=Impact x Likelihood + Impact		
	Impact	Likelihood	Score		Impact	Likelihood	Score
	Extreme (5) Major (4) Moderate (3)	Very Likely (5) Likely (4) Possible (3) Unlikely (2)	Extreme (30 - 19) Moderate (10-18) Low (0 - 9)		Extreme (5) Major (4) Moderate (3)	Very Likely (5) Likely (4) Possible (3) Unlikely (2)	Extreme (30 - 19) Moderate (10-18) Low (0 - 9)
As shareholder and funder the Council is exposed to financial and reputational risk related to BL Ltd and BLRP performance, and risk of failure to deliver Council housing targets	3	3	12	The contributions of expert BL and BLRP boards, the strong regulatory regime for BLRP, and governance arrangements within the Council, and between the Council and BL / BLRP. Schemes are already at an advance stage of progression.	3	2	9
Usual planning, development and sales risk is contained in the BLRP development programme costs, income or delay outside assumptions could result in: *delayed repayment of Council loans and need for additional borrowing *failure to draw down grant from GLA and loss of this subsidy *failure to deliver sufficient homes contributing to the manifesto commitment of 2,500 GAH.	4	3	16	Close working with the planning department and prudent assumptions in development appraisals allowing flexibility to switch schemes and tenure to meet targets Sensitivity testing of the development programme informs the level of risk, and the Council exercises control through governance arrangements, including the approval and regular review of the BL and BLRP business plans.	4	2	12
A significant part of BLRP programme to be delivered is in development agreements between the Council and developer partners, rather than with BL eg. Perceval House and Gurnell. There is a risk that BLRP is unable to meet price expectations for the transfer of affordable housing	3	3	12	Ongoing dialogue between the Council, the development partners, and colleagues representing BLRP; through the programme approach; and timely approvals through the governance processes.	3	2	9
BL Ltd fails to recruit sufficient resources to deliver the programme.	3	3	12	BL Ltd has approved the principle of TUPE, its employment policies, and terms and conditions for new (non TUPE) staff in line with market. The BL Ltd business plan and budget, to be approved by Cabinet, needs to be sufficient to accommodate the required resources.	3	2	9

Contains Confidential or Exempt Information	No
Title	BUDGET STRATEGY AND MTFs 2022/23 TO 2024/25
Responsible Officers	Ross Brown, Chief Finance Officer
Authors	Shabana Kausar, Assistant Director Strategic Finance
Portfolio	Councillor Steve Donnelly, Cabinet Member for Inclusive Economy
For Consideration By	Cabinet
Date to be considered	14 July 2021
Implementation Date if Not Called In	26 July 2021
Affected Wards	All
Area Committees	All
Keywords/Index	Budget Strategy, Medium Term Financial Strategy (MTFS), Budget approach/process, Savings

Purpose of Report

Ealing Council has delivered on the objectives of its Future Ealing programme that has focused on improving the life of the residents and most vulnerable in the Borough whilst working with significantly reduced budgets after a prolonged duration of successive funding reductions. The 2021/22 Budget Strategy saw continued investment supporting vital areas to provide a sustainable platform for services to be delivered from.

The report updates Cabinet on the current financial planning position and to seek endorsement for the savings strategy for 2022/23, which reflects the savings which will be required over the next three years of the Medium-Term Financial Strategy (MTFS), 2022/23 to 2024/25.

This report represents the first stage in the Council's annual budget planning process for 2022/23, following the agreement of the MTFS by Council in February 2021.

The report also sets out the Budget Strategy for the Capital Programme and for the Housing Revenue Account 2022/23.

1. Recommendations

It is recommended that Cabinet:

- 1.1 Note the lack of clarity regarding the timing of the Governments Comprehensive Spending Review (CSR) and the lack of any indication as to the value of financial settlement to Local Authorities makes budget planning, particularly in the current environment unnecessarily complex and challenging.
- 1.2 Agrees that officers prepare detailed plans and budget proposals in accordance with the Administration's priorities and financial strategy objectives (paragraph 4.2, 4.3 and 4.4), taking into account emerging expenditure and funding information (paragraph 3.1 and 3.2) and the proposed approach to savings identification (paragraph 4.5).
- 1.3 Sets a requirement to identify savings proposals that will close the revised forecast budget gap for 2022/23 of £23.793m by the end of the budget process.
- 1.4 Notes the forecast budget gap of £52.004m over the three-year Medium-Term Financial Strategy period and sets a requirement to also bring forward proposals to close the forecast gap in 2022/23 onwards recognising that the Comprehensive Spending Review settlement could have a material impact on this value.
- 1.5 Agrees that any service growth proposals will require equivalent savings to be identified (paragraph 5.9.2).
- 1.6 Notes the capital investment process as set out in the report (section 6).
- 1.1 Notes Housing Revenue Account (HRA) Budget Strategy (section 7).
- 1.2 Notes the budget preparation timetable as set out in the report (section 8).

2. Reason for Decision and Options Considered

- 2.1 The Council made significant investment in service areas as part of the 2021/22 budget process but continues to face significant budget pressures in future years and uncertainty, including the continuing uncertainty of the level of support from Central Government over the medium term and an increased demand for services alongside the potential impact of COVID-19 into future years.

- 2.2 This report is part of the Council's budget setting and business planning process. The Medium-Term Financial Strategy (MTFS) was recommended by Cabinet in February 2021 and approved by Council on 2 March 2021. This report seeks approval of the updated MTFS assumptions for 2022/23 to 2024/25 so that officers can prepare detailed budget proposals for Member consideration as part of the annual budget-setting cycle in line with the timetable in section 8.
- 2.3 The overarching objective is to set a priority-led budget over the medium term that is balanced and realistic; and supported by achievable savings plans. However, it must be recognised that significant budget gaps such as that set out in this report could severely curtail the ability of the Council to deliver comparable service levels and some service areas compared to the current state.

3. Financial Context

3.1 Budget Statement and Spending Review

- 3.1.1 On 3 March 2021, the Chancellor presented his second March Budget which included the following key announcements:

a) Local Government

- 'Levelling Up Fund' (LUF) will invest in infrastructure and is expected to be £4bn for England, between now and 2024/25. In 2021/22, £600m is available through the fund which will focus on small transport projects, town centre and high street regeneration, and cultural and heritage assets. To ensure that funding reaches the places most in need, the government has identified priority places based on an index of local need to receive capacity funding to help them co-ordinate their applications. Ealing has been allocated priority category 2, with category 1 representing areas with the highest need. The approach to the fund for 2022/23 onwards will be published separately in 2021. However, the guidance notes state that this fund includes the previously announced Local Pinch Point fund, which had been expected to deliver £75m, in both 2021/22 and 2022/23.
- UK Community Renewal Fund will support communities across the UK in 2021/22 to pilot programmes and new approaches as the government moves away from the EU Structural Funds model and towards the UK Shared Prosperity Fund. The fund is expected to be £220m. A lead authority has been identified for each lower tier area; for London this is the GLA. These authorities must invite proposals from local applicants and submit a shortlist of proposals by 18 June for selection. The Council did not directly submit any bids but supported Southall Community Alliance as the strategic partner with their submission. This bid was to support Southall as a destination, its heritage and culture through a range

of business and skills interventions. However, the bid was unsuccessful in being shortlisted by the GLA.

- An additional £19m will be made available towards tackling domestic abuse, including £15m in 2021/22 across England and Wales to increase funding for perpetrator programmes that work with offenders to reduce the risk of abuse continuing, and £4m between 2021/22 and 2022/23 to trial a network of 'Respite Rooms' across England to provide specialist support for homeless women facing severe disadvantage. This comes on top of the £125m announced in the Spending Review last year for councils to deliver the Domestic Abuse Bill's new statutory duty to support victims.

b) Housing

- From June 2021, care leavers up to the age of 25 and those under the age of 25 who have spent at least three months in a homeless hostel will be exempt from the Shared Accommodation Rate (SAR) in Universal Credit (UC) and Housing Benefit (HB). The SAR of Local Housing Allowance reduces the amount of HB or Housing Costs Element of UC a single person under the age of 35 can claim for a private rented property. The exemption will help more vulnerable people access suitable housing. These measures were previously due to be implemented from October 2023 but have been brought forward.

c) Welfare

- Up to £3.8m of funding to be provided delivering a pilot 'no-interest loans scheme'. The scheme will help vulnerable consumers who would benefit from affordable short-term credit to meet unexpected costs as an alternative to relying on high-cost credit.

d) 2021/22 COVID-19

- Extension of the business rates relief for retail, hospitality and leisure premises, with;
 - 100% relief provided for first three months from 1 April to 30 June.
 - 66% relief to be applied for the remaining nine months from 1 July 2021 to 31 March 2022. However, this relief will be capped at £2m per business where any occupied premises were required to close on 5 January 2021. For businesses without such a premise, the cap will be £0.105m.
 - Nurseries will also qualify for relief in the same way as other eligible properties capped at £0.105m.
 - Councils to be fully compensated for the loss of business rates income, as a section 31 grant.
 - Additional new burdens grant funding to be made available for councils towards administrative cost burdens.
- Updated Contain Outbreak Management Fund (COMF) Framework published in March, which sets out how national and local partners will

continue to work with the public at a local level to prevent, contain and manage outbreaks. This will include details of the enhanced toolkit of measures to address Variants of Concern.

- ‘Restart Grants’ to be made available in England of up to £6,000 per premises for non-essential retail businesses and up to £18,000 per premises for hospitality, accommodation, leisure, personal care and gym businesses. This will provide businesses with cash certainty, whilst they plan ahead to safely relaunch trading over the coming months.
- Extension of the Furlough Scheme to September 2021.
- Additional £300m to extend the Culture Recovery Fund to continue to support key national and local cultural organisations in England as the sector recovers.

e) Other

- The new UK Infrastructure Bank to provide financing support to private sector and council infrastructure projects, to help meet government objectives on climate change and regional economic growth. From the summer the bank will offer loans to councils at a rate of gilts + 60 basis points for strategic infrastructure projects.
- The Government published Terms of Reference for a new National Infrastructure Commission (NIC) study on towns and regeneration, which will consider how to maximise the benefits of infrastructure policy and investment for towns in England.
- A new £150m Community Ownership Fund will be created to help ensure that communities can continue to benefit from the local facilities and amenities that are most important to them. From the summer, community groups will be able to bid for up to £0.250m matched funding to help them to buy local assets to run as community-owned businesses. In exceptional cases up to £1m of matched funding will be available to help establish a community-owned sports club or buy a sports ground at risk of loss from the community.

3.1.2 The Government will conduct a Comprehensive Spending Review (CSR) later this year. It is too early to speculate on the details the CSR may include but there are a number of long-standing funding issues that remain unresolved which include:

- Details and revised timeline of the ‘Fair Funding Review’ and Business Rates baseline reset.
- Business Rates Revaluation postponement from 2021 to 2023 (based on valuations as at 1 April 2021).
- Future of the New Homes Bonus grant scheme.
- Long-term funding arrangements for Social Care.
- Arrangements for Council Tax and future of the Social Care Precept.

3.1.3 At the time of writing this report, it remains unclear when the CSR will take place

and whether the spending review will announce a multi-year or a one-year settlement. As a result of this uncertainty the Council will need to continue to plan with little or no funding certainty over the medium term until a multi-year settlement is published.

3.1.4 The general national and local health of the economy has both direct and indirect impacts on the Council’s medium term financial strategy. The CSR is expected to consider the latest economic performance and projections of e.g. GDP, borrowing, taxation levels and employment rates and so this will help to determine what the general outlook for local government funding will be over the short-medium term.

3.2 2021/22 Budget and MTFs 2022/23 to 2024/25

3.2.1 The MTFs, covering the 4-year period 2021/22 to 2024/25, was approved by Cabinet and Council in February and March 2021 respectively. It reflects the impacts of central government funding decisions, analysis of advice and information from relevant organisations and the effects of the national and local economic context. It provides a robust financial framework to support achievement of the Council’s overall objectives and delivery of services.

3.2.2 By necessity the MTFs is updated to reflect changing circumstances, updated priorities and ambitions, the latest financial situation and external factors such as Government funding settlements. Uncertainty regarding the impact of postponed local government funding reforms (business rates baseline funding reset and the Fair Funding Review) and widely anticipated recession that is likely to follow the pandemic present significant risks. This in turn creates a high degree of uncertainty both within and beyond 2022/23. As such the MTFs and budget strategy is being compiled in a period of unprecedented financial uncertainty and any estimate beyond one-year is very much speculative.

3.2.3 The table below summarises the MTFs forecasts for 2021/22 to 2024/25 and confirms the forecast budget gap of £23.793m, £11.850m and £16.360m for the years 2022/23 onwards.

Table 1: 2021/22 to 2024/25 Medium Term Financial Strategy Summary

MTFS 2021/22 to 2024/25	2021/22	2022/23	2023/24	2024/25
	£M	£M	£M	£M
Total Funding	(256.148)	(251.349)	(252.767)	(258.322)
Net Budget Requirement	252.648	271.642	284.910	306.826
Contributions to (+) / from (-) reserves	3.500	3.500	3.500	3.500
Net Budget Requirement after Reserves	256.148	275.142	288.410	310.326
Forecasted Budget Gap - Incremental	0.000	23.793	11.850	16.360
Forecasted Budget Gap - Cumulative	0.000	23.793	35.643	52.004

Source: Budget Strategy & MTFs 2021/22 to 2024/25 - February 2021 Cabinet

3.3 General Fund Balance

3.3.1 For 2021/22 the Council's General Fund balance was set at its risk-assessed target level of £15.919m. Having reviewed the current financial challenges being faced as a result of the pandemic, the Chief Finance Officer, as the Council's Section 151 Officer, has considered the level of General Fund Balance very carefully. In conjunction with the annual budgeted contribution of £3.5m to reserves the General Fund balance of £15.919m is assessed to be adequate at the level given, in view of the risks the Council is facing and considering Ealing's spending history. The adequacy of reserves will continue to be reviewed annually and given the unknown financial long-term impact of the pandemic it is particularly difficult to determine accurately.

3.4 Adequacy of Reserves

3.4.1 The Council also sets aside funding in reserves for specific purposes and to mitigate financial risks as part of the budget planning and monitoring process. At 31 March 2021 the Council's General Fund earmarked reserves (excluding COVID-19 grant and other technical reserve balances) totalled £78.681m), of which £28.851 relates to un-ringfenced reserves.

3.4.2 With the exception of 2020/21 the Council has previously seen its reserve balances reducing year on year and whilst prudent and appropriate for the typical budgetary requirements and normal challenges faced by Ealing, they are not meant to nor have the capacity to deal with significant pressures and nor should reserves be fully depleted without very careful consideration of the impact on future years.

3.4.3 As such, the Council needs to continue to act in a prudent manner and reduce the reliance on reserves in year, and importantly, not commit to any expenditure that could expose the Council to risk that may ultimately result in further reserve commitments being required.

3.4.4 Reliance cannot be placed on reserves as a funding strategy for 2022/23 onwards. Recurring revenue savings from service areas or new income streams must be found to meet the forecast budget gap. Further reviews of reserves will be undertaken during 2021/22 as part of the MTFS process but it should be noted that that reserves including the use of General Fund balance will only be no considered as a last resort and in exceptional case in order to fulfil the statutory obligation to set a balanced budget.

4. Approach to Budget Setting

4.1 As set out above, the postponement of funding reforms and the absence of government spending plans mean that there is maximum funding uncertainty, making the preparation of medium-term financial plans highly complicated and

speculative.

4.2 Delivering Administration Priorities

4.2.1 The budget process is priority-led, aligning the allocation of resources with the priorities of the Administration. There are three key new Administration priorities for Ealing covering the MTFS period:

- Rebuilding our economy
- Greening our borough
- Tackling poverty and inequality

4.2.2 These are supported by nine priority outcomes delivered via the Future Ealing programme. The nine ways to make the borough better are:

- Tackling inequality
- Climate action
- Decent living Incomes
- Inclusive economy
- Genuinely affordable homes
- Good growth
- Thriving communities
- A fairer start
- Healthy lives

4.2.3 Contributing to the achievement of the above priorities and outcomes are a number of significant programmes of activity are now in delivery, notably:

- Housing Delivery Programme that along with partners have delivered over 75% of the 2,500 genuinely affordable homes target.
- Historically low numbers of looked after children as a result of preventative work with children and families
- Reduced placements into temporary accommodation with almost 50% of homelessness approaches to the council last year resulting in a prevention outcome.
- The Better Lives programme has continued to be delivered throughout 2020/21 with a strong focus on reducing the use of care home placements where community alternatives can be found and supporting customers maximise their independence.
- Continued delivery of our digital programme making it easier to access services online. 109,000 resident and business accounts have now been created on the My Account portal and new services brought online.

4.2.4 These are alongside the commitment of the new Administration to deliver London Living Wage, Ethical Charter and Social Value.

4.3 Future Ealing Outcomes

4.3.1 The Council continues to use Future Ealing as a vehicle for delivering the 2022/23 and future years budget strategy.

4.3.2 The Future Ealing budget strategy contains two main strands:

1) Future Ealing Outcomes

Continued drive on Future Ealing outcomes and the associated savings that this approach brings. For 2022/23 in addition to the continued delivery of the existing commitments and activities specific areas of focus include;

- a) **Demand focused outcome reviews** - this approach involves identifying opportunities to better manage demand in service areas such as adult social care, children's services, waste and recycling, and homelessness.
- b) **Investment led outcome and service reviews** - this approach involves reviewing priorities and services' functions to identify user experience, efficiency, and effectiveness improvement opportunities.

2) Modern Council

The focus of Modern Council is to identify opportunities to create more integrated and joined-up operations; deliver optimal support services; make more effective use of technology; adopt a more commercial approach; and ensure the effectiveness and efficiency of internal business processes. Within this approach, there are four main workstreams (all with more specific sub workstreams) that will form the core of the approach, they are:

- **Commercial** – a targeted approach of reviewing contracts and all new procurements supported by the Commercial Hub team. The review of charging policy will also sit as a workstream within this approach.
- **Assets** – a review of all assets utilisation to ensure optimum use with a through flow into alternate asset use that can contribute to both the financial challenge and the delivery of genuinely affordable homes.
- **Efficiency** – a cross council review of all back office and associated processes not covered in previous reviews with a focus on end to end processes and use of technology to unlock savings opportunities.
- **Digital** – the continued drive to make best use of the new Microsoft digital platform and reviewing all the associated processes and feeder systems and hand offs.

4.4 Key Deliverables and Objectives

1) Set and Deliver a Balanced Budget

Councils are required to deliver a balanced budget each year ensuring that

the projected expenditure and commitments can be matched by the available resources in year. Over the last two financial years the government has only announced one-year settlements for Local Government. Postponement of funding reforms and the absence of government spending plans mean that there is maximum funding uncertainty, making the preparation of medium-term financial plans highly complicated and speculative.

In response to these challenges, it is necessary for the Council to consider and implement a set of measures that look to deliver a balanced budget. These measures could in some instances not deliver on the objectives of Future Ealing but are a necessary approach to set a balanced budget

2) Maximise Future Ealing as an Organisational Development approach

The Council continues to use Future Ealing as a vehicle for delivering the 2022/23 and future years budget strategy as far as it is able to do so.

This will enable the Council to embed a culture that supports its residents and staff in accessing and receiving a more efficient and effective service through new ways of working which include flexible/remote working and digital platform that help the Council to unlock resources and opportunities to deliver services differently.

3) Ensure safe and effective delivery of any COVID-19 response

This is to ensure that any proposals and options being developed and implemented do not adversely impact the Council's continued ability to respond to COVID-19 but can also look to delivering the response at a cost neutral basis (where applicable).

4.5 Developing Proposals

4.5.1 The project management team are currently in the process of undertaking procurement to commission external support and expertise, building on and enhancing current in-house capacity. This would provide additional support to departments to identify opportunities for saving proposals, driving improved value for money. Services will be supported to develop options and business cases within the agreed timescales, allowing the Council to approve a balanced budget in February 2022.

5. Medium Term Financial Strategy (MTFS) and 2022/23 Budget Update

5.1 As noted above, the postponement of funding reforms and the absence of government spending plans mean that there is maximum funding uncertainty, making the preparation of medium-term financial plans highly complicated and speculative.

- 5.2 Reducing Government support continues to be a key driver in the budget process. Uncertainty regarding the impact of local government funding reforms and widely anticipated recession that is likely to follow the pandemic present significant risks. In addition to funding reductions, there is also the potential for significant spending pressures from demand-led services, specifically in the Children's' with Disability, Special Education Need (SEN), Adults service, Housing and new burdens which impact on the budget. Although some growth has been built into the MTFs to help alleviate some of these pressures, they continue to present a significant budget risk, particularly in respect of the demographic and contractual pressures.
- 5.3 The MTFs and budget strategy is continued to be compiled in a period of unprecedented financial uncertainty. As such an estimate beyond one-year is very much speculative until details of CSR are known, therefore the 2022/23 budget gap has been reviewed and updated through undertaking financial scenario planning, details of which are set out in paragraph 5.5.
- 5.4 As part of the continuous budget monitoring and forecasting processes, a number of key assumptions and estimates, along with known changes, have been modelled in the updated MTFs for 2022/23. The sections of this report below provide an update to the budget gap position for 2022/23.

5.5 Scenario Modelling – 2022/23 Budget Gap

- 5.5.1 As set out above, due to the current period of unprecedented financial uncertainty, the 2022/23 budget gap has been assessed against three scenario cases with the 'realistic' case being taken forward as the updated budget gap for 2022/23.

Table 2: 2022/23 Budget Gap Sensitivity Modelling

Budget Gap as February 2021	£M
Net Service Expenditure	0.036
Service Growth	2.032
Inflation	2.633
Levies	2.279
Corporate Budgets (including treasury)	(0.062)
Grants Held Centrally	5.899
Contingency	0.000
Net Centrally Held Budgets	12.781
Covid Grants and other funding	10.976
Contributions to reserves	0.000

Budget Gap as February 2021	£M
Budget Gap	23.793

5.5.2 Whilst the range of the budget gap for 2022/23 is between c£23m to c£26m, the current working estimate of the 2022/23 budget gap remains same, as approved by Cabinet in February 2021 of c£24m.

5.6 Government Funding

5.6.1 The February 2021 actual for 2021/22 has not changed and reflects the final settlement position, announced in January, which is reflected in the Net Budget Requirement set out in table 1 above.

5.6.2 As set out above, there is a high degree of uncertainty of what the local government settlement will contain both within and beyond 2022/23. The Council has made prudent assumptions with regards to government funding but without confirmation of the future values there remains a risk that the budget gap is understated. Any adverse settlement would therefore require the Council to change the current budget gap and take rapid action to ensure that it can set a balanced budget for 2022/23.

5.7 Collection Fund

5.7.1 Due to the pandemic the Council was seen significant losses in its income collection in relation to council tax and business rates in 2021/22. Ealing were not alone in this phenomenon as similar experiences are seen across all local authorities and as such councils will be able to phase the 2020/21 deficit over three years and also be partly compensated for their losses. The financial impact are shown in 5.7.2.

General Fund Budget Impact

5.7.2 As at 31 March 2021 Collection Fund reported a gross overspend of £28.799m (Ealing's share), of which c£16m is being funded through additional section 31 grants in relation to the retail and leisure relief and £3.7m from the 75% income compensation mechanism. This leaves the Council to fund a net loss of £9m from the General Fund. The table below sets out the current profile of the budgeted impact.

Table 3: 2021/22 Budget Impact of the Estimated Collection Fund Deficit as at 31 March 2021

General Fund Impact for Ealing	£M			
	2021/22	2022/23	2023/24	Total
Council Tax	2.884	0.714	1.870	5.467
Business Rates	(1.779)	3.201	2.197	3.620
Estimated Budget Impact	1.106	3.915	4.067	9.088

- 5.7.3 At the time of setting the budget in February 2021, the loss was estimated to be £8.651m which has increased by £0.436m mainly due to change to the income loss mechanism calculation updated by MHCLG. Council will look to manage the increased pressure through combination of reserves and or in-year savings.

Business Rates

- 5.7.4 The Council's MTFs has assumed to retain 30% of the estimated business rates over the MTFs period, in line with current retention scheme.

5.8 Council Tax and Adult Social Care Precept Options 2022/23

- 5.8.1 Each year the government determines the limit at which council tax increases would be excessive and therefore require a referendum. The referendum limit for 2021/22 was 1.99% for core Council Tax and up to 3.00% for the Social Care Precept.

- 5.8.2 At this point there is no indication from Government what (if any) limits are proposed on council tax increase in 2022/23 and proposals on the Social Care precept.

- 5.8.3 There is a nil forecast included within the current MTFs for 2022/23 and beyond with regards to council tax and social care precept increases.

- 5.8.4 For illustrative purposes, a 3% SCP equates to c£4.6m, a 1.99% Council tax increase (in line with 2021/22 powers) equates to c£3m. When combined this amounts to c£7.6m.

5.9 New Service Pressures

- 5.9.1 From an MTFs perspective there are a number of areas where it is sensible to make provisional estimates for growth, such new areas that will need to be factored into 2022/23 that are not currently taken include:

- Provision for growth required to address service pressures. It should be noted that included in the MTFs summary at table 1 above, there is some provision for service growth but not to the level in previous years.
- Growth required to address service pressures through changes in operational delivery model such full-year effect of the Perceval House Decant revenue costs.
- Growth required for capital investment to address health and safety pressures as well as meeting administrative priorities.

- 5.9.2 The updated MTFs budget gap remains at c£24m and includes a total forecast of £2.032m (excluding inflationary pressures) which remains unchanged from

the original budget gap as approved by Cabinet in February 2021. Officers will continue to monitor the level and recurring nature of service pressures in-year and will have to pursue all options to mitigate pressures on a permanent basis, which will need to determine the appropriateness of including new growth in addressing said pressures. The resultant effect of new growth capacity to address these pressures would be to increase the budget gap from existing figure in order to allow for more growth provision and as such will require for the saving target to be increased to accommodate this.

- 5.9.3 This presents a very real risk to the financial stability of the authority and in a similar way to the potential impact of the settlement being adverse, the manifestation of pressures at current levels without further mitigation would result in new budget growth requirements requiring new savings to be found to ensure a balanced budget can be set.

5.10 Summary Impact of Changes

- 5.10.1 The table below provides an updated position of the MTFs for 2022/23 to 2023/24 as at February 2021, which remains unchanged from the February estimate, reflective of the items noted above.

Table 4: 2021/22 to 2024/25 Updated Medium Term Financial Strategy Summary

MTFS 2021/22 to 2024/25	2021/22	2022/23	2023/24	2024/25
	£M	£M	£M	£M
Funding	(256.148)	(251.349)	(252.767)	(258.322)
Net Budget Requirement	252.648	271.642	284.910	306.826
Contributions to (+) / from (-) reserves	3.500	3.500	3.500	3.500
Net Budget Requirement after Reserves	256.148	275.142	288.410	310.326
Forecasted Budget Gap - Incremental	0.000	23.793	11.850	16.360
Forecasted Budget Gap - Cumulative	0.000	23.793	35.643	52.004

- 5.10.2 The working assumption from a planning purpose is that there is no change to either the level of funding or costs at this stage. Assumptions will continue to be stress tested against various scenarios in parallel to the budget process. Changes to the budget gap will continued to be reported in accordance with the timetable set out in section 8 below.
- 5.10.3 The indicative budget gap for 2022/23 of £23.793m, 2022/23 of £11.850m and 2023/24 of £16.360m will be delivered through the Future Ealing programme, whilst continuing focus in reducing the level of growth requirements in 2021/22. Specific saving proposals will be brought to Cabinet for approval in line with the timetable, detailed in section 8 below.
- 5.10.4 Members are asked to consider and agree the updated MTFs for 2022/23 and beyond as set out in table above, noting that the Council, in common with all

local authorities, continues to face a challenging financial outlook. A more accurate forecast will be developed as and when further certainty or information is released by Government, however plans will be prepared on the basis of prudent scenarios in the absence of such clarity.

6. Capital Investment Proposals

- 6.1 As detailed in the 2020/21 Revenue and Capital Outturn Report to Cabinet in June 2021, the revised Capital Programme for the period 2021/22 to 2024/25 totalled £1,138.649m. A summary of the capital programme as at 31 March 2021 is set out in the table below.

Table 5: 2021/22 to 2024/25 Capital Programme Summary

Capital Programme Summary	Budget 2020/21	Budget 2021/22	Budget 2022/23	Budget 2023/24	Budget 2024/25	Total
	£M	£M	£M	£M	£M	£M
General Fund	175.659	241.858	179.936	62.318	39.789	699.560
HRA	76.343	86.160	85.706	84.936	61.608	439.089
Total	252.002	328.018	265.642	147.254	101.398	1,138.649

Source: Revenue and Capital Outturn 2020/21 – June 2021 Cabinet

6.2 Capital Growth

- 6.2.1 The planning assumption for the capital programme in 2022/23 onwards is for a net neutral impact on the General Fund. Further will be undertaken as part of the budget process to assess each business case against set of agreed criteria which will look to ensure that any investment requiring financing is affordable.
- 6.2.2 The new investment will prioritise any capital spending required to meet unavoidable Health and Safety and any funds remaining will be allocated against other priorities agreed as part of the budget setting process.

6.3 Invest to Save Proposals

- 6.3.1 The Council's invest-to-save mechanism will remain in place in 2022/23. It allows services to drive innovation in service provision, by delivering budget savings that are allocated in part to replenish the Invest-To-Save Reserve. Proposals are anticipated to be developed within the scope of the planned Outturn Reviews and other savings initiatives.

7. Housing Revenue Account (HRA) Budget Strategy

- 7.1 In 2020/21, the HRA closed with a balanced position after movements to reserves of £3.160m, leaving an unchanged general balance of £4.925m, above

the 5% minimum HRA balance approved by Cabinet. In 2020/21, the HRA had a budgeted a gross expenditure of £68.540m.

- 7.2 The Council continues to invest, over the medium term, in its housing stock. This includes a regeneration and improvement programme on Copley Close, continuation of the council new build scheme, enabling of the estate regeneration programme, investment in sheltered housing and significant environmental works to other estates, as well as other revenue-based service initiatives. The HRA continues to manage its properties in challenging environment, in light of increased take up of Right to Buy applications, longer term delivery of the Estate Regeneration programme.
- 7.3 Going forward, the HRA will ensure more efficient and timely delivery of the HRA capital programme whilst generating more value for money on its revenue expenditure. The cost of the current 5-year approved HRA capital programme to 2025/26 is £362.746m and will fund major schemes including a comprehensive stock improvement programme, large scale Estate Regeneration and development of the Council New Build programme.
- 7.4 The HRA budget strategy will be presented to Cabinet for review in January 2022.

8. Budget Process and Timetable

- 8.1 The Council has a well-established Budget Review Process that integrates financial planning with corporate planning and considers the wider impact on the community through equalities impact assessments.

Table 6: Budget Activity Timetable

Date	Activity
October 2021	<ul style="list-style-type: none"> Cabinet report reflecting 2022/23 Budget Strategy and updated MTFS forecasts
November 2021	<ul style="list-style-type: none"> Comprehensive Spending Review Update <i>(date yet to be confirmed)</i>
December 2021	<ul style="list-style-type: none"> Provisional Local Government Finance Settlement Cabinet report reflecting the updated MTFS forecasts and funding position, including savings proposals Council decision to approve updated Flexible Use of Capital Receipts policy <i>(if required)</i>

Date	Activity
January 2022	<ul style="list-style-type: none"> • <i>Final Local Government Finance Settlement (provisional)</i> • Cabinet report to approve HRA budget for 2021/22 and 30-year business plan (including capital programme) • Section 151 officer agrees Tax Base and forecast Collection Fund surplus under delegated authority
February/March 2022	<ul style="list-style-type: none"> • Consultation with Ealing Business Partnership • Budget proposals to Cabinet and Overview & Scrutiny Committee • Cabinet considers final budget proposals and makes recommendations to Full Council • Council approves Budget & Council Tax for 2022/23

9. Legal

9.1 The Council has a legal duty to set a balanced budget.

9.2 The Council is required to monitor and review, from time to time during the year, its income and expenditure against budget, using the same figure for financial reserves. If, having conducted the review, it appears to the Council that there has been a deterioration in its financial position, it must take such action, if any, as it considers necessary to deal with the situation, and be ready to take action if overspends or shortfalls in income emerge. (Section 28 of the Local Government Act 2003).

10. Value for Money

10.1 The budget setting process addresses the Council's performance in delivering national and local priorities and focuses on the needs of its communities. The budget process will require services to demonstrate this through their budget proposals submissions.

10.2 The Council consistently monitors performance and finance in tandem, to ensure that services are commissioned and provided for, as well regularly adjusting its activities to improve performance and achieve better value for money. The budget process sets the approach, providing the framework in

which the Council can look to improve performance and achieve better value for money.

11. Sustainability Impact Appraisal

11.1 Not applicable.

12. Risk Management

12.1 It is important that spending is contained within budget so that the Council can maintain its financial standing in the face of further pressure on resources in 2022/23 and beyond as set out in the annual review of the Medium-Term Financial Strategy (MTFS) approved by Cabinet in February 2021.

12.2 The local government finance settlement published in January 2021 only provided certainty for 2021/22, beyond this there remains a great deal of uncertainty. The MTFS therefore includes various assumptions on future funding which is based on Government announcements made to date.

12.3 The MTFS model will continue to be updated as greater clarity is provided by the Government on their medium-term funding plans.

12.4 Given the uncertainties of the economic environment, impact of COVID-19 and the anticipated scale of the expenditure reductions required, there are inevitably significant risks involved in delivering balanced budgets over the medium term. Key strategic risks are;

- included in the Corporate Risk Register;
- regularly reported to Audit Committee; and
- reviewed through updated Budget and MTFS Strategy reports to Cabinet.

12.5 Since 2013/14, the balancing of the budget in-year depends upon the Council achieving its council tax and business rates projections which are closely monitored by the Financial Strategy Group.

12.6 The most immediate risk to the budget process are:

- unfunded income loss pressures as a result of the pandemic particular in relation to Council Tax and Business rates income. The Council will continue to closely monitor the impact of these income streams and support lobby to government as region to ensure the Council can be full compensated for these losses;
- non-delivery of the approved savings; and
- social care placement pressures, which continue to be partly mitigated by spend controls, transformational cost reduction programmes and close monitoring by SLT and by the Leader and the portfolio holders for Finance

and Leisure, Health & Adult Services and Schools & Children's Services.

12.7 The Council is faced with an uncertain financial climate over the medium to long term which presents a high risk to the authority and there remains potential for further, as yet unrecognised, risks. For this reason, a prudent approach to the level of reserves held by the council remains sensible and necessary. The Chief Finance Officer, as the council's Section 151 Officer, is required to state whether the reserves are adequate as part of the annual budget setting process.

12.8 The Council's MTFS is continually under review and builds in projections for the MTFS period and beyond as further details and analysis become available. These updates are regularly reviewed by SLT and the portfolio holder and updates on the financial environment the Council is operating in are provided in Budget Strategy reports to Cabinet. Any sustainability impacts will be considered before final decisions are taken on whether or not to implement each proposal.

13. Community Safety

13.1 Not applicable.

14. Links to Strategic Objectives

14.1 The Council's medium-term financial strategy, budgets and capital programme are designed to deliver the Council's strategic priorities. The budget set for 2021/22 supported delivery of national and local priorities.

15. Equalities Analysis Assessments (EAAs)

15.1 There is no requirement for an Equality Impact Assessment as part of this report.

16. In Regard to the Council's Public Law Duties

16.1 When making decisions the Council must act reasonably and rationally. It must take into account all relevant information and disregard all irrelevant information and consult those affected, taking into account their views before final decisions are made. It must also comply with its legal duties. Many proposals will impact upon third parties and where this is the case there may be a requirement for the Council to consult those affected before a final decision is taken on whether or not to implement the proposal or to amend the proposal prior to implementation.

17. Staffing/Workforce and Accommodation Implications

17.1 There are no direct staffing/workforce and accommodation implications arising from this report.

18. Property and Assets

18.1 Not applicable.

19. Any Other Implications

19.1 The overall financial position of the Council impacts on the future provision of all Council services.

20. Consultation

20.1 Information and explanations have been sought from directorates on specific aspects of this report and their comments have been incorporated.

21. Appendix

21.1 Not applicable.

22. Background Information

22.1 Cabinet reports:

- Revenue and Capital Outturn – 16 June 2021
- Budget Strategy and MTFS 2021/22 To 2023/24 – 22 February 2021

Consultation

Name of consultee	Department	Date sent to consultee	Date response received from consultee	Comments appear in report para:
Internal				
Ross Brown	Chief Finance Officer	Continuous	Continuous	Throughout
Paul Najsarek	Chief Executive	21/06/2021		Throughout
Judith Finlay Gary Alderson Lucy Taylor	Executive Directors	21/06/2021		Throughout
Kieran Read	Director of Strategy & Engagement	18/06/2021	24/06/2021	Throughout
Helen Harris	Director of Legal and Democratic Services	24/06/2021	01/07/2021	Legal section
Councillor Steve Donnelly	Cabinet Member for Inclusive Economy	24/06/2021	25/06/2021	Throughout
Councillor Peter Mason	Leader of the Council	24/06/2021		Throughout
Russell Dyer	Assistant Director - Accountancy	Continuous	Continuous	Throughout
Simon Peet	Assistant Director – Technical Finance	21/06/2021		Throughout

Report History

Decision type: For decision	Urgency item? No
Authorised by Cabinet Date : member:	Report deadline: Date report sent:

Report	Report authors and contacts for queries: Shabana Kausar, Assistant Director Strategic Finance, 020 8825 7549
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Report for: ACTION
Item Number: 9

Contains Confidential or Exempt Information	Yes - Confidential Appendices A, specification, and B, Tender Report, contain Exempt Information by virtue of Paragraph 3 of Schedule 12A to the Local Government Act 1972
Title	Microsoft Enterprise Agreement Licence Renewal
Responsible Officer(s)	Ed Axe, Director ICT, IDM & Property Services (CIO) Peter Greenham, Head of ICT
Author(s)	Alec Joynson, ICT Service Expert Avneet Johal, ICT Service Specialist (Commercial)
Portfolio(s)	Cllr. Steve Donnelly, Portfolio Holder for Inclusive Economy
For Consideration By	Cabinet
Date to be Considered	13 th July 2021
Implementation Date if Not Called In	26 th July 2021
Affected Wards	All
Keywords/Index	Microsoft Enterprise Agreement, Licence Renewal

Purpose of Report:

This report is to ensure continued access to Microsoft Licences, the rights to use Microsoft software, Office 365 Tenancy and Telephony, when the current Enterprise Subscription Agreement with Microsoft expires on 30th September 2021.

This report seeks approval from Cabinet to award a direct call off contract for Microsoft Licences to Phoenix Software Limited under the KCS (Commercial Services Kent Ltd) Framework, for a period of three years.

1. Recommendations

1.1 It is recommended that Cabinet:

1.1.1 Awards a direct call off contract to Phoenix Software Limited (a Microsoft Licence Solution Provider (LSP)) from the KCS Software Products & Associated Services 2 Y20011 Framework Agreement, the "Framework Agreement", for the provision of Microsoft licences through the Enterprise Subscription Agreement for three years, which includes the purchase of O365

suite of licences with a value of £1.410m per annum (£4.230m the three year cost of the contract).

- 1.1.2 As part of the contract award, appoints Phoenix Software Limited as the Council's Microsoft Licence Solution Provider and enters into an Enterprise Subscription Agreement with them for Microsoft licences for O365 tenancy.
- 1.2 A full specification of the required licences are referenced in confidential Appendix A.

2. Reason for Decision and Options Considered

- 2.1 At its meeting in March 2016 Cabinet resolved, as part of a wider decision on Information and Communications Technology Managed Services, to authorise the Director of Business Services, following consultation with the Portfolio Holder, to either invite and evaluate tenders under a procurement procedure or make call offs from framework agreements or Dynamic Purchasing Systems and award contracts for voice services provision (mobile and fixed telephony) for 5 years, with an option to extend for 1 or 2 years, with the new contract commencing in Spring 2016.
- 2.2 The solution was Microsoft Skype Licences. To be compliant with Microsoft licences, the Council is required to appoint a Licence Solution Provider. The Skype Licences, together with a call bundle, were purchased from the Council's License Solution Provider at the time.
- 2.3 At its meeting in March 2017, Cabinet resolved to authorise the Director of Business Services Group to make a direct call off from the Cabinet Office Public Services Agreement framework for a new Microsoft Enterprise Agreement for a period of 3 years at an annual cost of £556,000 per annum.
- 2.4 In September 2018, the Portfolio holder for Finance and Leisure awarded a call off contract to Phoenix Software Limited for the provision of Microsoft licences through the Enterprise Subscription Agreement for 3 years until September 2021.
- 2.5 As part of the contract award Phoenix Software Limited were appointed as the Council's Microsoft Licence Solution Provider and the Council entered into an Enterprise Subscription Agreement with them for Microsoft licences for O365 tenancy.
- 2.6 To be compliant with Microsoft licences, the Council is only allowed to have one Licence Solution Provider. The Portfolio Holder therefore agreed to the transfer of Skype for Business and the call bundle to Phoenix Software Limited in accordance with Microsoft licensing requirements.

- 2.7 Since the current Enterprise Subscription Agreement started in 2018, Microsoft stopped supporting the Skype platform and this product has since been retired. Microsoft has moved the Council's telephony solution onto its Teams platform. Teams is part of the O365 Enterprise suite but still requires a call bundle.
- 2.8 The decision to award a call off contract for the provision of Microsoft licences through the Enterprise Subscription Agreement for three years, brings together both the Council's requirement to purchase O365 suite of licences and the Council's requirement for a telephony solution.
- 2.9 To be compliant with Microsoft licences, the Council is still required to appoint a Microsoft approved Licence Solution Provider and may only appoint one. By awarding this call off contract, the Council shall appoint Phoenix Software Limited as the Licence Solution Provider.
- 2.10 The London Borough of Ealing uses a number of Microsoft software which are critical to the operation of the organisation (used by all staff for their Surface Pro devices) and supporting server infrastructure. These licences include Microsoft O365, Sharepoint, Teams, including Telephony, Project, Visio, SQL and Azure. The current Microsoft Enterprise Licence Agreement is due to end 31st September 2021. As the licensing is subscription based, it is imperative to secure a new contract from 1st October 2021 to ensure continued access to the products and negate any loss of data. Without the Microsoft subscription Ealing would lose its rights to operate Microsoft software within its ICT estate. A contract will need to be awarded before 1st September to ensure business continuity.
- 2.11 By awarding a call off contract through the Framework Agreement, the Council will access the discount arrangements available through the Digital Transformation Agreement 2021 (DTA 21) Memorandum of Understanding between the approved Licence Solution Provider and Microsoft.
- 2.13 After consultation with Procurement, a direct award from the KCS Software Products & Associated Services 2 Y20011 Framework Agreement was identified as the most appropriate procurement route:
- All public bodies have access to this Framework Agreement with the agreement of the Contracting Authority;
 - KCS Professional Services is one of the largest trading organisations of its kind in Europe;
 - KCS Professional Services are also a member of the Public Sector Buying Organisation (PSBO) Central Buying Consortium (CBC), a group of County, Borough and City Councils, including Kent County Council, the purpose of which is to improve the effectiveness, by co-ordination, of local authority purchasing with the object of effecting savings in public expenditure;

- Using the Framework Agreement avoids the need for consultancy services to oversee and project manage an in-house tender process, thus saving time and money;
- the Framework Agreement is national, fully OJEU compliant and adheres to the latest Public Contracts Regulations (2015).
- The Framework Agreement has been established with a maximum percentage on cost price for each organisation, ensuring value for money is obtained.
- The Framework Agreement provides quality assurance through having already assessed suppliers based upon their price modelling, quality of service offer, and other key contractual criteria.
- Framework Agreement provides access to the discount available through the Digital Transformation Agreement 2021 Memorandum of Understanding provided by Microsoft.

2.14 In accordance with Regulation 33(8)(a) of the Public Contracts Regulations 2015 (PCR 2015) Direct Award Orders may be placed under this Framework Agreement provided the Customer can meet any one of the following objective conditions:

- Customer is satisfied that, following their own due diligence, they can identify the Supplier that offers best value for their requirement;
- The Supplier is able to supply the required Goods/Services within the Customers timescales;
- The Supplier scored the highest mark for Price/Quality in the Framework Agreement evaluation;
- Goods/Services required are unique/exclusive to one Vendor/Supplier;
- Continuity of existing Goods/Services from an awarded Supplier.

2.14 The onus is on the Customer to carry out their own due diligence before selecting whether they conduct a Further Competition or choose to Direct Award with any of the awarded Suppliers. The result of the Council's due diligence evaluation is shown in confidential appendix B.

3. Key Implications

- 3.1 Microsoft do not provide licence products directly and their products are provided through a third-party Licence Solution Provider. The Council can only select a Licence Solution Provider recommended by Microsoft.
- 3.2 Microsoft will only allow a customer to have one Licence Solution Provider for the provision of their licence products.
- 3.3 The existing Microsoft Enterprise Agreement that provides access to the O365 suite of licences for all the Council's Microsoft products will be expiring on 30th September 2018. The previous cost was £1.545m over three years.
- 3.4 Prices secured through the Enterprise Subscription Agreement are fixed for the duration of the contract.
- 3.5 Microsoft have advised that the cost of licences will be increased by up to 22% in the future, so securing a price now provides best value for money.
- 3.6 Phoenix Software Ltd provide a complimentary consultancy alongside the provision of the Microsoft Enterprise Agreement. The Council has benefitted from Phoenix Software Ltd providing expert guidance on the complexities of Microsoft licensing, which can lead to purchasing more expensive licenses than are required if not managed correctly.
- 3.7 Phoenix Software Ltd provide licensing expertise to advise on the correct product licensing to ensure that the Council procures only what is needed and that maximum value is achieved.
- 3.8 Phoenix, through their consultancy, have assisted in analysis of the Council's licensing preventing the Council from being:
 - under licensed, causing additional pressure and compliance issues, which could result in hefty fines; or
 - over licensed and not utilising the licenses we have, resulting in unnecessary over expenditure.

4. Financial

- 4.1 The contract spend for the Microsoft O365 Licences for 2021/22 onwards is shown below.

Contract Element	2021/22	2022/23	2023/24	2024/25
	£m	£m	£m	£m
O365 licences	0.419	0.838	0.838	0.419
SQL licences	0.084	0.168	0.168	0.084
Skype/ Teams tariff	0.196	0.393	0.393	0.196
Subtotal: New Contract Cost	0.700	1.399	1.399	0.700
Current Contract (Apr-Sep)	0.545	0.000	0.000	0.000
Full Year impact (Oct-Mar)	0.000	0.000	0.000	0.700
Total Cost	1.245	1.399	1.399	1.399

Approval to spend

- 4.2 The contract starts on 1 October 2021, but the full year is shown in the table above as funding is required to cover April 2021 to 30 Sept 2021. Similarly, the contract will end on 30 September 2024, but the full year is shown for 2024/25
- 4.3 The number of staff requiring licences has not fallen since 2018 and the quantity of O365 licences required has remained fairly static over the last 3 years. With more remote working and staff working from home, additional windows remote desktop licences are required. There has also been an increase in demand for MS Vision and MS Project licences.
- 4.4 Microsoft have increased the price of O365 licences by 10% since 2018.
- 4.5 The Council now has a requirement for SQL licences within its portfolio of licences procured under the Enterprise Subscription Agreement at a cost of £170k. Projects undertaken by ICT on behalf of the Council has increased demand. Microsoft have changed the licencing model from a per instance model to a per core model which has impacted on costs.
- 4.6 With the move to more remote working, the demand for audio conferencing has increased driving the cost of Telephony licencing.
- 4.7 The cost of the contract in 2021/22 will be managed within existing budgets with a view to funding the cost increase in 2022/23 through the annual MTFS process.
- 4.8 An audit is being carried out with Microsoft to review the current portfolio to ensure that we are not over licensed nor under licenced and the quantity of licences required can vary over the 3 year period up to September 2024.

5. Legal

The award of a direct call off contact from the KCS Framework has been made in compliance with the rules of the KCS Framework Agreement which complies with the Public Contract Regulations 2015.

6. Value for Money

The procurement will be through appropriate framework arrangements in place with Microsoft, securing the discounted price reductions available to the public sector.

7. Sustainability Impact Appraisal

This renewal will enhance the Council's existing assets and create service improvements that will enable the Council to become more efficient.

8. Risk Management

The Enterprise Subscription Agreement is core to the Council business and is central to the Council's ICT strategy. Without it, all Microsoft 365 Services will cease and the Council will be unable to operate as currently. ICT would need to find another way of providing core services

9. Community Safety

ICT underpins the operation of all Ealing departments, including all services related to community safety.

10. Links to the 6 Priorities for the Borough

Efficient delivery of ICT in a cost effective way supports the delivery of all the council's priorities. ICT failure would affect the Council's ability to deliver the outcomes it has prioritised.

11. Equalities, Human Rights and Community Cohesion

There are no implications.

12. Staffing/Workforce and Accommodation implications:

The Enterprise Subscription Agreement will facilitate the ability for staff to work at Ealing sites and remotely.

13. Property and Assets

There are no property implications in this report.

14. Any other implications:

Not applicable.

15. Consultation

There is no requirement for external consultation at this stage

16. Timetable for Implementation

The Enterprise Subscription Agreement will be effective on 1 October 2021.

17. Appendices

Confidential Appendix A - Licence requirement.

Confidential Appendix B – Tender Report

18. Background Information

September 2018 ICMD Key Decision Microsoft Enterprise Agreement

March 2017 ICT & Data Management Capital Funded Schemes 2017/18

March 2016 Information and Communications Technology Managed Services

Consultation

Name of consultee	Post held	Date sent to consultee	Date response received	Comments appear in paragraph:
Internal				
Chuhr Nijjar	Senior Contracts Lawyer	10/06/2021	14/06/2021	Throughout
Darren Sullivan	Category Lead Corporate	10/06/2021	17/06/2021	Throughout
Shabana Khausar	Assistant Director-Finance	10/06/2021	24/06/2021	Throughout
External				
Not applicable at this stage				

Contains Confidential or Exempt Information	NO YES (Part)
Title	Covid19 Local Support grant - distribution
Responsible Officer(s)	Ross Brown
Author(s)	Joanna Pavlides
Portfolio(s)	Decent Living Incomes (Cllr Bassam Mahfouz), and Inclusive Economy (Cllr Steve Donnelly)
For Consideration By	Cabinet
Date to be Considered	14/07/21
Implementation Date if Not Called In	Exempt, pursuant to Rule 16 of the Scrutiny Procedure Rules
Affected Wards	All
Keywords/Index	Covid19, support, grants,

Purpose of Report:

To seek approval for distribution of the Covid 19 Local Support Grant under the conditions laid down by central Government and a local scheme.

Following on from the Government announcement on the extension of Covid19 Local Support scheme, this report sets out how Ealing Council will allocate and process the grant payments to vulnerable households.

The main purpose of the grant is to support vulnerable families with children and other vulnerable households through period from 21 June 2021 to 30 September 2021 and this includes families eligible for free school meals. The purpose of the grant is not to replicate free school meals arrangements but to provide wider range of support to all vulnerable households in the borough which include families entitled to free school meals.

The report sets out scheme eligibility criteria to distribute the funds to residents along with award mechanisms and application process where necessary.

Since the scheme was initially introduced in November last year, the Council have been providing support to families identified as being in need of additional financial support.

Under the previous DWP grant allocation, the Council was able to provide support to free school meals children at the rate of £15 per week during school holidays and was also able to issue one off payments to the value between £15 and £30 to families with children under 5. Additional awards were also provided under the local welfare assistance to those who required addition support within the grant funding allocation.

The current allocation of the DWP grant for Covid19 Local Support scheme does not allow the Council to provide the same level of support as provided up to 20 June 2021 without the Council topping up the allocation with its own unused Covid 19 grants to the value of circa £265, 000.

Many households' budgets in the borough continue to be affected by Covid19, either through unemployment or being furloughed with reduced incomes and this is evidenced by increases in number of people claiming Universal Credit, Council Tax Reduction and in effect, free school meals.

During summer holidays, many families will see additional pressures on their budgets due to free school meals not being provided through schools for the duration of the break or due to having additional expenses related to school uniforms in preparation for going back to schools in September.

Therefore, Covid19 Local Support grant awards will elevate some of these pressures throughout summer holidays and September.

1. Recommendations

It is recommended that Cabinet:

- 1.1 Approves the proposed distribution of the Covid19 Local Support scheme to residents who qualify for grant payments under conditions laid down by central government and local scheme guidance.
- 1.2 Authorises the Chief Finance Officer, following consultation with the Cabinet Member for Decent Living Incomes and the cabinet member for Inclusive Economy and the Director of Legal and Democratic Services, to determine and amend the award criteria as may be appropriate in response to circumstances and further guidance from central government.
- 1.3 Approves additional expenditure associated with Covid19 Local Support Grant required to support families with children eligible for free school meals where eligibility is based on low income.
- 1.4 Notes that decision to appoint a contractor to distribute Covid19 Local Support scheme through vouchers will be made by the Chief Finance Officer under his delegated powers.

2. Reason for Decision and Options Considered

- 2.1 The coronavirus (COVID-19) continues to have a significant impact on individual households and their budgets especially on lowest paid families, many being affected by unemployment or reduced income due to the pandemic. School holidays can be a particularly challenging times for these families.

- 2.2 The objective of the Covid19 Local Support Grant Scheme is to provide support to vulnerable households and families with children particularly affected by the pandemic where alternative sources of assistance may be unavailable.
- 2.3 The funding provides support with the cost of food, energy and water bills and other essential items.
- 2.4 Scheme was originally set up by the Government in November 2020 as a one off support to help vulnerable households during winter months to alleviate impact of the pandemic. Funding of £170 million was made available to Local Authorities under the COVID Winter Grant Scheme.
- 2.5 The duration of the scheme was initially set for 4 months which covered a period from 1 December 2020 to 31 March 2021. Following the initial period, there were further two extensions of the scheme, one for period covering 1 April 2021 to 16 April 2021 and for additional period between 17 April and 20 June 2021.
- 2.6 From April, the scheme has been renamed as Covid19 Local Support Grant and there have been no changes to eligibility criteria.
- 2.7 On Tuesday, 21 June, DWP announced a further extension of the scheme to run between 21 June and 30 September 2021 with additional funding being made available to all local authorities.
- 2.8 Additional allocation for Ealing under the extension of the scheme for period from 21 June to 30 September 2021 is £1,006,100.79.
- 2.9 This funding is not sufficient to issue support in line with previous awards made under the scheme up to June 2021.
- 2.10 Under previous allocations the Council was able to provide support to children eligible for free school meals at the rate of £15 per child per week. In addition, one off awards were also provided to families with children under the age of 5 in receipt of housing benefit or council tax reduction and other vulnerable households.
- 2.11 The current funding allocation does not fully cover expenditure in respect of providing support to all groups identified at the onset of the scheme as in need of additional assistance and just providing support at the rate of £15 per child per week during the summer exceeds grant allocation in its entirety.
- 2.12 Under the Covid19 Winter Support Grant and Covid19 Local Support grant, Ealing was previously awarded one off funding for each of the periods below:

Period	Grant Allocation
1/12/2020-31/03/21	£1,068,982.09

1/04/2021-16/04/2021	£371,628
17/04/2021 – 20/06/2021	£251,525
Total allocation	£1,692,135.09

- 2.13 There is no separate grant towards administration costs and some of the grant could be used towards administering the scheme as long as the cost is 'reasonable'.
- 2.14 Any unspent funds will have to be paid back to DWP.
- 2.15 The following guidelines have been issued by DWP on how the funding should be used:
- At least 80% of the total funding will be ring-fenced to support households with children, with up to 20% of the total funding to other households experiencing, or at risk of experiencing, poverty during the pandemic. This may include households not currently in receipt of DWP welfare benefits.
 - At least 80% of the total funding will be ring-fenced to provide support with food, energy and water bills for household purposes (including drinking, washing, cooking, central heating, and sanitary purposes) and sewerage, or other essentials. Within this condition there is flexibility about the proportion of support allocated to food and to bills.
 - Up to 20% of the total funding can be used to provide support with other essentials clearly linked to the scheme conditions (including sanitary products, warm clothing, soap, blankets; boiler service/repair; purchase of equipment including fridges, freezers, ovens, etc.), in recognition that a range of costs may arise which directly affect a household's ability to afford or access food, energy and water.
- 2.16 When administering this scheme, DWP has encouraged LAs to adopt the following principles:
- use discretion on how to identify and support those most in need
 - use the funding within the time allocated to meet immediate needs and help those who are struggling to afford food and utility bills (heating, cooking, lighting) and water for household purposes (including drinking, washing, cooking, central heating, sewerage and sanitary purposes), or other related essentials.
- 2.17 Authorities have flexibility to deliver the support in a variety of different ways, including direct cash payments, vouchers, giving meals to those in need or boosting funding for organisations already doing so.
- 2.18 Authorities have the flexibility to identify which vulnerable households are in

most need of support and apply their own discretion when identifying eligibility.

2.19 Authorities must have a clear rationale or documented policy/framework outlining their approach including how they are defining eligibility and how households access the scheme.

2.20 DWP advised that it is possible for authorities to identify vulnerable households and make payments without going through a formal application process as long as fraud aspect is addressed.

3. Expenditure and support provided under the DWP C19 Winter Support funding/Local Support funding up to 20 June 2021

3.1 Between December 2020 and 20 June 2021 61,229 supermarket vouchers in total have been issued, supporting around 10,000 households in the borough. The vouchers mostly supported families in receipt of free school meals and families with children under 5 in receipt of housing benefit or council tax reduction.

3.2 The Council have used its database of children eligible for free school meals (where eligibility is based on low income) and housing benefit and council tax reduction data to identify families eligible for support under the scheme.

3.3 Breakdown of number of vouchers issued up to 20 June 2021 has been presented below:

Period	Cohort	Number of children	Number of households	Number of vouchers issued	Value of vouchers issued
December 20 – January 21 Christmas holidays	FSM	11,444	8,036	11,444	£343,440
December 20 – January 21 Christmas holidays	HB/CTR recipients with children under 5	Circa 1,574	1,574	1,574	£39,350
February half term	FSM	11,612	8,247	19,859	£422,910
February half term	HB/CTR recipients with children under 5	c 1,500	1,500	1,500	£45,000
April 21 – Easter Holidays	FSM	12,181	8,329	12,181	£365,430
April 21 – Easter Holidays	HB/CTR recipients with children under 5	c. 1,493	1,493	1,493	£29,860
May 2021 – half term	FSM	11,718	7,795	11,718	£175,770
May 2021 – half term	HB/CTR recipients with children under 5	c.1,460	1,460	1,460	£21,900
TOTAL VOUCHERS				61,229	£1,443,660

- 3.4 As part of the initial support under the scheme, in December, the Council also provided £50,000 to the local Foodbank to support vulnerable families and individuals accessing the local foodbanks. It is estimated that this has helped to support around 3,500 individuals.
- 3.5 In addition, between December and June, support has been provided to 349 vulnerable families and individuals through Local Welfare Assistance with food, utilities and living essentials. The value of support provided through LWA with the DWP funding so far is £139k.
- 3.6 Due to the fact that DWP announced the Covid 19 Winter Support scheme in November with Local Authorities being expected to start delivering the scheme in December 2020, the Council used its emergency powers to commission Hawk Incentives Limited to distribute supermarket vouchers.
- 3.7 Supermarket vouchers have been the quickest and the most cost effective way of distributing the grant funding and Hawk Incentives Limited has distributed the vouchers free of charge for the Council. There was small one off cost of personalizing a webpage and messages with Council Logo.
- 3.8 Where the child's school provided the Council with an email address, the Hawk Incentives Limited issued an email with a code which could be redeemed by the customer against a supermarket of their choice: Tesco, Aldi, Morrisons, Sainsbury's, Asda, M&S and Waitrose.
- 3.9 In small number of cases where the school or the Council did not hold a valid email address, the Council either issued the code via a text message or else issued a letter with a code and instructions on how to redeem the code.

4. Proposals for distribution of Covid19 Local Support Grant under scheme extension for period from 21 June to 30 September 2021.

- 4.1 The additional funding provided for the period from 21 June to 30 September 2021 is 1,006,100.79 with the same eligibility criteria applying.
- 4.2 As the emphasis is on supporting families with children and DWP guidance advise that at least 80% of funding should be spent on this cohort, the Council's database of children entitled to free school meals continues to be the best way to identify families in need.
- 4.3 Additional mechanisms have been put in place to also identify families with children below the compulsory school age (under the age of 5) in order to create equal opportunities for these families to access the funding. The Council have used its Council Tax Reduction database combined with Housing Benefit data to identify vulnerable families with children under the age of 5.
- 4.4 The DWP advice is also that up to 20% of the funding could be spent on

supporting other vulnerable households as identified by the local council.

4.5 A small amount of C19 Local Support funding is therefore being allocated to Local Welfare Assistance so additional support can be provided to families and individuals not already identified through Free School Meals and HB and CTR databases.

4.6 £25k has been set aside for administration costs and the administration costs will depend on the demand. Any unspent administration costs will be used to top up Local Welfare Assistance fund to maximise support for vulnerable households with or without families.

4.7 Since the DWP Covid19 Winter Support grant was introduced, the Council made awards to children eligible for free school meals (where eligibility is based on low income) at a standard amount of £15 per child per week.

4.8 However, on this occasion the DWP funding provided is not sufficient to issue support at the same level as under previous allocations and requires addition contribution from the Council's own funds.

4.9 The Council is under no obligation to top up the funding received from DWP, however, not topping up the funding would result in reduced support being provided to the vulnerable groups.

4.10 The proposal for distribution of Covid19 Local Support scheme with additional funding from the Council is therefore as follows:

4.11 **Element 1:** Targets families eligible for free school meals (FSMs) where eligibility is based on low income (excludes universal infant free school meals, which are not income related):

Supermarket vouchers will be issued to families entitled to free school meals to cover the 6-week period of summer - £15 per week per child per week (12,949 children, c 8,336 households) in one off payment.

- e.g. for families with 1 child, a payment of £90 will be received
for families with 2 children, a payment of £180 will be received

4.12 **Element 2:** Targets families with children under the age of 5:

The Council will provide support to the value of £65 to families with children under 5 as identified through Council Tax Reduction (CTR), Housing Benefit (HB) databases (circa 1,460 families). Majority of families identified in this cohort are single child families. Payments to be issued in line with payments for free school meals:

- 4.13 **Element 3:** Targeting vulnerable households without children, households who do not qualify for automatic vouchers and those who need additional support other essential items.

The Council will use £40k of the allocated funding to top up Local Welfare Assistance (LWA) funds to support other vulnerable households. This will require an individual to make an application. The support will be available to all vulnerable residents including households without children. On top of support with food, this will provide support for other essential items such as warm clothing, essential equipment, boiler service and repairs where appropriate.

- 4.14 The Council will commission a voucher provider to distribute supermarket vouchers in electronic form.
- 4.15 Where the Council does not hold the email addresses for customers, the recipients will receive a voucher via a letter.
- 4.16 It is worth mentioning that the Education Department will also be providing free school meals during the school holidays under the Holiday Activities and Food programme (HAF). Ealing provision is to provide 4 days a week of activities for 4 weeks and a daily meal will be provided to all children attending. Children between reception and year 11 entitled to free school meals are eligible for this offer.
- 4.17 Both, DfE and DWP advised that HAF and Covid 19 Local Support Grant funding should be treated as two separate streams. Therefore, participation of children in HAF will not impact on the amount of vouchers that will be distributed to the families.

5. Key Implications

- 5.1 The grant is intended to support vulnerable families with children through summer. Support, especially to families with children eligible for free school meals, should be distributed no later than during the week commencing 19 July. This will ensure families have got funds available at the start of school holidays.
- 5.2 Ealing schools play crucial role in communicating to parents availability of vouchers. In small number of cases, they have also assisted parents with voucher redemption. If the vouchers are not distributed in timely manner, the opportunity for the communication with parents and additional support with voucher redemption will be lost until children return to school in September.
- 5.3 Due to the short timescales for the implementation of the grant extension, the Council does not have time to carry out a full procurement exercise and

is required to award contract directly to a voucher provider.

6. Financial

- 6.1 Distribution of funding as per section 4 of this report requires estimated Council contribution of £265, 209 and will be allocated as table below.
- 6.2 The Council will use its unallocated Covid 19 funding to top up the C19 Local Support scheme.

	No of cases	Voucher amount	Spend
Vouchers for FSM children – eligibility based on low income	12,349	£90	£1,111,410.00
Vouchers for HB & CTR families with children under 5	1,460	£65	£94,900.00
Local Welfare Assistance			£40,000.00
Admin Costs			£25,000.00
total			£1,271,310.00
Grant Allocation			£1,006,100.79
Council's contribution (C19 funds)			£265,209.21

7. Legal

- 7.1 The COVID Local Support Grant Scheme is being classified as Local Welfare Provision (LWP).
- 7.2 The Council has signed and returned the relevant section (Annex C) of the DWP/LA Memorandum of Understanding (MoU) and has legal permission to access DWP's Searchlight portal. This portal provides information on individual citizen's entitlement to (and confirms receipt of) DWP welfare benefits. Therefore, this data can be used to help Authorities identify those families and individuals to whom to target this support.
- 7.3 The council also has the power, under section 1 of the Localism Act 2011, to do anything that individuals generally may do.
- 7.4 The council must comply with the principles set out under section 149 of the Equality Act 2010 and the Human Rights Act 1988, including the need to protect from discrimination anyone with protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy

and maternity, race, religion or belief, sex, sexual orientation).

- 7.5 Where proposals will have equalities implications, an equalities analysis assessment (EAA) is required.
- 7.6 When making decisions, the council must act reasonably and rationally. It must take into account all relevant information and disregard all irrelevant information.
- 7.7 Consultation would normally be required in relation to the package of proposals within this report. However, given the unexpected and extreme urgency of the situation, it is unlikely in practice that there will be time for consultation to be carried out before implementation is required.
- 7.8 Grant payments must be paid strictly in accordance with the criteria specified by Government and the local scheme. The council will be unable to claim reimbursement for any payments made outside those criteria.

8. Value For Money

- 8.1 Whilst delivering these measures the Council will continue to operate, as it does currently, to ensure effective and efficient use of public monies. In doing so, it will ensure robust financial framework and processes are in place which allow the Council to stand up to any financial scrutiny at later date.
- 8.2 The Chief Finance Officer (section 151 officer) will ensure that accurate records are kept of the expenditure undertaken as a result of this grant scheme and will submit required management information to Government to ensure all funding spent has been claimed.

9. Sustainability Impact Appraisal

- 9.1 This report sets out measures that are focused on the vulnerable households in the borough that will support them to find a way through this pandemic.

10. Risk Management

- 10.1 It is important for the Council to ensure spending for delivering this policy is contained within budget and central Government grant provision is available for this. The proposals set out in this report look to put in place suite of financial measures which look to minimise the risk and provide swift financial support to vulnerable households.

9. Community Safety

None

10. Links to the 3 Key Priorities for the Borough

The council's administration has three key priorities for Ealing. They are:

- Good, genuinely affordable homes
- Opportunities and living incomes
- A healthy and great place

11. Equalities, Human Rights and Community Cohesion

11.1 When making decisions the Council must act reasonably and rationally. It must take into account all relevant information and disregard all irrelevant information and consult those affected, taking into account their views before final decisions are made. It must also comply with its legal duties, including those relating to equalities as referred to above.

11.2 Equality Impact Assessment has been undertaken by the Council to consider how the support the Council is providing under the scheme impacts these with characteristics protected under the Equality Act. (Appendix 2)

12. Staffing/Workforce and Accommodation implications:

12.1 In December 2020, the Council recruited additional two local welfare assistance officers in anticipation of increase in number of applications received. Their temporary contracts will be extended in line with the duration of the scheme.

13. Property and Assets

There are no property implications.

14. Any other implications:

Not applicable

15. Consultation

15.1 Consultation would normally be required in relation to the package of proposals within this report. However, given the unexpected and extreme urgency of the situation, it is unlikely in practice that there will be time for consultation to be carried out before implementation is required.

15.2 Initial consultations took place before the scheme was originally implemented in December 2020. The proposals and recommendation set

out in the main body of the report have been formed following feedback from all key stakeholders. Engagement and discussions were undertaken through the following key groups:

- Education – Assistant Director Schools P&R
- Finance Portfolio Holder, Business & Community Services Portfolio Holder, Chief Finance Officer
- Finance Department Management Team – formed of CFO, Director of Customer and Transaction Services, Assistant Directors, Commercial Hub, Strategic Finance and Technical Finance

16 Timetable for Implementation

The scheme runs between 21 June 2021 and 30 September 2021.

The vouchers to children eligible for free schools meals should be distributed no later than week commencing 19 July to make funds available to parents during school holidays.

17. Appendices

Appendix 1: Ealing C19 Local Support Grant Policy

Appendix 2: EAA

Appendix 3. DWP Draft CLSG extension guidance

18. Background Information

Central Government Scheme Guidance Notes attached in Appendix 3.

Consultation

Name of consultee	Post held	Date sent to consultee	Date response received	Comments appear in paragraph:
Internal				
Ross Brown	Chief Finance Officer	Continuous	Continuous	Throughout
Peter Mason	Leader of the Council	Continuous	Continuous	Throughout
Helen Harris	Director of Legal and Democratic Services	Continuous	Continuous	Throughout & Legal section

Councillor Bassam Mahfouz	Cabinet Member for Finance and Leisure	Continuous	Continuous	Throughout
Councillor Steve Donnelly	Cabinet Member for inclusive economy	Continuous	Continuous	Throughout
Alison Reynolds	Director of Customer and Transactional Services	Continuous	Continuous	Throughout
Gary Redhead	Assistant Director Schools P&R	Continuous	Continuous	Throughout

Report History

Decision type:	Urgency item?
EITHER: Key decision OR Non-key decision OR For information (delete as applicable)	Yes, pursuant to Rule 15 of the Access to Information Procedure Rules (General exception to forward plan requirements) – as the item was not on the council’s Forward Plan. Also, pursuant to Rule 16 of the Scrutiny Procedure Rules (exemption from call-in) because the decision has been exempted from the usual possibility of call-in.
Report no.:	Joanna Pavlides, Head of Financial Assessments, pavlidej@ealing.gov.uk ; 020 8825 9279

C19 Local Support Grant – EALING POLICY

1. Introduction

The coronavirus (COVID-19) continues to have a significant impact on individual households and their budgets especially on lowest paid families, many being affected by unemployment or reduced income due to the pandemic. School holidays can be a particularly challenging times for these families.

Scheme was originally set up by the Government in November 2020 as a one off support to help vulnerable households during winter months to elevate impact of the pandemic. Funding of £170 million was made available to Local Authorities under the COVID Winter Grant Scheme.

The duration of the scheme was initially set for 4 months which covered a period from 1 December 2020 to 31 March 2021. Following the initial period, there were further two extensions of the scheme, one for period covering 1 April 2021 to 16 April 2021 and for additional period between 17 April and 20 June 2021.

From April, the scheme has been renamed as Covid19 Local Support Grant and there has been no changes to eligibility criteria.

On Tuesday, 21 June, DWP announced a further extension of the scheme to run between 21 June and 30 September 2021 with additional funding being made available to all local authorities.

Additional allocation for Ealing under the extension of the scheme for period from 21 June to 30 September 2021 is £1,006,100.79.

2. Objectives

The objective of the Covid19 Local Support Grant Scheme is to provide support to vulnerable households and families with children particularly affected by the pandemic throughout the winter period where alternative sources of assistance may be unavailable.

When administering this scheme, The Council has followed principles laid out in DWP guidance as below:

- The Council use discretion on how to identify and support those most in need
- use the funding from 21 June 2021 up to 30 September to meet immediate needs and help those who are struggling to afford food and utility bills (heating, cooking, lighting) and water for household purposes (including drinking, washing, cooking, central heating, sewerage and sanitary purposes), or other related essentials. This includes payments made, or committed to, by

the Authorities or any person acting on behalf of the Authority, 21 June 2021 up to 30 September.

- work together with other departments within Council including, where necessary and appropriate, other local services, such as social and care workers to help identify and support households within the scope of the scheme.

When deciding how to help people, the Council should consider:

- how you plan to provide support to vulnerable households, in other words, paying into bank accounts, use of cash and vouchers
- any risks associated with these payment methods

The following guidelines have been issued by DWP on how the funding should be used:

- at least 80% of the total funding will be ring-fenced to support households with children, with up to 20% of the total funding to other households experiencing, or at risk of experiencing, poverty during the pandemic. This may include households not currently in receipt of DWP welfare benefits.
- at least 80% of the total funding will be ring-fenced to provide support with food, energy and water bills for household purposes (including drinking, washing, cooking, central heating, and sanitary purposes) and sewerage, or other essentials. Within this condition there is flexibility about the proportion of support allocated to food and to bills.
- up to 20% of the total funding can be used to provide support with other essentials clearly linked to the scheme conditions (including sanitary products, warm clothing, soap, blankets; boiler service/repair; purchase of equipment including fridges, freezers, ovens, etc.), in recognition that a range of costs may arise which directly affect a household's ability to afford or access food, energy and water.

3. Legislation

This policy is developed in line with DWP guidance noting that as per guidance the Covid Winter Grant scheme is being classified as Local Welfare Provision (LWP) and local authorities (LAs) who have signed and returned the relevant section (Annex C) of the DWP/LA Memorandum of Understanding (MoU) have legal permission to access DWP's Searchlight portal. This portal provides information on individual citizen's entitlement to (and confirms receipt of) DWP welfare benefits. Therefore, this data can be used to help Authorities identify those families and individuals to whom to target this support.

4. Qualifying criteria and awards

The Council has flexibility to deliver the support in a variety of different ways, including direct cash payments, vouchers, giving meals to those in need or boosting funding for organisations already doing so.

Council also has the flexibility to identify which vulnerable households are in most need of support and apply their own discretion when identifying eligibility.

The Council can request applications for support or can proactively identify households who may benefit, or can take a mixture of the two approaches. There is no requirement for Authorities to undertake a means test or conduct a benefit check unless this specifically forms part of the Authority's local eligibility criteria.

In order to maximise the grant for support payments to residents of Ealing and to keep the administration of the grant to minimum, the Council will administer the grant as three different elements:

Element 1: Targeting families eligible for FSMs where eligibility is based on low income (excludes universal support).

The Council will automatically issue awards to parents of children eligible to free school meals where their eligibility is based on low income excludes universal infant free school meals, which are not income related.

The Council will use the Free School Meals database to identify those eligible.

The Council will then automatically issue food vouchers to families identified as entitled to free school meals to cover the 6-week period of school holidays.

The vouchers will be issued as a one off award to the amount of £90 per eligible child.

Element 2: Targeting families with children under the age of 5:

The Council will use its Council Tax Reduction and Housing Benefit data to identify households with children under 5 who would not qualify for element 1 of the support and issue a payment as below:

London wide agreement has been reached that each borough will support the children attending the schools in the borough. This is to ensure that all children eligible for free school meals are being supported.

Provide support to the value of £65 in one off payment to families with children under 5 as identified through Council Tax Reduction (CTR), Housing Benefit (HB) and Temporary Accommodation (TA) databases.

The vouchers will be distributed electronically by Hawk Incentives Limited. Where this is not possible, The Council will issue vouchers via other means necessary, i.e. text or letter.

Element 3: Targeting vulnerable households without children, households who do not qualify for automatic vouchers and those who need additional support other essential items.

Local Welfare Assistance (LWA) will provide support to other vulnerable households in the borough and will support for families with other essentials including sanitary products, warm clothing, soap, blankets, boiler/service repair; purchase of equipment including fridges, freezers, ovens, etc.

The customer will be required to make an application for local welfare assistance and the application will be decided in accordance with the existing eligibility criteria for LWA.

Where a customer makes an application for a boiler/service repairs, two quotes will be required before the final decision on the award is made. The payments for boiler/service repairs will be capped at maximum of £1,500. Alternatively, the team may refer the case to a handyman scheme under Healthy Homes initiative and if the boiler cannot be repaired, the Healthy Homes may assist the customer in getting a boiler replaced under their scheme.

If the property is rented, it is generally the responsibility of the landlord to carry out boiler repairs and replacements, therefore awards towards boiler repairs will only be considered for owner occupiers.

The awards will be determined under the current eligibility criteria of the Council's Local Welfare Assistance team.

5. Identification of cases and application process

The Council will identify families eligible for support from its own records and according to eligibility criteria set out in paragraph 4.

Residents will also be able to make further application to local welfare assistance for other essential items as specified in element 3.

6. Evidence/verification

For elements 1 and 2 the Council will issue payments automatically and no further evidence or verification will be required under the scheme as the identity and other information would have been verified for free school meals and benefit purposes.

The Council will undertake verification of Local Welfare Assistance applications in accordance with existing verification processes for LWA scheme.

7. Decisions

One off vouchers will be issued to those identified as eligible through council records.

Local Welfare Assistance claims will be paid under the LWA current eligibility criteria and timescales.

Notifications of awards will be issued either via email or where an email address is not available, customers will be notified via letter.

8. Backdating requests

There will be no backdating of entitlement to the C19 Local Support scheme and only those who meet the eligibility criteria at the time of issuing payments will be issued with awards.

9. Fraud

As the Council is identifying eligible customers from its own records, the risk of fraud is low.

Local Welfare Assistance applicants will have the information verified under the current LWA process.

Blackhawk Network will provide the Council with reports on the codes redeemed which can then be verified against the records of codes issued.

10. Publicity

Publicity will be provided directly via schools. Further communication about the scheme will be issued through Ealing Council's media as and when required.

11. Appeals

There is no statutory right of appeal to the automatic awards made to recipients identified by the Council as requiring additional support.

Any award will be at the absolute discretion of the Chief Finance Officer, in accordance with the award criteria, and his decision will be final.

Those who make an application for support through Local Welfare Assistance have a right to ask for the decision to be reviewed under the current LWA policy.

12. Funding

Ealing Council's allocation for Covid 19 Local Support funding is £1,006,100.79. There is no separate grant towards administration costs and some of the grant can be used towards administering the scheme as long as the cost is 'reasonable'. The administration costs can include: staff costs, advertising and publicity, web page design, printing applications and small IT changes to facilitate MI production.

Any unspent funds will have to be paid back to DWP.

The following guidelines have been issued by DWP on how the funding should be used:

- at least 80% of the total funding will be ring-fenced to support households with children, with up to 20% of the total funding to other households experiencing, or at risk of experiencing, poverty during the pandemic. This may include households not currently in receipt of DWP welfare benefits.
- at least 80% of the total funding will be ring-fenced to provide support with food, energy and water bills for household purposes (including drinking, washing, cooking, central heating, and sanitary purposes) and sewerage, or other essentials. Within this condition there is flexibility about the proportion of support allocated to food and to bills.
- up to 20% of the total funding can be used to provide support with other essentials clearly linked to the scheme conditions (including sanitary products, warm clothing, soap, blankets; boiler service/repair; purchase of equipment including fridges, freezers, ovens, etc.), in recognition that a range of costs may arise which directly affect a household's ability to afford or access food, energy and water.

13. Management Information Returns

Authorities are required to make one Statement of Grant Usage and management information (MI) return – **see the Grant Determination**. The deadline for completing this return is shown in the table below.

MI return	Reporting period
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Interim MI return	From: 17 April 2021	To: 20 June 2021	Deadline: 09 July 2021
Final MI return	From: 17 April 2021	To: 30 September 2021	Deadline: 22/10/2021

Completed MI returns should be sent to lawelfare.pdt@dwp.gov.uk

An interim MI return is required for the previous CLSG for the period 17 April to 20 June 2021. The interim MI return will be used to determine eligible spend to 20 June 2021 and an interim grant payment will be made to your LA for this period when the information in your return have been verified.

A final MI return is required showing total spend from 17 April to 30 September 2021. The final MI return will be used to determine eligible spend to 30 September 2021 and a final grant payment will be made to your LA for this period when the information in your return have been verified.

Authorities should use the standard MI reporting template provided, which incorporates the Statement of Grant Usage.

The submissions need to be signed off by Chief Finance Officer.

Equalities Analysis Assessment

1. Proposal Summary Information

EAA Title	Covid 19 Local Support Grant	
Please describe your proposal?	10	<p>To seek Cabinet agreement for a programme of activity to be funded from the Covid 19 Local Support Grant.</p> <p>The Government has extended the C19 Local Support scheme until 30 September 2021 and allocated additional funding to local authorities to distribute the funding . Ealing Council's allocation under the most recent extension is £1,006,100.79</p> <p>The scheme is to ensure that vulnerable households, children and families get extra support thorough summer with food, utilites, essential clothing and other essentials.</p>
Is it HR Related?	No	
Corporate Purpose	Cabinet Report Decision	

<p>1. What is the Scheme looking to achieve? Who will be affected?</p> <p>The objective of the Covid19 Local Support Grant Scheme is to provide support to vulnerable households and families with children particularly affected by the pandemic. The scheme was originally set up by the Government in winter and has since been extended a number of times. The latest extension covers period from 21 June to 30 September 2021. Any unspent funds will have to be paid back to Department Work & Pensions.</p> <p>The scheme and aims to help thousands of households with children eligible for free school meals as well as other vulnerable families and individuals using existing Local Welfare assistance scheme.</p> <p>The scheme is broken down into three elements.</p> <p><u>Element 1:</u> Targeting families eligible for FSMs where eligibility is based on low income (excludes universal support).</p> <p>The Council will automatically issue awards to parents of children eligible to free school meals where their eligibility is based on low income and not on universal support.</p> <p>The Council will then automatically issue food vouchers to families identified as entitled to free school meals to cover the 6-week period of school holidays through summer - £15 per week per child per week (12,949 children, c 8,336 households) in one off payment</p> <p><u>Element 2:</u> Targeting families with children under the age of 5:</p>

Equalities Analysis Assessment

Provide support to the value of £65 in one off payment to families with children under 5 as identified through Council Tax Reduction (CTR), Housing Benefit (HB) and Temporary Accommodation (TA) databases (circa 1,460 families).

Element 3: Targeting vulnerable households without children, households who do not qualify for automatic vouchers and those who need additional support other essential items.

Local Welfare Assistance (LWA) will provide support to other vulnerable households in the borough and will support for families with other essentials including sanitary products, warm clothing, soap, blankets, boiler/service repair; purchase of equipment including fridges, freezers, ovens, etc.

The customer will be required to make an application for local welfare assistance and the application will be decided in accordance with the existing eligibility criteria for LWA.

2. What will the impact of your proposal be?

(i.e. Please provide a before and after picture of the service that will be affected by your proposal e.g. how does it currently operate and then how it will operate after your proposal has been implemented. Where possible please be clear on the number of people or size of the community affected)

This funding will allow the Council to support households with children and other households in the borough experiencing, or at risk of experiencing, poverty during the pandemic. This may include households not currently in receipt of DWP welfare benefits.

Element 1 & 2 will support more than 14,000 children & young people in the borough who receive means-tested free school meals and families with children under 5. The scheme will also support other vulnerable adults through existing local welfare assistance scheme with food, utilities and other essentials. Each family will receive food vouchers per child which will provide additional support during Christmas and February half term holidays.

Around 12,949 children (c 8,336 households) eligible for free school meals and additional 1,460 households with children under 5 as identified through CTR and HB records will receive support automatically.

Element 3: additional funding of around £44,000 will be allocated to the existing Local Welfare Assistance scheme which will allow all households in the borough to make an application if they are facing an immediate financial crisis or there is an immediate danger to them or their family's health and safety. Each application will be assessed on its individual merits and according to the current Local Welfare eligibility criteria.

2. Impact on Groups having a Protected Characteristic

AGE: *A person of an age or being within an age group.*

State whether the impact is positive, negative, a combination of both, or neutral:

Describe the Impact

Equalities Analysis Assessment

(Please be as specific and clear as possible when describing the impact and include any local data i.e. service usage. If this is lacking please include regional or national data or research. Please identify any differential impact on different age groups. Please note if there is no differential impact on people with this characteristic, please state this)

The proposed scheme will potentially affect more working age customers than pensioners as the purpose of the grant is to mainly support families with children (DWP advice is that 80% of funding should be spend to support families with children).

Pensioners experiencing hardship will still have access to support through current Local Welfare Assistance scheme and will be able to receive support with food, utilities and other essential items.

The impact will be positive for all irrespective of age.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

The alternative to the scheme is to reduce support for children eligible for free school meals and increase local welfare assistance funding or create a separate scheme accessible by application only. Both options would increase administration costs and reduce level of support available to residents. Under such proposals, some of the families would also be at risk of missing out on the support available.

Describe the Mitigating Action

(Please describe any actions you will take to limit the impact of your proposal on this group. Please be open and forthright, decision makers need to be provided with as clear a picture as possible.)

Local Welfare Assistance will continue to be available irrespective of whether the proposed scheme is chosen. By increasing the funding Ealing Local Welfare Assistance Fund, it is anticipated that people with protected characteristics will not be negatively impacted by the changes

In order to realise this potential positive impact it is important that service users with protected characteristics (as well as front line workers and volunteers who work with service users who have protected characteristics) are aware of the scheme, who may benefit and how to apply.

DISABILITY: A person has a disability if s/he has a physical, mental or sensory impairment which has a substantial and long-term adverse effect on their ability to carry out normal day to day activities¹.

State whether the impact is positive, negative, a combination of both, or neutral:

Describe the Impact

(Please be as specific and clear as possible when describing the impact and include any local data i.e. service usage. If this is lacking please include regional or national data or research. Please identify any differential impact on people with different types of disabilities. Please note if there is no differential impact on people with this characteristic, please state this)

¹ Due regard to meeting the needs of people with disabilities involves taking steps to take account of their disabilities and may involve making reasonable adjustments and prioritizing certain groups of disabled people on the basis that they are particularly affected by the proposal.

Equalities Analysis Assessment

The definition of disability is based on whether a benefit recipient has a disability marker on their administrative datasets which is added by officer when a customer states they have a disability and provided appropriate evidence.

It is difficult to identify households with disabilities amongst the families eligible for free school meals as data on disability is not collected for this cohort. CTR and HB data available suggests 1460 eligible for automatic support under element 2 are households in receipt of a disability benefit. The impact will be the positive for all irrespective of disability.

Alternatives and mitigating actions which have been considered in order to reduce negative effect: The alternative to the scheme is to reduce support for children eligible for free school meals and increase local welfare assistance funding or create a separate scheme accessible by application only. Both options would increase administration costs and reduce level of support available to residents. Under such proposals, some of the families would also be at risk of missing out on the support available.

Describe the Mitigating Action

Local Welfare Assistance will continue to be available irrespective of whether the proposed scheme is chosen. By increasing the funding Ealing Local Welfare Assistance Fund, it is anticipated that people with protected characteristics will not be negatively impacted by the changes.

In order to realise this potential positive impact it is important that service users with protected characteristics (as well as front line workers and volunteers who work with service users who have protected characteristics) are aware of the scheme, who may benefit and how to apply.

GENDER REASSIGNMENT: *This is the process of transitioning from one sex to another. This includes persons who consider themselves to be trans, transgender and transsexual.*

State whether the impact is positive, negative, a combination of both, or neutral:

Describe the Impact

No data is currently available on the numbers of people with this protected characteristic who are receiving welfare support.

Any three of the elements will affect people with this protected characteristic positively. The impact will be positive for all irrespective of gender reassignment.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

The alternative to the scheme is to reduce support for children eligible for free school meals and increase local welfare assistance funding or create a separate scheme accessible by application only. Both options would increase administration costs and reduce level of support available to residents. Under such proposals, some of the families would also be at risk of missing out on the support available.

Describe the Mitigating Action

Local Welfare Assistance will continue to be available irrespective of whether the proposed scheme is chosen. By increasing the funding Ealing Local Welfare Assistance Fund, it is anticipated that people with protected characteristics will not be negatively impacted by the changes

Equalities Analysis Assessment

In order to realise this potential positive impact it is important that service users with protected characteristics (as well as front line workers and volunteers who work with service users who have protected characteristics) are aware of the scheme, who may benefit and how to apply.

RACE: A group of people defined by their colour, nationality (including citizenship), ethnic or national origins or race.

State whether the impact is positive, negative, a combination of both, or neutral:

Describe the Impact

There is no data relating to how the proposed scheme will impact those falling under the protected characteristic of race. The impact will be positive for all irrespective of race.

Alternatives and mitigating actions which have been considered in order to reduce negative effect: The alternative to the scheme is to reduce support for children eligible for free school meals and increase local welfare assistance funding or create a separate scheme accessible by application only. Both options would increase administration costs and reduce level of support available to residents. Under such proposals, some of the families would also be at risk of missing out on the support available.

Describe the Mitigating Action

Local Welfare Assistance will continue to be available irrespective of whether the proposed scheme is chosen. By increasing the funding Ealing Local Welfare Assistance Fund, it is anticipated that people with protected characteristics will not be negatively impacted by the changes

In order to realise this potential positive impact it is important that service users with protected characteristics (as well as front line workers and volunteers who work with service users who have protected characteristics) are aware of the scheme, who may benefit and how to apply.

RELIGION & BELIEF: Religion means any religion. Belief includes religious and philosophical beliefs including lack of belief (for example, Atheism). Generally, a belief should affect a person's life choices or the way you live for it to be included.

State whether the impact is positive, negative, a combination of both, or neutral:

Describe the Impact

The proposed scheme will potentially affect all customers irrespective of religious beliefs or none. The changes are not targeted at anyone holding a specific belief.

There is no data relating to how the proposed scheme will impact those falling under the protected characteristic of race. The impact will be positive for all irrespective of religion and belief.

Equalities Analysis Assessment

<p>Alternatives and mitigating actions which have been considered in order to reduce negative effect: The alternative to the scheme is to reduce support for children eligible for free school meals and increase local welfare assistance funding or create a separate scheme accessible by application only. Both options would increase administration costs and reduce level of support available to residents. Under such proposals, some of the families would also be at risk of missing out on the support available.</p>
<p>Describe the Mitigating Action</p>
<p>Local Welfare Assistance will continue to be available irrespective of whether the proposed scheme is chosen. By increasing the funding Ealing Local Welfare funding, it is anticipated that people with protected characteristics will not be negatively impacted by the changes</p> <p>In order to realise this potential positive impact it is important that service users with protected characteristics (as well as front line workers and volunteers who work with service users who have protected characteristics) are aware of the scheme, who may benefit and how to apply.</p>

<p>SEX: Someone being a man or a woman.</p>
<p>State whether the impact is positive, negative, a combination of both, or neutral:</p>
<p>Describe the Impact</p>
<p><i>(Please be as specific and clear as possible when describing the impact and include any local data i.e. service usage. If this is lacking please include regional or national data or research. Please note if there is no differential impact on a persons gender, please state this)</i></p> <p>The proposed scheme will positively affect all customers irrespective of sex. The impact will be the same for all irrespective of sex.</p>
<p>Alternatives and mitigating actions which have been considered in order to reduce negative effect: The alternative to the scheme is to reduce support for children eligible for free school meals and increase local welfare assistance funding or create a separate scheme accessible by application only. Both options would increase administration costs and reduce level of support available to residents. Under such proposals, some of the families would also be at risk of missing out on the support available.</p>
<p>Describe the Mitigating Action</p>
<p><i>(Please describe any actions you will take to limit the impact of your proposal on this group. Please be open and forthright, decision makers need to be provided with as clear a picture as possible.)</i></p> <p>Local Welfare Assistance will continue to be available irrespective of whether the proposed scheme is chosen. By increasing the funding Ealing Local Welfare Assistance Fund, it is anticipated that people with protected characteristics will not be negatively impacted by the changes</p> <p>In order to realise this potential positive impact it is important that service users with protected characteristics (as well as front line workers and volunteers who work with service users who have protected characteristics) are aware of the scheme, who may benefit and how to apply.</p>

Equalities Analysis Assessment

SEXUAL ORIENTATION: <i>A person's sexual attraction towards his or her own sex, the opposite sex or to both sexes, covering including all LGBTQ+ groups.</i>
State whether the impact is positive, negative, a combination of both, or neutral:
Describe the Impact
No data is currently available on the numbers of people with this protected characteristic who are receiving welfare support. Therefore, all the proposed elements could affect people with this protected characteristic positively. The impact will be the same for all irrespective of sexual orientation.
Alternatives and mitigating actions which have been considered in order to reduce negative effect:
The alternative to the scheme is to reduce support for children eligible for free school meals and increase local welfare assistance funding or create a separate scheme accessible by application only. Both options would increase administration costs and reduce level of support available to residents. Under such proposals, some of the families would also be at risk of missing out on the support available.
Describe the Mitigating Action
Local Welfare Assistance will continue to be available irrespective of whether the proposed scheme is chosen. By increasing the funding Ealing Local Welfare Provision Fund, it is anticipated that people with protected characteristics will not be negatively impacted by the changes In order to realise this potential positive impact it is important that service users with protected characteristics (as well as front line workers and volunteers who work with service users who have protected characteristics) are aware of the scheme, who may benefit and how to apply.

PREGNANCY & MATERNITY: <i>Description: Pregnancy: Being pregnant. Maternity: The period after giving birth - linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, including as a result of breastfeeding.</i>
State whether the impact is positive, negative, a combination of both, or neutral:
Describe the Impact
<i>(Please be as specific and clear as possible when describing the impact and include any local data i.e. service usage. If this is lacking please include regional or national data or research. Please note if there is no differential impact on people with this characteristic, please state this)</i>
The benefit service holds information on pregnancy and maternity on its administrative systems where it is the primary reason for the incapacity. It cannot therefore be used to accurately assess the equality impacts. According to our records, 9 of the households in element 2 are in receipt of a maternity benefit.
The impact will be the same for all irrespective of pregnancy or maternity, as the criteria is related to children of school age and children under 5 and providing additional financial support.
Alternatives and mitigating actions which have been considered in order to reduce negative effect:

Equalities Analysis Assessment

Describe the Mitigating Action

(Please describe any actions you will take to limit the impact of your proposal on this group. Please be open and forthright, decision makers need to be provided with as clear a picture as possible.)

Local Welfare Assistance will continue to be available irrespective of whether the proposed scheme is chosen. By increasing the funding Ealing Local Welfare Assistance Fund, it is anticipated that people with protected characteristics will not be negatively impacted by the changes

In order to realise this potential positive impact it is important that service users with protected characteristics (as well as front line workers and volunteers who work with service users who have protected characteristics) are aware of the scheme, who may benefit and how to apply.

MARRIAGE & CIVIL PARTNERSHIP: *Marriage: A union between a man and a woman, or of the same sex, which is legally recognised in the UK as a marriage*
Civil partnership: Civil partners must be treated the same as married couples on a range of legal matters.

State whether the impact is positive, negative, a combination of both, or neutral:

Describe the Impact

The proposed scheme will potentially affect all customers irrespective of marriage. The impact will be the same for all irrespective of marriage or civil partnership. There will be a positive impact to all households as the scheme provide additional financial support to vulnerable families.

The data for families eligible for free school meals in respect of household composition is not available as such data is not collected. The data collected through CTR and HB records available suggests that element 2, 60% claims are made up off lone parents and 40% are couples.

Alternatives and mitigating actions which have been considered in order to reduce negative effect: The alternative to the scheme is to reduce support for children eligible for free school meals and increase local welfare assistance funding or create a separate scheme accessible by application only. Both options would increase administration costs and reduce level of support available to residents. Under such proposals, some of the families would also be at risk of missing out on the support available.

Describe the Mitigating Action

(Please describe any actions you will take to limit the impact of your proposal on this group. Please be open and forthright, decision makers need to be provided with as clear a picture as possible.)

Local Welfare Assistance will continue to be available irrespective of whether the proposed scheme is chosen. By increasing the funding Ealing Local Welfare Assistance Fund, it is anticipated that people with protected characteristics will not be negatively impacted by the changes

In order to realise this potential positive impact it is important that service users with protected characteristics (as well as front line workers and volunteers who work with service users who have protected characteristics) are aware of the scheme, who may benefit and how to apply.

Equalities Analysis Assessment

3. Human Rights²
4a. Does your proposal impact on Human Rights as defined by the Human Rights Act 1998?
No <input checked="" type="checkbox"/>
<i>(If yes, please describe the effect and any mitigating action you have considered.)</i>
4b. Does your proposal impact on the rights of children as defined by the UN Convention on the Rights of the Child?
No
<i>(If yes, please describe the effect and any mitigating action you have considered.)</i>
4c. Does your proposal impact on the rights of persons with disabilities as defined by the UN Convention on the rights of persons with disabilities?
No
<i>(If yes, please describe the effect and any mitigating action you have considered.)</i>

4. Conclusion
<i>(Please provide a brief overview/summary of your analysis in light of the protected characteristics. Please describe the overall impact of your proposal where possible and mitigating actions undertaken by other areas of the Council or by local partners)</i>
<p>The impact will be the same for all groups having a Protected Characteristic. This C19 Local Support Grant scheme builds on support provided to vulnerable households in the borough. Element 1 and 2 are in line with the criteria for free school meals and eligibility for Housing & or Council Tax Support.</p> <p>We will continue to build on local Welfare Assistance Scheme which is already operating in the Borough and encourage applications from vulnerable households.</p>
4a. What evidence, data sources and intelligence did you use to assess the potential impact/effect of your proposal? Please note the systems/processes you used to collect the data that has helped inform your proposal. Please list the file paths and/or relevant web links to the information you have described.
<i>(Please list all sources here: i.e. local consultation, residents' survey, census etc.)</i> Housing Benefit & Council Tax Reduction data extracted from Northgate system. November 2020.

² For further guidance please refer to the Human Rights & URNC Guidance on the Council Equalities [web page](#).

Equalities Analysis Assessment

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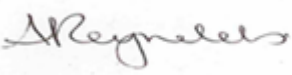
5. Action Planning: *(What are the next steps for the proposal please list i.e. when it comes into effect, when mitigating actions linked to the protected characteristics above will take place, how you will measure impact etc.)*

Action	Outcomes	Success Measures	Timescales/ Milestones	Lead Officer <i>(Contact Details)</i>
Awareness of Local Welfare Assistance Scheme	Easing financial hardship	Cases will be reviewed on a case to case basis.	Local Welfare Assistance will be available through 2020/21.	Alan Topping 020 8825 6786

Additional Comments:

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6. Sign off: *(All EAA's must be signed off once completed)*

Completing Officer Sign Off:	Service Director Sign Off:	HR related proposal <i>(Signed off by directorate HR officer)</i>
Signed: J. Pavlides  Name (Block Capitals): Joanna Pavlides Date: 29.06.21	Signed:  Name (Block Capitals): Alison Reynolds Date: 2.07.21	Signed: Name (Block Capitals): Date:

Equalities Analysis Assessment

For EAA's relating to Cabinet decisions: received by Committee Section for publication by (date):		

Appendix 1: Legal obligations under Section 149 of the Equality Act 2010:

- As a public authority we must have due regard to the need to:
 - a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- The protected characteristics are: AGE, DISABILITY, GENDER REASSIGNMENT, RACE, RELIGION & BELIEF, SEX, SEXUAL ORIENTATION, PREGNANCY & MATERNITY, MARRIAGE & CIVIL PARTNERSHIP
- Having due regard to advancing equality of opportunity between those who share a protected characteristic and those who do not, involves considering the need to:
 - a) Remove or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - b) Take steps to meet the needs of persons who share a relevant characteristic that are different from the needs of the persons who do not share it.
 - c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- Having due regard to fostering good relations between persons who share a relevant protected characteristic and persons who do not, involves showing that you are tackling prejudice and promoting understanding.
- Complying with the duties may involve treating some people more favourably than others; but this should not be taken as permitting conduct that would be otherwise prohibited under the Act.

COVID Local Support Grant extension: – Guidance for County Councils and Unitary Authorities in England

Introduction

10

1. The £160 million COVID Local Support Grant extension (CLSG) will be made available to cover the period 21 June 2021 to 30 September 2021 inclusive to support those most in need across England with the cost of food, energy (heating, cooking, lighting), water bills (including sewerage) and other essentials.
2. The Department for Work and Pensions (DWP) is providing funding to County Councils and Unitary Authorities (including Metropolitan Councils and London Boroughs), under section 31 of the Local Government Act 2003, to administer the scheme and provide assistance to vulnerable families with children and other vulnerable households, particularly affected by the pandemic. County Councils and Unitary Authorities in England have a statutory duty for childcare and have the ability to deliver the scheme through a variety of routes including issuing grants to third parties, providing vouchers to households or making direct provision of food, for example. County Councils are encouraged to work together with District Councils to provide support and ensure the funding meets its objectives. **Note: County Councils and Unitary Authorities will be referred to as ‘Authorities’ throughout the remainder of this guidance.**
3. **Guidance has been updated to reflect new funding amounts and amended reporting dates. General guidance, including spend frameworks, eligibility and MI completion have remained broadly the same.**
4. This guidance sets out the required collaboration between DWP, Authorities, including their delivery partners, such as District Councils and charitable organisations etc., to successfully meet the policy intentions within the agreed framework. It also provides any constraints that we need to work within and the distribution of funding and reporting arrangements.
5. The aim is to give vulnerable households peace of mind as COVID restrictions are eased by helping those who need it to have food on the table and other essentials.
6. Authorities have the local ties and knowledge, making them best placed to identify and help those children, families and individuals most in need. It is important to stress this covers a wide range of vulnerable households including children of pre-school age too. Targeting this money effectively will ease the burden faced by a wide range of vulnerable households across the country worrying about paying the next utility bill or the next food shop due to the pandemic.
7. Rather than focus on one specific vulnerable group Authorities should try and use the wide range of data and sources of information at their disposal to identify and provide support to a broad cross section of vulnerable households in their area. Authorities have access to a variety of different benefit information through DWP’s Searchlight portal which provides information on individual citizen’s entitlement to (and confirms receipt of) DWP welfare benefits. However, support is not restricted to vulnerable households in receipt of benefits. Therefore, Authorities should try, where possible, to identify vulnerable households using other sources of

information, such as social workers, troubled families' advisors and utility companies.

8. From June 2021 we have started to provide LAs with information relating to Universal Credit claims with limited capability for work or, earnings below the free school meals and free prescription thresholds in your area. You may find this information useful in identifying vulnerable families impacted by the pandemic.
9. This guidance applies to Authorities in England only and should be read in conjunction with the COVID Local Support Grant Determination issued with this guidance.

Objective and key principles

10. The objective of the COVID Local Support Grant extension is to provide support to vulnerable households and families with children particularly affected by the pandemic where alternative sources of assistance may be unavailable.

11. When administering this scheme, you are encouraged to adopt the following principles:

- use discretion on how to identify and support those most in need;
- use the funding from 21 June 2021 up to 30 September 2021 to meet immediate needs and help those who are struggling to afford food and utility bills (heating, cooking, lighting) and water for household purposes (including drinking, washing, cooking, central heating, sewerage and sanitary purposes), or other related essentials. This includes payments made, or committed to, by the Authority or any person acting on behalf of the Authority, from 21 June 2021 to 30 September 2021. For example, this would allow food vouchers issued before the end of the funding period to be redeemed in early October 2021. All authorities are encouraged to ensure that any vouchers issued are redeemed before the end of the scheme, or shortly thereafter, or consider recycling unused vouchers;
- work together with District Councils including, where necessary and appropriate, other local services, such as social and care workers to help identify and support households within the scope of the scheme;
- Funds should be spent or committed before 30 September 2021 and not held over for future usage;
- Any underspends from the previous CLSG for the period from 17 April to 20 June 2021 can be used during the CLSG extension to 30 September 2021;

12. When deciding how to help people, you should consider:

- how you plan to provide support to vulnerable households, in other words, paying into bank accounts, use of cash and vouchers;
- any risks associated with these payment methods – see section Managing the risk of fraud.

Communication

13. The Authority must, as appropriate and practical, reference that the grant is funded by the Department in any publicity material, including online channels and media releases.

Access to data

14. The COVID Local Support Grant extension is being classified as Local Welfare Provision (LWP) and local authorities (LAs) who have signed and returned the relevant section (Annex C) of the DWP/LA Memorandum of Understanding (MoU) have legal permission to access DWP's Searchlight portal. This portal provides information on individual citizen's entitlement to (and confirms receipt of) DWP welfare benefits. Therefore, this data can be used to help Authorities identify those families and individuals to whom to target this support.

15. Staff accessing Searchlight will need to be registered with the Employee Authentication System (EAS). Further information on Searchlight can be found in the local authority Searchlight Training Pack available in the Searchlight folder on Glasscubes (the LA/DWP online collaboration tool). If your Authority needs to discuss access to Glasscubes, contact DWP at lawelfare.lasupport@dwp.gov.uk and we will arrange for this to be provided.

16. Authorities do not have permission for the purposes of this scheme to access the 'Income' data provided on Searchlight for the Test and Trace Support Payment Scheme.

17. Searchlight can only be used to verify a specific individual's DWP benefit information. Therefore, if an Authority identified a group of potential customers who may be eligible for the scheme from their own records, they can access Searchlight to verify each claimant's DWP benefit entitlement (although benefit entitlement is not a condition of support).

18. We intend to provide authorities with details of UC claimants in their authority whose income is below the Free School Meal and free prescription thresholds for both individuals and summary level by Ward. Authorities also have access to their own non-DWP data to help identify vulnerable households who may be eligible for support under this scheme.

19. We are also providing 2 UC claim data shares on a monthly basis.

File one – contains the National Insurance number of Universal Credit (UC) claimants within the LA area and:

- income below the thresholds of £7,400 per year for free school meals and income below the free prescription threshold of £935 per month as identified in their last UC assessment period;
- those with a Limited Capability for Work indicator within the last assessment period; and
- the number of children in the household.

File two – contains aggregate data showing those people at or below the:

- free school meal income threshold;
- free prescription income threshold; and
- are in the Limited Capability for Work group.

For a full breakdown of the file contents see **Annexe B**

This data can be used to determine a person's eligibility or continued eligibility for Local Welfare Provision (LWP) for which the CLSG extension is classified. The data is being provided under the terms of the Memorandum of Understanding (MOU) 'Department for Work and Pensions and local authorities financial year ending March 2021. (Access, handling, exchange and protection of Department for Work and Pensions' and HM Revenue and Customs' data)'. The MOU's Annex C covers the provision of data for LWP purposes and the new data share will be added to this Annex C in future iterations.

Working with other organisations

20. Authorities should develop a 'local eligibility framework and approach' to enable them to distribute grant funding that best supports vulnerable families and individuals. The focus is on the provision of food, energy, water and/or associated financial support to vulnerable households with children (see the definition of a child under paragraph 26). A proportion of funding (up to 20%) is also available for vulnerable households without children (including individuals) so that no vulnerable household is excluded.
21. Authorities have flexibility to develop a local delivery approach that best fits the scheme's objective. Where Authorities choose to work with multiple organisations to provide a local delivery network or where Authorities choose to engage with District Councils to deliver this grant on their behalf, detailed arrangements and funding should be made available to those organisations as soon as possible so that support for vulnerable children and families can be provided as soon as is practically possible.
22. County Councils are encouraged to work collaboratively with District Councils and other organisations in their area who may come into contact with those households who are eligible and would benefit from this grant. Authorities that do not have the mechanisms in place to administer this grant are encouraged to consider whether District Councils are better placed to do so on their behalf. If Authorities decide to engage with District Councils in this way they are encouraged to do so as quickly as possible to ensure roles, responsibilities and effective arrangements are put in place to deliver the scheme promptly and efficiently. Where Authorities are working with Third Party Organisations (TPOs), this should be done on an objectively fair, transparent and non-discriminatory basis, having regard to the time available to deliver the scheme.
23. DWP Jobcentre Plus staff have been made aware of the scheme extension and will aim to connect their local partners to raise awareness and support Authorities with the delivery of the scheme to ensure it is making a real difference at a local level.

Establishing eligibility

24. Authorities have the flexibility within the scheme to identify which vulnerable households are in most need of support and apply their own discretion when identifying eligibility. Authorities can request applications for support or can proactively identify households who may benefit, or can take a mixture of the two approaches. There is no requirement for Authorities to undertake a means test or conduct a benefit check unless this specifically forms part of the Authority's local eligibility criteria. In accordance with their general legal duties, Authorities must have a clear rationale or documented policy/framework outlining their approach including how they are defining eligibility and how households access the scheme.

25. Awards must be based on the following framework:

- at least 80% of the total funding will be ring-fenced to support households with children, with up to 20% of the total funding to other households experiencing, or at risk of experiencing, poverty during the pandemic. This may include households not currently in receipt of DWP welfare benefits;
- at least 80% of the total funding will be ring-fenced to provide support with food, energy and water bills for household purposes (including drinking, washing, cooking, central heating, and sanitary purposes) and sewerage. Within this condition there is flexibility about the proportion of support allocated to food and to bills;
- up to 20% of the total funding can be used to provide support with other essentials clearly linked to the scheme conditions (including sanitary products, warm clothing, soap, blankets, boiler service/repair, purchase of equipment including fridges, freezers, ovens, etc.), in recognition that a range of costs may arise which directly affect a household's ability to afford or access food, energy and water;
- the scheme is not intended to cover payment of rent or other housing costs because these are not directly related to food or utility bills and other benefits and support is available to cover these costs. Nor is it intended to be used for the provision of general advice on managing debt and/or financial hardship;
- it is important that Authorities develop overall policies appropriate for their areas, and proportionate procedures, for the allocation of the grant monies by reference to the above criteria;

Funding overlap

26. Authorities should consider the household circumstances when making a decision to spend this grant. Households may be receiving other forms of support and this should be taken into account to avoid duplicating provision where possible. However, families receiving other forms of assistance are not excluded from receiving support through this grant. For example, a household may:

- have additional wider needs in terms of food;

- need support with provision for cooking, lighting, heating and/or water (including sewerage);
- require other essential supplies;

Definitions

27. For the purpose of this grant (and without prejudice to other schemes):

- The definition of a child is any person:
 - who will be under the age of 19 as at 30 September 2021 or
 - a person aged 19 or over in respect of whom a child-related benefit (for example, Child Benefit) is paid or free school meals are provided; or

28. Where an eligible child lives on his or her own, they are a household that includes a child covered in the 80% allocation for households with children.

29. Vulnerable households which include a person aged 19 to 25 with special educational needs and disability (SEND) and/or care leavers may still be eligible for grant support however that support falls within the 20% allocation to households without children.

30. The definition of energy includes any form of fuel that is used for the purpose of domestic heating, cooking and lighting, including oil and portable gas cylinders. There is no prescriptive definition of other essentials although these should be related to food, heating, lighting, cooking, water and sewerage needs. Authorities have discretion to assess what is reasonable to assist those experiencing or at risk of poverty during the Covid-19 pandemic. Illustrative examples include: a warm blanket or duvet, heater, essential toiletries such as sanitary products. It is not intended to cover debt advice and general financial hardship support not linked to food, warmth and/or hygiene. Housing costs are expressly excluded.

31. Third party organisations may include but are not limited to:

- Registered charities and voluntary organisations
- Schools
- Food banks
- General Practitioners
- Care organisations

Reporting requirements

32. Authorities are required to make one Statement of Grant Usage and management information (MI) return – **see the Grant Determination**. The deadline for completing this return is shown in the table below. Completed MI returns should be sent to lawelfare.pdt@dpw.gov.uk

33. An interim MI return is required for the previous CLSG for the period 17 April to 20 June 2021. The interim MI return will be used to determine eligible spend to 20 June 2021 and an interim grant payment will be made to your LA for this period when the information in your return have been verified.

34. A final MI return is required showing total spend from 17 April to 30 September 2021. The final MI return will be used to determine eligible spend to 30 September

2021 and a final grant payment will be made to your LA for this period when the information in your return have been verified.

35. Authorities should use the standard MI reporting template provided, which incorporates the Statement of Grant Usage. For the purpose of this section:

- **Grant allocation** – refers to the amount of grant allocated to a TPO to distribute to vulnerable households.
- **Grant award or spend refers** to the amount provided or paid to vulnerable households under the remit of this grant.
- Please asterisk or highlight in the tables where estimates have been used instead of actuals.

MI return	Reporting period		
Interim MI return	From: 17 April 2021	To: 20 June 2021	Deadline: 09 July 2021
Final MI return	From: 17 April 2021	To: 30 September 2021	Deadline: 22/10/2021

36. It is the responsibility of Authorities to provide the MI returns to DWP. Failure to return the MI by the deadline may result in a delayed payment.

37. The reporting requirements for Authorities (including District Councils that may be asked to support the distribution of the grant in Shire County Councils) are different to the reporting requirements for TPOs for example, charitable or voluntary organisations.

38. The main difference between the reporting requirements for Authorities and TPOs relates to the level of detail regarding spend and volumes relating to:

- families with and without children; and
- food, utility bills and other essentials

39. Where Authorities (including District Councils) issue awards directly to vulnerable households they should either obtain information at source or via information or data they have access to, to complete the split of spend and number of awards across the eligibility criteria, in other words, families with and without children and food, utility bills and other essentials. Where Authorities decide to deliver support to vulnerable households through TPOs they should use whatever information the TPO holds, or other available data, to estimate the level of spend and volume of awards across the eligibility criteria.

40. The different elements of the MI template are shown below together with guidance on how to complete them.

Table 1

Table 1: Governance	Response
Local Authority (full name)	
Section 151 officer (name)	
Section 151 officer (email address)	
Reporting Period	
Approved signed off by	
LA Single Point of Contact	
Date Returned to DWP	

41. Each MI return must include your Section 151 Officer's name and email address to provide assurance on validation of funding spend. If they are the same contact, please input details in both response fields.

42. We also require you to copy your Chief Financial Officer and Section 151 Officer into the email, providing this assurance when you return the MI template to DWP.

Table 2

Table 2: Total Awards	
Item	Spend (£s)
a) Total amount provided to vulnerable households	
b) Administration Costs	
c) Total spend (a+b)	

- **Total Amount provided to vulnerable households** – this is the total amount of the grant fund that has been paid/awarded to vulnerable households. It includes amounts paid by Authorities and by TPOs on behalf of Authorities. It should not include amounts allocated to TPOs that have not been spent during the reporting period.
- **Administration costs** – this includes reasonable costs incurred administering the scheme. These include for example:
 - staff costs
 - advertising and publicity to raise awareness of the scheme
 - web page design
 - printing application forms
 - small IT changes, for example, to facilitate MI production
- **Total Spend** – this is the total of the above. It is the amount that will be used to determine the grant funding payment, from DWP to cover the full cost of administering the grant in your area. A single grant payment will be made in arrears on the receipt of a fully completed and verified MI return.

Table 3

Table 3: Total Value of Awards split by Household Composition				
		a) Families with Children	b) Families without children and Individuals	c) Total (a+b)
Row 1	Authority Spend (£s)			
Row 2	Authority Volumes			
Row 3	TPO Estimated Spend (£s)			
Row 4	TPO Estimated Volumes			

43. Table 3 relates to grant spend and the estimated volume of awards made in relation to families with and without children. Rows 1 and 2 relate to grant awards made by Authorities (including District Councils) directly to vulnerable households, and rows 3 and 4 relate to grant awards to vulnerable households made by TPOs.

44. **Authority Spend (£s)** - this is the amount paid/awarded to vulnerable households within the eligibility criteria. Authorities should make every effort to gather information to establish whether a child resides in the household (including being the only member of the household) in order to complete the template as fully as possible. This information is important for DWP to report to Ministers and evaluate how successful the scheme has been in providing support to households with and without children.

45. Authorities should either gather information or check existing records they hold or have access to, to establish whether the household includes a child (as defined above) and complete columns a and b accordingly. Responsibility for MI reporting rests with Authorities. Where Shire Counties pass grant allocations to District Councils, District Councils should pass the information relating to columns a and b to the County Council/Unitary Authority to collate the information and send one collated template to DWP.

46. **Authority Volumes** - this is the number of individual/separate payments made to vulnerable households within the eligibility criteria. If multiple awards are made to the same household throughout the period of the scheme each award should be counted separately. For example, where an award is made to a household with multiple children it should be classed as a single award.

47. **TPO Estimated Spend and TPO Estimated Volumes** - we acknowledge that some TPOs, for example, charitable and voluntary organisations such as food banks, have limited or no access to household information and may not be in a position to provide this information to the same level of accuracy as Authorities. We are therefore asking Authorities and TPOs to estimate, to the best of their ability, the level of spend and the volume of awards across the different eligibility criteria in rows 3 and 4.

48. Authorities should list these TPOs in Table 5 together with the amount of grant allocation they have been provided. More guidance relating to Table 5 is included later in this section.

Table 4

Table 4: Total Value of Awards Split by Category				
		a) Food and Utility Bills	b) Other Essentials	c) Total (a+b)
Row 1	Authority Spend (£s)			
Row 2	Authority Volumes			
Row 3	TPO Estimated Spend (£s)			
Row 4	TPO Estimated Volumes			

49. Table 4 relates to grant spend and the estimated volume of awards made in relation to food, utility bills (in other words, household energy and water) and to other essentials. Rows 1 and 2 relate to grant awards made by Authorities (including District Councils) directly to vulnerable households, and rows 3 and 4 relates to grant awards to vulnerable households made by TPOs.
50. Authority Spend (£s) - this is the amount paid/awarded to vulnerable households in respect of food and utility bills or other essentials.
51. Rows 1 and 2 relate to awards/payments made directly to vulnerable households by Authorities including District Councils. It does not include grant funding spent by TPOs e.g. charitable and voluntary organisations. The value and volume of grant spent by TPOs should be captured in rows 3 and 4.
52. Authority Volumes - this is the number of individual/separate payments made to vulnerable households within the eligibility criteria. If multiple awards are made to the same household throughout the period of the scheme each award should be counted separately. There is no requirement to distinguish between awards for food and utility bills these are both included in the same category of spend.
53. TPO Estimated Spend and TPO Estimated Volumes - we acknowledge that some TPOs, for example, charitable and voluntary organisations have limited MI and may not be in a position to provide this information to the same level of accuracy as Authorities. We are therefore asking Authorities and TPOs to estimate, to the best of their ability, the level of spend and the volume of awards across the different eligibility criteria in rows 3 and 4.
54. Total - the total spend in Table 2 row a, Table 3 column c and Table 4 column c should add up to the same amount.
55. When allocating spend and the volume of awards across the eligibility criteria please follow the guidance below.
56. Table 3 and Table 4 ask for spend and award volumes to be recorded against two sets of criteria. Therefore, the details of each award need to be recorded twice once against one set of criteria and then a second time against the other criteria. Shown below is a worked example of how the MI template should be completed.
57. The eligibility criteria set two separate categories of spend, both with (at least) 80% and 20% splits. This is because the categories of spend cover separate subjects. One relates to household composition and one relates to the type of support being provided, for example, food and utility bills or other essentials.
58. Authorities are asked to report and manage spend in relation to both these areas. For example, if a £100 award is made to a family with children for food, you would allocate £100 to the 'family and children' section in Table 3 and £100 to the 'food

and utility bills' section in Table 4. You would also allocate one award in both these sections of Table 3 and Table 4.

59. Each award needs to be allocated twice – one allocation to each of the eligibility category tables so that when you report on the total spent on family composition and the total spent on the type of support, both eligibility criteria categories will total the amount you have paid. The total volume of awards in Table 3 and Table 4 should also be the same.

Additional guidance and examples when working with TPOs

60. Please include, where possible, an estimate of the amount of spend across the following categories:

- families with or without children, and
- food, utility bills, or other essentials.

61. Please estimate this to the best of your ability.

62. For example, if you have allocated:

- grant funding to a food bank to provide food to vulnerable people, establish the amount of that allocation the food bank has spent and enter the full amount spent under food and utility bills as you know that the grant allocation has been spent in respect of food, and estimate the split across families with and without children in accordance with Example 1 below.
- grant funding to a charity that specialises in providing vulnerable children with clothing, establish the amount of that allocation the charity has spent and enter the full amount spent in 'families with children' and the full amount of the grant spent in 'other essentials'. This is because you know that the purpose of the grant is for children and the nature of support is clothing which comes under other essentials. Update Table 5 to provide a more detailed description of 'other essentials' for this TPO in Table 5 column b, something along the lines of 'provision of blankets and warm clothing'.

63. The amount of MI available will vary considerably across each TPO. Please use whatever information is already available or reasonable to collect to be as accurate as possible, although we understand estimates may be provided. Please asterisk or highlight where estimates have been made.

64. Shown below are some examples of how to complete the template.

Example 1

65. A food bank operates on an open basis where anyone can turn up and pick up food and supplies. This is not an award made directly to vulnerable families by an Authority. The cost is picked up by a TPO, for example, the food bank. The MI template should be completed as per guidance below.

66. The total value of grant spent and the volume of awards made by the charity or voluntary organisations providing the food bank should be entered in Table 3 and Table 4. The Authority or food bank provider will need to estimate the split between families with and without children to the best of their ability.

67. If the food bank provider captures this MI and you can make a more accurate estimate of the split between families with and without children, then you should do so. If not, calculate the split between families with and without children based on published data which estimates that 40% of food parcels issued by food banks are made to families with children.

68. Table 5 should contain the total grant allocated to the TPO.

Example 2

69. The Authority directly provides cash/vouchers etc. to vulnerable households. These could be redeemable at a number of food outlets including supermarkets or food banks. Food voucher amounts can vary depending on how many children reside in the family. Authorities are expected to collect or verify information to establish whether the award is made to a family with or without children. The MI template should be completed as follows:

- the value of award should be entered in Table 3 in ‘spend’ row 1 column a and row 1 column b based on the information the Authority has been capturing to split spend across these categories. Where data is not available an estimate can be used;
- the volume of awards should be included in Table 3 ‘volume’ row 2 column a and row 2 column b based on the information the Authority has been capturing to split the volume of awards spend across these categories. Where data is not available an estimate can be used;
- the value of award should be entered in Table 4 row 1 column a because it relates to food;
- the award should be entered in Table 4 volume row 2 column a because it relates to food;
- nothing should be included in Table 5 because this is a payment made directly from the Authority to the vulnerable household not a payment to a TPO;

Table 5

Table 5: Grant Allocation Details		
Name of Third Party Organisation (TPO)	a) Amount of Grant allocated to TPO (£s)	b) Where the grant allocation covers the category “other essentials” please provide a more detailed description of what it covers.

70. Table 5 is a list of TPOs you have allocated grant funding, to distribute to vulnerable households on your behalf. Do note that this excludes District Councils. Please provide the amount of grant allocated to each TPO in Table 5 column a.

71. This section covers grant allocations **not** the amount of grant awards/spend TPOs have provided to vulnerable families.

72. Please name all the organisations you are working with in your area together with the value of the grant allocation for each organisation. Authorities should have a good idea what the grant allocations made to TPOs will be used for. Where the grant allocation is intended to cover support other than food or utility bills, in other words, the other essential category, please provide a more detailed description in Table 5 column b outlining the nature of that support.

DWP engagement

73. LA relationship managers from DWP's LA Partnership, Engagement and Delivery division will contact Authorities to provide support and gather information throughout the scheme. Examples where LA relationship managers will contact Authorities for initial compliance where:

- the MI templates have not been completed and returned;
- the MI templates have not been copied to the Authority's S151 officer or CFO;

74. They will also contact Authorities where further clarification is needed in respect of the information provided on the MI reporting template, if for example:

- critical data is missing or the data looks odd, or
- the Authority is reporting a high value of awards where they have not been able to establish the household composition. We may need the Authority to explain why that is the case and provide supporting evidence.
- the Authority is reporting a high value of administration costs. We may need the Authority to explain why that is the case and provide supporting evidence.
- there is a significant gap between actual and allocated spend. We may need the Authority to explain why spend was so low.

75. They will look to identify good practice and identify case studies where appropriate.

76. They will also engage with Authorities around completion of the questionnaire issued with this guidance regarding delivery plans for the grant. Please complete and return this questionnaire by the 16 July 2021 and send it to:

LAWELFARE.PDT@DWP.GOV.UK

77. DWP will also continue to engage with Authorities to respond to questions we receive via the designated inbox as quickly as possible.

78. Jobcentre Plus may engage with other local stakeholders to gather intelligence on how funding is being used and assess its impact.

79. Where Authorities work with District Councils and TPOs it is the responsibility of Authorities to collect and collate MI and complete one collated MI return and submit to DWP.

DWP funding arrangements

80. This COVID Local Support Grant extension is ring-fenced. To ensure that the objectives of the fund are being met during the course of the grant and reduce administration costs for all concerned, including the need for DWP to recover

underspend, grant payment will be made in arrears. This will enable DWP to adjust the amount of the payment based on the MI returns.

81. Payment of the grant from DWP to Authorities will be paid in arrears at the end of grant period after we have verified the end of scheme MI return in October 2021. If an Authority feels that the payment arrangements will create significant cash flow problems please notify DWP as soon as possible with supporting evidence. The COVID Local Support Grant extension is an extension to the support offered by the COVID Local Support Grant for the period 17 April 2021 to 20 June 2021. An interim MI return and an interim grant payment will be made in respect of the period to 20 June 2021.
82. MI returns **must be endorsed by the S151** officer in accordance with their statutory assurance responsibility in order for the grant payment to be made by copying your Chief Financial Officer and Section 151 Officer into the email.
83. The guidance for completion is provided on a separate tab within the MI template.
84. The definition of spend includes grant funding that has been provided to vulnerable households, within the scope of the eligibility criteria, and within the period of the scheme 17 April 2021 to 30 September 2021.
85. Spend also includes 'committed spend'. For the purpose of this scheme committed spend relates to grant funding that has been spent and delivered to vulnerable households even though the vulnerable household may not have used their grant funding. An example would be the award of a food voucher on 30 September 2021 to a vulnerable household. It would be unreasonable to expect the family to be restricted to redeem the voucher on the day of receipt. In this example spend has been committed by the Authority, support has been provided to a vulnerable household and, therefore, should be included as eligible grant spend. It would be reasonable to expect the vulnerable household to redeem the food voucher during the first few weeks following the end of the scheme.
86. However, committed spend does not include large volumes of food vouchers, procured quite late in the scheme, which cannot be distributed to vulnerable households within the period of the scheme. We do not expect Authorities to stockpile large quantities of food vouchers for use after the scheme has ended.
87. Authorities that plan to order vouchers in bulk should attempt to be realistic in the volumes ordered to avoid holding large stocks of unused vouchers at the end of the scheme. Alternatively, Authorities may want to consider:
 - purchasing vouchers on a sale or return basis, so that they can return any unused vouchers, or
 - if the Authority wants to use the vouchers after the end of the CLSG scheme they should be funded through other means.
88. The definition of committed spend for the purpose of this scheme does not affect its accounting treatment in accordance with normal rules.
89. The timetable for provision of funding and MI returns is as follows:

Funding:

Payment	Amount (%)	Date	Notes
Interim	Up to 100% of initial allocation*	August/September 2021	Payment made in arrears
Final	Up to 100% of extension allocation*	November/December 2021	Payment made in arrears

*subject to eligible spend criteria

Managing the risk of fraud

90. Fraudsters have been targeting COVID-19 support funds.

91. As with any welfare payment to vulnerable recipients there is a risk of fraud, as recipients might appear to be eligible when they are not.

92. To help mitigate this risk, Authorities should involve District Councils and other organisations chosen to administer this scheme to help identify vulnerable families, households and individuals.

93. Authorities wishing to work with TPOs to deliver the scheme **must** carry out suitable due diligence checks to ensure they are viable and able to deliver the support. So, for example, ensuring all charities are registered and taking extra caution if they are new organisations.

94. Authorities are also encouraged to ensure checks are in place to verify the identity of those eligible.

95. Authorities are encouraged to ask neighbouring authorities to work together to help prevent double provision – especially where allocation of provision is by school in one area and by residential address in another.

96. It is for Authorities to decide how payments are made to recipients. However, when making decisions, Authorities should consider the risks involved. Although they still carry fraud risks, vouchers should be used instead of cash where possible as this helps to mitigate the risk of the money being spent by the recipient on things outside of the policy intent.

97. Authorities should ensure that they consider and put in place suitable controls when making use of vouchers as part of this scheme. Authorities may wish to consider restricting access to these vouchers; and also consider restricting usage to ensure that they cannot be spent outside the intended scope of this Scheme.

98. Where possible, any payments made into a bank account should be in the same name of the person that is eligible for that payment. Authorities have access to a range of data sources, and checks can be carried out against this data to verify the identity of the recipient. Authorities are also encouraged to use existing tools at their disposal to verify personal bank accounts.

99. If the Authority has any grounds for suspecting financial irregularity in the use of any grant paid under this Determination, it must notify the department immediately, explain what steps are being taken to investigate the suspicion and keep the Department informed about the progress of the investigation. For these purposes 'financial irregularity' includes fraud or other impropriety, mismanagement, and the use of grant for purposes other than those for which it was provided.

100. If you suspect fraud, you should notify DWP at:

LA-PED.LAGRANTSPROJECTTEAM@dwp.gov.uk

101. of the:

- number of instances
- total amount lost

102. This will help DWP identify any emerging threats and share them with other Authorities, so they can take steps to prevent and detect any fraud in their schemes.

Individuals with No Recourse to Public Funds

103. Authorities can provide a basic safety net support to an individual, regardless of their immigration status, if there is a genuine care need that does not arise solely from destitution, for example if:

- there are community care needs
- they have serious health problems
- there is a risk to a child's wellbeing

104. The rules around immigration status have not changed. Authorities must use their judgement to decide what legal powers and funding can be used to support individuals who are ineligible for public funds or statutory housing assistance.

Complying with Subsidy (previously State Aid) rules

105. The funding is intended to benefit households struggling to afford food and other essential items as a result of COVID-19. The funds should not be used for any economic undertaking.

106. Whichever way you use the funding, including where you work in partnership with others, you should consider all Subsidy rules (previously state aid) issues. Check whether the 'de minimis' regulation exception applies. You should also follow government procurement procedures where relevant.

Administration costs

107. The COVID Local Support Grant extension funding allocation includes reasonable administration costs to enable Authorities to deliver the scheme. Authorities should deduct their estimated administration costs from the total allocation to determine the amount remaining.

108. In all cases, Authorities should keep administrative costs to a reasonable level.

109. Administration costs for each Authority will be published on www.gov.uk alongside detail of all spend related to this scheme.

110. Examples of administration costs include reasonable:

- staff costs
- advertising and publicity to raise awareness of the scheme
- web page design
- printing application forms
- small IT changes, for example, to facilitate MI production

Public Sector Equality Duty

111. DWP has undertaken an Equality Impact Assessment and is willing to provide Authorities with advice and support in complying with their duties if required.

112. Under the Equality Act 2010, all public authorities must comply with the Public Sector Equality Duty. For the purposes of this grant, you should consider how any support that helps people facing severe financial hardship impacts those with characteristics protected under the Equality Act.

113. When developing your local delivery frameworks, you should ensure people are not disadvantaged or treated unfairly by this scheme. For example, any application process should be easy to access and to navigate.

Questions and answers

114. Questions and answers can be found at Annex A

Contact

115. If you have any queries about the content of this guidance or use of the funding you can email LA-PED.LAGRANTSPROJECTTEAM@dwp.gov.uk

Questions and answers

Q1. Why is DWP asking County Councils and Unitary Authorities to administer this instead of District Councils?

A1. County Councils and Unitary Authorities have a statutory duty regarding children. This is not to suggest that District Councils are not capable of delivering support. It reflects the focus of this grant and that support could take many, broad, forms and, therefore, the funding sits better with County Council and Unitary Authorities.

We would encourage County Council and Unitary Authorities to work with their district partners, as well as other organisations, as appropriate, to ensure the most effective support is delivered to as many families as possible.

Q2. Is it acceptable to use the grant funding for Free School Meals?

A2. The COVID Local Support Grant extension is not intended to replicate or replace Free School Meals and Authorities should avoid duplicating provision where possible and focus support to those most in need.

However, Authorities have discretion over how they use the funding within the grant framework and within the stipulated time period.

Therefore, Authorities may choose to offer COVID Local Support Grant extension awards to families in receipt of Free School Meals over the entirety of the summer holidays, if they consider this to be appropriate in their area.

Q3. Can the Scheme be used flexibly for more strategic activity such as advice provision around financial hardship?

A3. The COVID Local Support Grant extension is designed to support families with children and other households in need, who may be in a variety of circumstances. It is not intended to just replicate or replace Free School Meals provision. Authorities should avoid duplicating provision where possible and focus support to those most in need.

Authorities have discretion over how they use the funding within the grant framework and within the stipulated time period. Therefore, Authorities may choose to offer COVID Local Support Grant extension awards to families in receipt of Free School Meals over the entirety of the summer holidays if they consider this to be appropriate in their area.

Should Authorities choose to adopt this approach, they must fund the additional activity to address wider financial hardship through means other than the COVID Local Support Grant extension.

Q4. Can we make multiple awards to the same people or families?

A4. A family or individual can be supported on multiple occasions throughout the life-time of the scheme, should an Authority deem it to be necessary. All awards should be reported separately.

Q5. Can Searchlight information be used by Authorities to help identify suitable recipients for the COVID Local Support Grant extension funding?

A5. Searchlight can only be used to verify a specific individual's DWP benefit information. Universal Credit award information is available on Searchlight. Therefore, if an Authority identified a group of potential claimants who may be eligible for the scheme from their own records, they can access Searchlight to verify those claimants' DWP benefit details.

Q6. Does there need to be a complaints and appeals process?

A6. The appeals process falls within each Authority's normal complaints and appeals process. Authorities will be responsible for making determinations on eligibility and as such will need to decide how they administer any complaints or appeals.

Q7. Are there any other sources of guidance?

A7. DWP will produce a comprehensive Q&A log based on questions raised by Authorities. This will be reissued in due course.

Annex B



[UC Data Share Field Definitions.docx](#)

Report for:
ACTION



11

Contains Confidential or Exempt Information	No
Title	Extension of the WLA Health and Work Programme Contract and JETS Programme Contract
Responsible Officer	David Francis, Director WLA
Author	David Lillicrap, WLA Head of Health and Employment Programmes
Portfolio	Councillor Bassam Mahfouz - Decent living Incomes
For Consideration By	Cabinet
Date to be Considered	14 th July 2021
Implementation Date if Not Called In	24 th July 2021
Affected Wards	All
Keywords/Index	WLA, Unemployment, ESF, Work and Health Programme, Covid-19 Employment Response Programme

Purpose of Report:

As a result of the continuing impact of Coronavirus pandemic on the economy additional money is being made available for Employment Support Programmes

This report seek approvals required to obtain funding, including ESF; to vary and extend the two existing contracts with The Shaw Trust Limited for the Work and Health Programme (WHP); and the Job Entry Targetted Support (JETS) Programme. The variations will be in place from September 2021 (i) extending the WHP contract term for a further period of 2 years (ii) to increase volumes of places made available on the Work and Health Programme (iii) to extend the JETS contract by up to a year and (ii) to increase volumes of places made available on the Work and Health Programme

1. Recommendations

It is recommended that Cabinet:

- 1.1 Authorise the Director of WLA, , to extend the WLA Work and Health Programme contract with The Shaw Trust Limited dated 13 November 2017 (“Work & Health Contract”) for a further period of 2 years in accordance clause F.11.1 for a cost of £6m in total.
- 1.2 Authorise the Director of WLA, following consultation with the Director of Legal and Democratic Services and the Chief Finance Officer to vary the Work & Health Contract for £1m to increase volumes of places made available on Work and Health Programme from September 2021.

- 1.3 Authorise the Director of WLA to extend the WLA Job Entry Targetted Support contract with The Shaw Trust Limited dated 2nd November 2020 (“JETS Contract”) for a further period of 1 year in accordance with clause Clause F.11.1 for a cost in the region of £11.7m.
- 1.4 Authorise the Director of WLA following consultation with the Director of Legal and Democratic Services and the Chief Finance Officer, to increase the contract value of the IPS Service for Users of West London Drug and Alcohol Services with Westminster Drug Project Limited dated 20th December 2018 (“Westminster Contract”) by up to £400,000 in total .

2. Reason for Decision and Options Considered

2.1 Background to the Programme

- 2.1.1 As a result of the Coronavirus pandemic, the furlough rate in West London is higher than any other part of the country. As a result DWP are bidding to Treasury for additional funding to extend the Work and Health Programme, and the Job Entry Targetted Support Programmes, as many of the people who are on furlough, meet the criteria for participating in the Work and Health Programme and the JETS Programme.
- 2.1.2 The initial contract for the Work and Health Programme, started taking referrals in Feb 2018, with the programme stopping taking referrals in October 2022. The contract extends beyond the period for referrals, as the last person referred continues to receive services for up to 21 month after referral.
- 2.1.3 In 2020, as a result of the Coronavirus pandemic DWP devolved additional funding for a Covid 19 unemployment support programmes which became known as Job Entry Targetted Support. The initial contract for the Job Entry Targetted Support, started taking referrals in October 2020, with the programme stopping taking referrals in October 2021. The contract extends beyond the period for referrals, as the last person referred continues to receive services for up to 6 month after referral.
- 2.1.4 They are seeking to extend the existing Work and Health Programme funding beyond its current term, for a duration of up to 2 years of additional referrals from October 2022, as allowed for in the contract. DWP have not confirmed the exact length of the extension.
- 2.1.5 They are seeking to extend the existing Job Entry Targetted Support Programme contract beyond its current term, for a duration of up to 1 year from October 2021, as allowed for in the contract. DWP have not confirmed the exact length of the extension.
- 2.1.6 As the Job Entry Targetted Support Contract (Referral Window) ends in October 2021, we have presented this Cabinet paper on the assumption that the funding will be agreed by Treasury. This is because delaying the Cabinet report until there was final confirmation of funding would result in the contract variation not being able to be put in place in time, resulting in a service interruption of West London Residents. In the event of DWP not providing funding for the extension, the contract will not be extended.
- 2.1.7 In addition GLA, European Programme Management Team have indicated that ESF matched funding can now be defrayed until September 2023, as opposed to March 2023 when we originally bid for ESF. The original DWP grant extends beyond the period for ESF claims, so this change allows for more of the DWP grant to be treated as matched funding, We are bidding for an additional £0.8M. As with the other grants, if the application is not successful, the contract will not be extended.
- 2.1.8 Separately we have put in an expression of interest with Public Health England, to add additional capacity to the contract we have with Westminster Drug Project, that is delivering IPS employment support to service users of 9 West London borough.

3. Key Implications

3.1 Agreements and Contracts

- 3.1.1 A variation in funding agreements will be signed between Ealing and GLA who manage ESF funds in London.
- 3.1.2 A variation to the funding agreement will be signed between Ealing and DWP.
- 3.1.3 For the duration of the contract, Ealing (acting on behalf of WLA) will continue to manage the Work and Health Programme and Job Entry Targetted Support contracts; and be responsible for ensuring the provider meets the contract requirements.
- 3.1.4 The variation and extension to the WLA Work and Health Programme; and the Job Entry Targetted Support contracts with The Shaw Trust, will be completed in accordance with the contract variation procedures set out within those contracts and the execution by the parties of an Agreement to formally vary the contract.
- 3.1.5 Ealing will enter into a funding agreement with PHE
- 3.1.6 The additional capacity on the IPS employment support for service users of Drug and Alcohol treatment in West London, with Westminster Drug project will be changed in line with the contract variation process set out in the current contract.

4. Financial

- 4.1 There is no financial impact on the budget. The programme will be entirely funded by external sources, including ESF.
- 4.1.1 While negotiations are on-going with funding bodies including DWP and GLA, it is estimated that the additional funding for WHP will be in the region of £6M to £9M; and the additional funding for JETS will be in the region of £12M to £18M, in the event the bid for additional ESF funding is not successful, the contract extension will be in the region of £6M to £9M.
- 4.1.2 Resources to manage the programme will be funded from the Management and Administration element that is allowable under ESF guidelines.
- 4.1.3 In the event of not being able to reach agreement with external funders, the contract extensions will not be implemented.

5 Legal

- 5.1 The existing WLA Work and Health Programme and Job Entry Targetted Support contracts with The Shaw Trust includes provisions expressly permitting the variation and extension of the contract in accordance with the 'Change Control Procedure' as set out in the contract. Accordingly, the parties will adhere to the 'Change Control Procedure' and enter into an agreement to formally vary the contract to extend the contract term by two years and to increase volumes of places made available on Work and Health Programme from September 2020.
- 5.2 Variations to contracts (which do not contain options to extend) are permitted under Regulation 72 of the Public Contracts Regulations 2015 where the grounds set out in Regulation 72 (c) are met, namely:

(c) where all of the following conditions are fulfilled:-

- (i) the need for modification has been brought about by circumstances which a diligent contracting authority could not have foreseen;
- (ii) the modification does not alter the overall nature of the contract;
- (iii) any increase in price does not exceed 50% of the value of the original contract or framework agreement.

It is considered that for the Work & Health Contract the COVID-19 emergency was unforeseen and for the Westminster Contract the grant of further monies was unforeseen. For both contract their overall natures will not be altered given that the type of services remain unchanged and no changes are to be made to the specification. The additional monies will enable the Council to provide additional services of the same type which are required due to Covid 19. The value of the modifications fall within the 50% threshold. Multiple such modifications are permitted during the lifetime of contracts provided that on each variation the above conditions are met.

The Work and Health Contract's original value was £26.681M and the intended increase under Regulation 72 is in the region of £1m.

The Westminster Contract's original value was £1.834M and the intended increase is in the region of £0.40M

The WLA Job Entry Targetted Support contract's original vaue was £12.41M and the intended increase is £11.82M

- 5.3 The Work & Health Contract permits Ealing at its absolute discretion to texetnd the contract for up to 2 years in accordance with clause F11.2

F11.1 The Lead Authority may, at its absolute discretion, by giving written notice to the Provider not less than six (6) Months (or on such shorter notice period as may be agreed by the Parties) prior to the end of the Referral Period End Date, extend the the period by which Referrals of Participants can be made by the Lead Authority by one (1) or more extensions up to a maximum of twenty-four (24) Months in total. The provisions of this Contract shall continue to apply (subject to any Variation or adjustment to the Fees pursuant to clause F3) throughout any such extended period.

- 5.4 The JETS contract permits Ealing at its absolute discretion to extend the contract on not less than 3 writtens months (or on such shorter notice period as may be agreed by the parties to the contract) as set out in the clause F11 of the contract reproduced below.

F11 Extension of Contract

The Lead Authority may, at its absolute discretion, by giving written notice to the Provider not less than three (3) Months (or on such shorter notice period as may be agreed by the Parties) prior to the end of the Referral Period End Date, extend the the period by which Referrals of Participants can be made by the Lead Authority by one (1) or more extensions up to a maximum of twelve (12) Months in total. The provisions of this Contract shall continue to apply (subject to any Variation or adjustment to the Fees pursuant to clause F3) throughout any such extended period.

6. Value For Money

- 6.1 N/A

7. Sustainability Impact Appraisal

- 7.1 The programme provides a high quality employment intervention for client groups who struggle to obtain employment through current initiatives

8. Risk Management

8.1 A risk register for the overall Programme is retained. The key risks are as follows:

Risk	Mitigating Actions
ESF Risks – there is a risk that future ESF audits lead to a recovery of funding.	<p>The WLA Team is increasingly experienced handling the evidence requirements of ESF programmes, and across 2 existing ESF funded programmes totalling c£30m over 5 years have not had any adverse financial penalties.</p> <p>When the application for CFO status was submitted, the 6 S151 officers from the other WLA boroughs agreed to share any costs arising from ESF clawback.</p>

9. Community Safety

9.1 Not applicable

10. Links to the 6 Priorities for the Borough

10.1 The proposals support the following Priority:

- Prosperous

11. Equalities and Human Rights and Community Cohesion

11.1 An initial EAA screening forms were completed for the 2 contracts, and no adverse impact on Equalities has been identified. The services in the programme will be offered to all Universal Credit (UC), JSA Claimants and ESA claimants; who are eligible.

11.2 These were reviewed as part of the development of this report and no changes were noted.

12. Staffing/Workforce and Accommodation implications

12.1 There are no staffing implications. Given the planned integrated nature of the services, Ealing services may be required to provide hot-desk space for service providers.

13. Property and Assets

13.1 There are no Property or Assets associated with this programme

14 Any other implications:

14.1 No other implications

15. Consultation

15.1 The WLA Work and Health Programme has a Working group that includes representatives from all WLA Authorities, CCGs and JCPs. This has included Service Users and organisations representing Service Users.

16. Timetable for Implementation

16.1 The aim is to have the JETS contract extension in place by the end of September 2021. The high level milestones are as follows:

Milestone	Date
Funding Confirmation by DWP and EPMU	31 st August 2021
Contracts in place	30 th September 2021
Extension Commences	October 2021

17. Appendices

None

18. Background Information

Cabinet Report 14th June 2016, recommendations to commence a procurement process to identify a provider to deliver the Work and Health Programme

Cabinet Report 17th October 2017, Awards the contract for the delivery of the West London Alliance (WLA) Work and Health Programme (WHP) to Shaw Trust for an initial contract period commencing in Quarter 1 2018 and ending 31st October 2022 with an option to extend for a further 2 years

Cabinet Report 16th June 2020, recommendations to commence a procurement process to identify a provider to deliver the Job Entry Targetted Support contract, which at the time was referred to as Covid-19 Employment Response Programme (job search services)

Key Officer Decision – 9th September 2020 Awards the contract for the delivery of the West London Alliance (WLA) Job Entry Targetted Support Programme (JETS) to Shaw Trust for an initial contract period commencing in October 2020 and ending referrals in October 2021 (Contract term runs 6 months after the final participant is referred onto programme), with an option to extend for a further 1 year

Consultation

Name of consultee	Post held and Department	Date sent to consultee	Date received from consultee	Comments appear in report paragraph:
Internal				
Chuhr Nijjar	Contracts Lawyer			Legal
Sajal O'Shaughnessy	Lawyer, Legal Contracts			Throughout
David Francis	Director of West London Alliance			Throughout
Shabana Kauaer	Assistant Director of Strategic Finance			Finance
Paul Najsarek	Chief Executive			Throughout
Councillor Mahfouz	Portfolio Holder			Throughout
External				

Report History

Decision type:	Urgency item?
Key decision	No

Report no.:	Report author and contact for queries:
	David Lillicrap extn 9646

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

Appendix 2 – Overview of support from survey results

Perivale Scheme

Percentage of Respondents who support the Schools Street Scheme: Residents/Business

Support	Level of Support	Perivale scheme	
			88 responses 760 addresses (11.5% response rate)
Overall Support for the Scheme	I don't support it	50%	28 residents 16 businesses
	No Opinion	3%	3
	I support it	47%	38 residents 3 businesses



Percentage of Respondents who support the Schools Street Scheme: Parents/Carers

Support	Level of Support	Perivale Primary	1 response	St John Fisher	34 responses
Overall Support for the Scheme	I don't support it			42%	14
	No Opinion	100%	1	4%	1
	I support it			54%	18



Percentage of Respondents who support the Schools Street Scheme: Staff

Support	Level of Support	Perivale Primary	24 responses 40 staff (60% resp)	St John Fisher	15 responses 41 staff (37% resp)
Overall Support for the Scheme	I don't support it	25%	6	53%	8
	No Opinion	25%	6	15%	2
	I support it	50%	12	32%	5



LSP Schemes

Percentage of Respondents who support the Schools Street Scheme: **Residents/Business** (see page 4 for reasons for not supporting)

Support	Level of Support	Berrymede Infants & Junior	Derwentwater	Gifford Primary	Holy Family	Mayfield	N Ealing	Oaklands	St Johns	St Marks	Vicars Green	Willow Tree
Response rate		5/316 1.5%	11/160 7%	14/191 7%	84/639 13%	15/174 9%	34/177 19%	98/730 13%	9/197 5%	46/617 7%	23/265 9%	35/420 8%
Overall Support for the Scheme	I don't support it	20%	45%	57%	55%	27%	26%	42%	56%	33%	48%	20%
	No Opinion	20%	36%	21%	11%	27%	38%	17%	22%	15%	30%	31%
	I support it	60%	18%	21%	35%	47%	35%	41%	22%	52%	22%	49%

Percentage of Respondents who support the Schools Street Scheme: **Parents/Carers**

Support	Level of Support	Berrymede Infants	Berrymede Junior	Derwentwater	Gifford Primary	Holy Family	Mayfield	N Ealing	Oaklands	St Johns	St Marks	Vicars Green	Willow Tree
Responses		5	12	33	13	85	78	56	78	3	101	14	76
Overall Support for the Scheme	I don't support it	0%	0%	6%	8%	42%	6%	5%	14%	0%	5%	64%	20%
	No Opinion	20%	50%	24%	31%	16%	35%	18%	22%	33%	12%	14%	14%
	I support it	80%	50%	70%	62%	41%	59%	77%	64%	67%	83%	21%	66%

Percentage of Respondents who support the Schools Street Scheme: **Staff**

Support	Level of Support	Berrymede Infants	Berrymede Junior	Gifford Primary	Holy Family	Mayfield	N Ealing	Oaklands	St Johns	St Marks	Vicars Green	Willow Tree
Responses		8	13	16	29	12	19	27	3	9	19	38
Overall Support for the Scheme	I don't support it	13%	0%	0%	24%	0%	11%	22%	0%	26%	0%	13%
	No Opinion	25%	31%	50%	21%	17%	16%	33%	33%	26%	8%	25%
	I support it	63%	69%	50%	55%	83%	74%	44%	67%	47%	92%	63%

Reasons for not supporting

Derwentwater

No. resident/business responses: 11 / approx. 160 properties

5 don't support

Reasons:

No specific reasons provided. 1 comment about stopping high rise flats, 1 comment about requirement for law enforcement

18% agree it improves road safety and 9% agree it has improved congestion, suggested limited acceptance in the wider community. 36% agreed there were previous parking and congestion issues related to the school.

Gifford

No. resident/business responses: 14 / approx. 190 properties

8 don't support

Reasons:

Displaced parking and congestion. Residents want other restrictions, eg. Parking permit scheme, restriction on non-residents for whole estate (wider school street)

Safety concerns (parked vehicles) on Casey Avenue and Rectory Park Avenue were raised, as well as lack of consideration for residents:

- *I don't want this scheme, the residents who live on (and pay rent & council tax for this street) should be supported. This scheme needs to be scrapped. And instead there should be a restriction on non residents parking in the area during school pick times (this should be enforced) that would ease the congestion and problems*

Despite this, some positive feedback was given;

- *The scheme is working and the school and community seem to be really happy with the scheme. Talking to neighbours this scheme has provided peace of mind and limits the amount of traffic and pollution in the air. Our street has been used as a race for cars to avoid traffic on the main road. No more.*

NOTE: The school have withdrawn their support for this scheme due to aggressive and abusive behaviour from drivers. We hope to be able to consider a wider scheme if camera enforcement and funding is available.

Holy Family

No. resident/business responses: 84 / approx. 645 properties

46 don't support

Reasons:

Negative comments; (13) congestion, (9) traffic displacement, (9) inconsiderate parking, (7) increased journey times, (6) the scheme should be backed by law enforcement or council. Boileau Road was also raised as an area of concern (mentioned on 14 occasions). Only 9 positive comments were received.

- *Massive traffic issues of cars being diverted to already busy or narrow streets (eg Boileau Road). This is leading to stress and tension and aggressive attitude to people who use the school as well as the kids.*
- *There are no parking space left on our street and cars are constantly illegally parking on pavement and on both sides of the road.*
- *You have now moved the traffic issues to an area of the street where it is more densely residential than along Vale Lane between the roundabout and the bollards.*

Total No. parent/carer responses; 85 / 474 pupils on role

42% don't support (total number: 36 don't support) 41% do support

Reasons:

Traffic displacement (9 comments) with several references to Boileau Road. 11 mentioned concerns the scheme was difficult to enforce with volunteers, and 17 stated they wanted to see the scheme backed by law enforcement or the council:

- *Closing Hanger Vale Lane simply pushes the problem of parked cars and traffic to other areas. As Hanger Vale Lane is one of two routes from the Hanger Hill Estate to Queens Drive all the diverted traffic now goes via Boileau Road.*
- *it cannot rely on parent volunteers to enforce the rules as parents are not traffic enforcers and we have no authority.*
- *This is a primary school and kids should not be walking or cycling in the rain .it is causing more stress*
- *This is not helping anyone. People need to have the freedom to choose whether they want to walk or take the car.*

NOTE: The school wanted to withdraw their support for this scheme due to aggressive and abusive behaviour from drivers but we have been able to offer limited CEO support and they have agreed to continue this term.

Oaklands

No. resident/business responses: 98 / approx. 730 properties

42% don't support (total number: 41 don't support) 41% do support

Reasons:

19 related to access, also inconvenience and unnecessarily authoritarian nature of the scheme. Others highlighted concerns about its implementation regarding children's road safety:

- *I don't mind the one way and the road being closed to school drop offs but residents should be allowed to book or give a pass to their visitors.*
- *Deliveries/taxis for residents should be allowed to operate as usual.*
- *The implementation of this scheme has offered no benefits whatsoever to myself, visitors or delivery drivers; quite the reverse.*
- *Nothing was broken before. Why is the council meddling? I was much happier before my street is residential and there was little noise from children walking to school as most would be dropped off by cars. Now there is noise and I cannot use my car at certain times of the day. Complete nightmare.*

St Johns

Total No. resident/business responses: 9 / approx. 190 properties

5 don't support

Reasons:

No specific reasons

- *A zebra crossing would be great. Also the signs around the school are not clear.*
- *I do not think it is possible to see the full impact of the scheme on surrounding roads until the pandemic restrictions are fully lifted and the pre pandemic traffic flow resumes.*

Vicars Green

No. resident/business responses: 23 / approx. 265 properties

11 don't support

Reasons:

A number of residents gave detailed information about the scheme negatively affecting their access, and parking issues;

- *Road safety in May Gardens, Lilly Gardens has worsened. Parents park wherever they can; across driveways, on double yellow lines, on corners, on the pavement, sometimes in people's drive ways.*
- *....Blocking residents driveways even parking in residents gardens and get very aggressive when asked to move. Family will not visit as it is very stressful. Deliverys are missed as there is no access*
- *Extend the school street till the main roads to avoid residents becoming disturbed by inconsiderate parents/carers.*
- *The school was given permission for the parents to park their 4x4's in Goals car park. As the children live locally they should be able to walk or cycle to school.*

No. parent/carer responses: 14 / 450 pupils on role

8 don't support

Reasons:

Difficulties parking outside of school street, increased congestion in local area.

- *This scheme will only make dropping off and picking up kids more stressful for parents who can not walk to school because of so many reasons.*
- *Before when school ends at different times all parents had a chance to actually park cars and go in and out without putting kids into risk. Main road is now closed and the other one is both ways which makes drivers to turn around in dangerous ways. There is always traffic on this street and huge stress for walking people and for drivers. Around this area there is not enough parking spaces which makes it almost impossible to get on time for work or to come and pick kids up after work. People are screaming at each other and there is a lots more incidents.*

NOTE: The school wanted to withdraw their support for this scheme because they would like a wider scheme and advised they were no longer able to provide staff to manage barrier. They have agreed to wait for the outcome of the Cabinet decision on the future of the schemes.

EVALUATION REPORT: PERIVALE SCHOOL STREETS 2021



SYSTRA

EALING SCHOOL STREETS 2020-21

EVALUATION REPORT

IDENTIFICATION TABLE

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Project	School Streets Evaluation
Type of document	Report
Date	22/06/2021
Reference number	GB01T21A74
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APPROVAL

Version	Name		Position	Date	Modifications
1	Author	SM/BG	Senior Consultant	09/06/2021	Draft
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	Checked by	AF	Associate	22/06/2021	
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1. INTRODUCTION

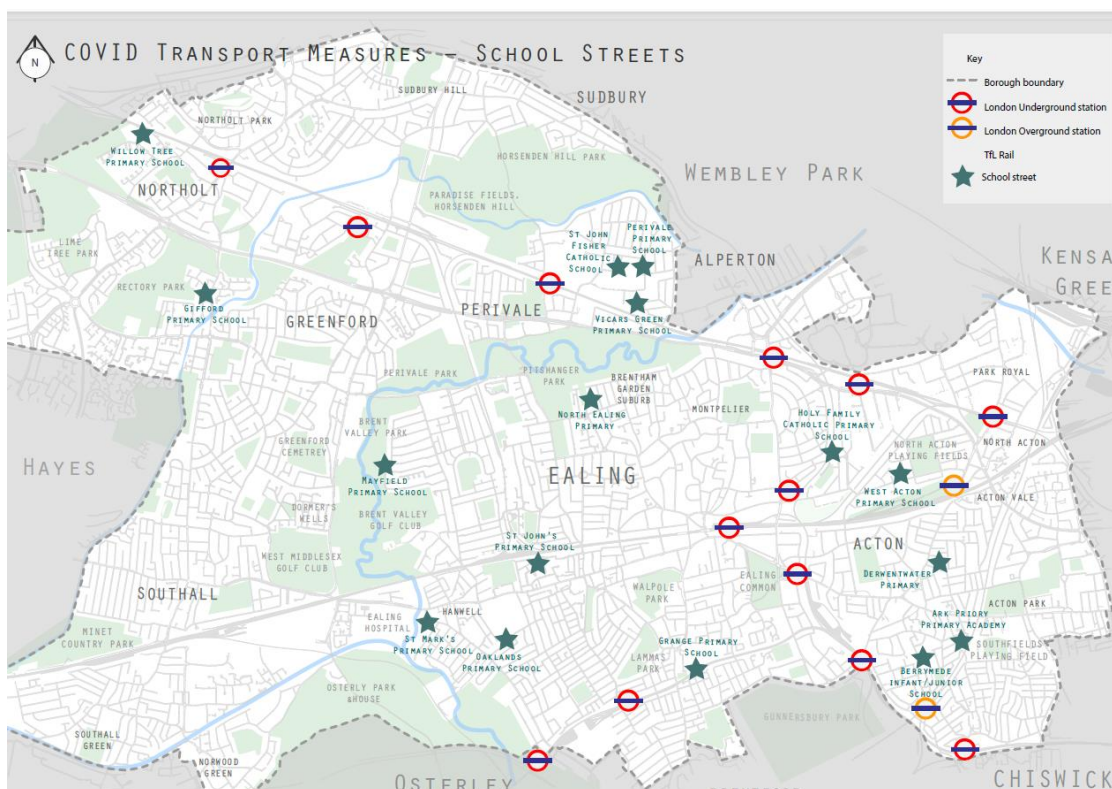
1.1 School Streets Schemes

1.1.1 The London Borough of Ealing (LBE) has implemented School Streets Schemes at multiple schools across the Borough. These schemes involve the access limitations on streets immediately adjacent to schools during drop-off and pick-up times, and therefore the streets around school entrances become a pedestrian and cycle-only zone before and after school. A limited category of persons can gain exemption from these restrictions. Restrictions are enforced by a physical barrier, and a volunteer to monitor it and allow access to exempt vehicles, or ANPR (Automatic Number Plate Recognition) with penalty notices. This scheme is enforced by ANPR.

1.1.2 The aim of the School Streets programme is to encourage children to travel to school via active modes, as well as reducing congestion, making the roads safer to cross and the environment more pleasant for the whole community. Under the COVID-19 emergency measures, they also allow for social distancing.

1.1.3 Twelve School Streets schemes have been implemented. The first of these was the LIP Funded scheme at Perivale Primary School and St John Fisher Catholic School (*this report*), with a further 11 implemented as part of the London Streetspace Programme (LSP) (*reported separately*).

Figure 1. Ealing School Streets Schemes



1.2 Evaluation Approach

1.2.1 The following schools are considered in this report:

- St John Fisher Catholic Primary School; and
- Perivale Primary School

1.2.2 For each school, an individual monitoring sheet has been compiled, drawing together the following information:

- Description of the scheme, TRO details, photos and maps;
- Mode of Travel Data (STARS) (2020 and 2021);
- Stakeholder Survey, comprising of closed and open response questions:
 - Parents / carers;
 - Staff;
 - Pupils; and
 - Local residents / business.
- Traffic and parking surveys; and
- Air Quality Analysis.

1.2.3 Survey analysis was carried out by SYSTRA Ltd, including analysis of open ended responses.

1.2.4 This report draws together the data sources to evaluate the extent to which the schemes have met the Council's aims, and identify if any major issues have arisen as a result of their implementation. Based upon this evaluation for each scheme we will provide a clear recommendation as to whether each scheme should be made permanent, amended or discontinued.

1.3 Scheme Overview

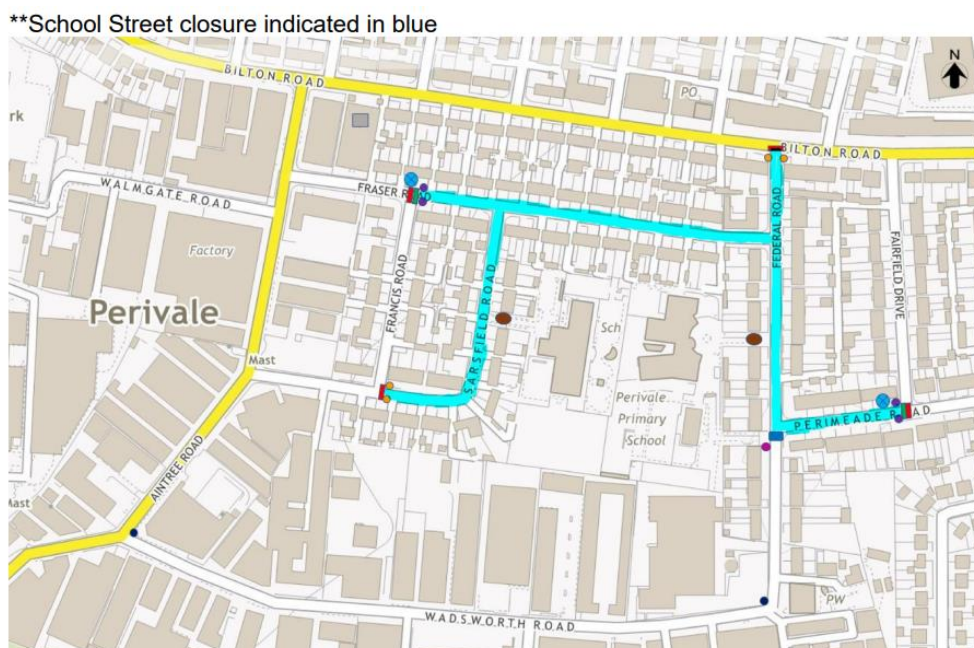
1.3.1 The Perivale schemes (Perivale Primary and St John Fisher Catholic School) were implemented in early September 2020.

1.3.2 The scheme includes ANPR cameras and a physical barrier (modal filter).

1.3.3 ANPR cameras are located at the start of the zone, on Perimeade Road and Fraser Road. There are signs but no physical barrier at the location of the cameras.

1.3.4 There is a physical road closure at the junction of Federal Road and Perimeade Road, at the original width restriction.

Figure 2. Perivale Schemes



1.4 Consultation

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

- A survey was hand delivered to all residents in the school streets zone on 11th November 2019;
- Residents were invited to attend a drop-in session at Perivale Primary School on 25th November;
- Residents were then invited to attend a co-design workshop at St Nicholas Church on 16th January;
- Leaflets were hand delivered to every household in the zone and posters were displayed on lampposts through the area; and
- Information in the form of a letter and FAQs was sent to all residents within the School Street closure, with details of how to apply for permits, in August 2020.

1.4.2 Both schools were engaged in development of the scheme. The following activities took place:

- Initial engagement meetings May 2019;
- School Play Streets at both schools – 20th September;
- School Streets kick-off meeting - 24th September;
- Whole school assemblies and year 5 workshops – 11th November;
- Parent pop-up event – 14th November;
- Evening drop-in session – 25th November;
- Air Quality workshops – 5 x weekly sessions with Year 4 at both schools – Spring 1 2020;

- Co-design workshop at school – 16th January 2020; and
- School Street resources and promotional material provided for dissemination to the school community – Summer 2020.

2. MONITORING DATA

2.1 Introduction

2.1.1 This section summarises the key monitoring data collected from the schools, to provide an overview of the results and inform the evaluation.

2.1 Air Quality Data

2.1.1 The main pollutants from road traffic is NO₂ and PM (Particulate Matter). Currently, Ealing Council has 4 automatic monitoring stations and around 61 NO₂ passive diffusion tubes to monitor air quality in the borough.

2.1.2 Please note that the locations and results for these monitoring locations can be found in the latest Annual Status Report found here: [Ealing Council :: Air Quality Website :: Reports \(ealingair.org.uk\)](http://Ealing Council :: Air Quality Website :: Reports (ealingair.org.uk)). Automatic monitoring stations are mostly located in heavily trafficked locations and hence any results from these stations won't be representative of air quality at the schools participating in the School Streets scheme.

2.1.3 NO₂ diffusion tubes are inexpensive monitoring tool that the councils use to monitor for longer-term average NO₂ concentrations. As the School Street schemes was only implemented in November 2020, any impact will not be representative in the current data. Further, UK government implemented COVID-19 lockdown and as such we would expect pollution levels to have decreased over the course of lockdown. Hence, any interpretation of data from current monitoring regime will not be sufficient to demonstrate impact of the School streets scheme on air pollution.

2.1.4 It is advised that if in future, impact on air quality by the implementation of various schemes is required, viability of installing air quality sensors for a short term is explored further.

2.1.5 For further information regarding air quality around School Streets, this independent study, which was set up to investigate the air quality benefits of new School Streets installed as part of the Mayor's Streetspace for London plan, has some promising results. Air Quality Monitoring Study: London School Streets

2.2 Survey Data

Parent/ Carer

2.2.1 Only one response was received from Perivale Primary, but 35 from St John Fisher School.

2.2.2 Parents/ Carers at St John Fisher School shows a notable number who have been encouraged to walk more or cycle more, 43% and 31% respectively. A quarter reported using the car less.

2.2.3 Nearly all parents/ carers were in agreement with the aims of the scheme. Parents/ carers (of St John Fisher School) had mixed views on the statement; 40% agreed road safety had improved (whereas 37% were in disagreement) and 31% agreed congestion had improved, compared to 46% who disagree with this. 54% felt that before the School Street was implemented there were parking and congestion issues related to the school.

Table 1. Parent/Carer - % agreement with statements

		% agreement with statement	
Statement	Sentiment regarding the Statement	St John Fisher School (35)	Perivale (1)
Road safety on surrounding streets has improved	Strongly disagree	26%	0%
	Tend to disagree	11%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	17%	0%
	Strongly agree	23%	0%
Congestion on the surrounding streets has improved	Strongly disagree	37%	0%
	Tend to disagree	9%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	11%	0%
	Tend to agree	20%	0%
	Strongly agree	11%	0%
Parking in the local area has not been affected by the School Street	Strongly disagree	40%	0%
	Tend to disagree	6%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	11%	0%
	Tend to agree	14%	0%
	Strongly agree	17%	0%
Fewer cars are travelling in the area at school drop-off and pick-up times	Strongly disagree	29%	0%
	Tend to disagree	6%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	6%	0%
	Tend to agree	23%	0%
	Strongly agree	26%	0%
Cars are now travelling at slower speeds	Strongly disagree	31%	0%
	Tend to disagree	14%	0%
	Don't know / Can't say	6%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	26%	0%
	Strongly agree	9%	0%
Traffic noise in the local area has reduced	Strongly disagree	31%	0%
	Tend to disagree	6%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	29%	0%
	Strongly agree	9%	0%
	Strongly disagree	31%	0%

Drivers do not leave their engines running when they are parked	Tend to disagree	11%	0%
	Don't know / Can't say	14%	100%
	Neither agree or disagree	9%	0%
	Tend to agree	29%	0%
	Strongly agree	6%	0%
I have seen more people walking and cycling at school drop-off and pick-up times	Strongly disagree	29%	0%
	Tend to disagree	3%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	9%	0%
	Tend to agree	31%	0%
Before the School Street was implemented there were parking and congestion issues related to the school	Strongly disagree	17%	0%
	Tend to disagree	3%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	23%	0%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	Strongly disagree	34%	0%
	Tend to disagree	3%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	23%	0%
	Tend to agree	26%	0%
	Strongly agree	6%	0%

2.2.4

2.2.5 45% of parents/ carers at St John Fisher School were in agreement with the scheme becoming permanent; however, 40% strongly disagreed.

Table 2. Parent/Carer - % agreement with scheme

2.2.6

		% agreement with statement	
Support	Level of Support	St John Fisher School (35)	Perivale (1)
Overall Support for the Scheme	I don't support it	40%	0%
	No Opinion	9%	100%
	I support it	51%	0%
Support for the Scheme <u>whilst Social Distancing remains in place</u>	Strongly disagree	31%	0%
	Tend to disagree	0%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	20%	0%

	Strongly agree	26%	0%
Support for the Scheme <u>as a permanent measure</u>	Strongly disagree	40%	0%
	Tend to disagree	0%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	6%	0%
	Tend to agree	11%	0%
	Strongly agree	34%	0%

2.2.7

2.2.8 Further comments from parents/ carers were mixed, though 3 individuals highlighted need for improving enforcement, and 3 highlighted the inconvenience (making them late for work/school).

2.2.9 *“please consider people who need to drive and park somewhere. please sort some temporary parking or pick up drop off zones and limit all the dropped kerbs which favour the residents”*

“It doesn’t make a difference to social distancing as everyone still gathers and walk in to school at the same time. Traffic is much worse now on the adjacent roads due to everyone trying to park.”

2.2.10 Respondents also raised concerns and suggestions, including adding a zebra crossing or other restrictions on Aintree Road, and Bideford Avenue. One stated that speed monitoring on Aintree Road and Bilton Road would also be helpful.

Resident/ Business

2.2.11 88 responses were received from residents/ businesses; 67 of which were residents and 17 businesses. Just under half (45.5%) were aware of the scheme before the survey. The data shows a small number who have been encouraged to walk more or cycle more, 17% and 7% respectively. 1 in 10 reported using the car less.

2.2.12 The majority of respondents agreed with the aims of the scheme, with at least 73% agreeing that each aim is at least slightly important. Air quality and safety walking in the area were the ones with the highest level of rating,

2.2.13 Over half (55%) of respondents agreed that before the School Street was implemented there were parking and congestion issues related to the school. 40% agree that road safety has improved, and 39% agree that congestion has improved, showing a similar viewpoint to that of parents/carers.

Table 3. Resident/Business - % agreement with statements

Statement	Sentiment regarding the Statement	% agreement with statement
Road safety on surrounding streets has improved	Strongly disagree	34%
	Tend to disagree	9%
	Don't know / Can't say	3%

	Neither agree or disagree	14%
	Tend to agree	10%
	Strongly agree	30%
Congestion on the surrounding streets has improved	Strongly disagree	48%
	Tend to disagree	9%
	Don't know / Can't say	0%
	Neither agree or disagree	5%
	Tend to agree	9%
	Strongly agree	30%
Parking in the local area has not been affected by the School Street	Strongly disagree	45%
	Tend to disagree	13%
	Don't know / Can't say	2%
	Neither agree or disagree	11%
	Tend to agree	11%
	Strongly agree	17%
Fewer cars are travelling in the area at school drop-off and pick-up times	Strongly disagree	35%
	Tend to disagree	2%
	Don't know / Can't say	6%
	Neither agree or disagree	8%
	Tend to agree	16%
	Strongly agree	33%
Cars are now travelling at slower speeds	Strongly disagree	33%
	Tend to disagree	16%
	Don't know / Can't say	3%
	Neither agree or disagree	20%
	Tend to agree	10%
	Strongly agree	17%
Traffic noise in the local area has reduced	Strongly disagree	39%
	Tend to disagree	10%
	Don't know / Can't say	1%
	Neither agree or disagree	13%
	Tend to agree	11%
	Strongly agree	26%
Drivers do not leave their engines running when they are parked	Strongly disagree	28%
	Tend to disagree	5%
	Don't know / Can't say	19%
	Neither agree or disagree	17%
	Tend to agree	18%
	Strongly agree	13%
I have seen more people walking and cycling at school drop-off and pick-up times	Strongly disagree	24%
	Tend to disagree	13%
	Don't know / Can't say	6%
	Neither agree or disagree	15%
	Tend to agree	15%

	Strongly agree	28%
Before the School Street was implemented there were parking and congestion issues related to the school	Strongly disagree	24%
	Tend to disagree	13%
	Don't know / Can't say	2%
	Neither agree or disagree	7%
	Tend to agree	16%
	Strongly agree	39%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	Strongly disagree	41%
	Tend to disagree	7%
	Don't know / Can't say	3%
	Neither agree or disagree	15%
	Tend to agree	13%
	Strongly agree	22%

2.2.14 41% of residents/ business in the vicinity of the Perivale schemes were in agreement with the scheme becoming permanent. However, half (50%) 'strongly disagree' with the scheme becoming permanent.

Table 4. Resident/Business - % agreement with scheme

Support	Level of Support	% agreement with statement
Overall Support for the Scheme	I don't support it	50%
	No Opinion	3%
	I support it	47%
Support for the Scheme <u>whilst Social Distancing remains in place</u>	Strongly disagree	32%
	Tend to disagree	5%
	Don't know / Can't say	13%
	Neither agree or disagree	16%
	Tend to agree	11%
	Strongly agree	24%
Support for the Scheme <u>as a permanent measure</u>	Strongly disagree	50%
	Tend to disagree	5%
	Don't know / Can't say	1%
	Neither agree or disagree	3%
	Tend to agree	6%
	Strongly agree	35%

2.2.15

2.2.16 As evidenced below in the parking data, blocking of driveways is a particular issue for some residents:

"My driveway is constantly being blocked by parents and I am fed up and angry that I am unable to leave or return to my property without having to 'have a go' at the parents who block my drive. I tell them numerous times but this falls on deaf ears. I am a key worker and shouldn't have to put up with this stress."

“The scheme is good in principle but has not been thought through in terms of the legitimate access required for coach services for school timetabled events & excursions but also for emergency services etc”

- 2.2.17 11 business respondents highlighted issues with access, and the additional journey time for employees and confusion for customers, due to sat-nav directions not being aware of the closure. Two highlighted a reduction in passing trade and impact on business takings.

“We used to park some of our cars in the nearby area and needed access to them during the restricted hours. We had no option but to drive our vehicle out of the area during the time period and resulted in penalty charges. In addition, it takes our staff an additional 10 minutes everyday to drive around to avoid the area. We are constantly on the move and the restriction adds time to our employees everyday”

“As no cars pass our business centre , so the passing trade is gone”

- 2.2.18 Specific points and suggestions raised in open response comments included:

- A need for access to Perivale Industrial Estate area from Wadsworth Road, and for business on Wandsworth Road (2 comments);
- Move the restrictions to Antee Road/Fraser Road Junction and include Francis Road (1 comment);
- Congestion and air pollution increase on Bilton Road (2 comments);
- Lack of enforcement of double yellow lines on Sarsfield Road (1 comment);
- Close remainder of Federal Road (1 comment);
- Reconsider use of barriers vs cameras and reconsider one-way system:
- Replace (*cameras*) with removeable barrier so scheme operates term-time only (1 comment);
- Removing the bollard on federal road and replacing with a camera operational at restricted hours (1 comment);
- one way system up Fraser with a right into Francis and Sarsfield Roads and Sarsfield one way to Aintree Road (1 comment);
- Camera on Sarsfield Road to deter those driving in from wrong end/ backwards (2 comments).
- Replace scheme with addition road markings to prevent parking, and crossing warden (1 comment); and
- Permit-booking system for access e.g. applying for a permit to allow specific deliveries/services when needed (2 comments).

Staff

- 2.2.19 Staff are traveling more by active modes than before (+8% walk and +8% cycle at Perivale Primary), as well as fewer travelling by car.
- 2.2.20 All staff who responded from St John Fisher School felt the aims were at least slightly important. Staff at Perivale Primary also rating all the aims as at least slightly important, with safer walking being the one rated most highly.

- 2.2.21 On average, half of school staff respondents agreed that before the School Street was implemented there were parking and congestion issues related to the school. More respondents agreed that road safety had improved, than agreed that congestion had improved. Around half felt there were less cars, and similarly around half felt there were more people walking and cycling in the area.
- 2.2.22 On average, 33.5% of staff supported the scheme being made permanent, a similar proportion to residents/businesses but slightly less than parents/carers.
- 2.2.23 From open response comments, a point made by a large number of respondents (21) across both schools, was that school staff should be exempt (including the children’s centre staff) and/ or a change made to the morning enforcement time, moving it to 8.30 to allow staff to enter.

Pupils

- 2.2.24 49% more pupils were in agreement that it is now ‘easy to walk, scoot or cycle to school’, 54% more agreed ‘I can hear clearly on the way to school to chat’ and 56% more ‘I feel safe travelling to school on my own’. 3% more felt they could safely cross the road outside school (compared to before) and 16% more felt the air was now ‘fresh and clean’.
- 2.2.25 The majority of pupil comments were positive;

“I can talk to my friends and family without lots of noise and its easy to cross roads”

“I feel healthy instead of smelling fumes”

- 2.2.26 A few highlighted difficulties with space, and difficulties if their parents feel they need to drive them on a particular day.

“One thing I don't like is that there are a lot of people walking to school which is good but the sidewalk is small so we can't really walk without giving each other space”

2.3 STARS Data

- 2.3.1 Data from Perivale Primary School shows an increase in walking, scooting and cycling and a decrease in car use, including ‘park and stride’.

Table 5. STARS data; Perivale Primary School

Mode	BEFORE (24/6/2019)		AFTER (9/12/2020)		AFTER (28/05/2021)	
	number	%	number	%		
Walk	241	58%	125	50%	219	55.2%
Scoot	36	9%	24	10%	54	13.6%
Cycle	40	10%	18	7%	25	6.3%
Rail	0				2	0.5%
Tube	4	1%			2	0.5%
Bus	18	4%	8	3%	15	3.8%
Car	52	13%	69	28%	68	17.1%
Car Share	3	1%	3	1%	2	0.5%

Park and Stride	22	5%	1		10	2.5%
Total	416	100%	248	100%	397	100%

2.2.1 Data from St John Fisher Catholic School shows an overall increase in active travel modes, and an initial increase in car use in December 2020 has decreased in the most recent monitoring survey.

Table 6. STARS data; St John Fisher Catholic School

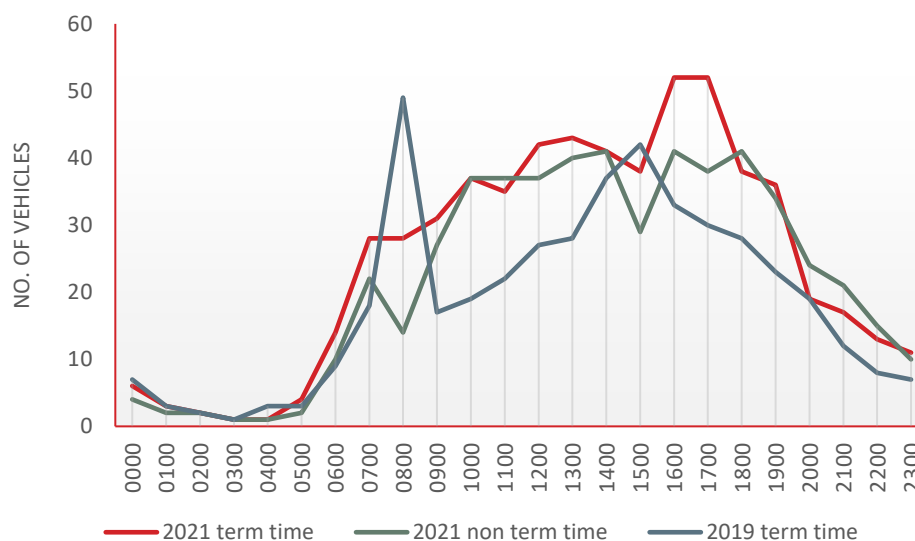
Mode	BEFORE (24/5/2019)		AFTER (9/12/20)		AFTER (25/05/2021)	
	number	%	number	%	number	%
Walk	100	23%	143	44%	110	34%
Scoot	78	18%			83	25%
Cycle	15	3%	61	19%	37	11%
Rail	47	11%	4	1%	0	0%
Tube	52	12%			3	1%
Bus	15	3%	10	3%	8	2%
Car	69	16%	104	32%	62	19%
Car Share	12	3%			3	1%
Park and Stride	53	12%			22	7%
Total	441	100%	322	100%	328	100%

2.4 Traffic Data

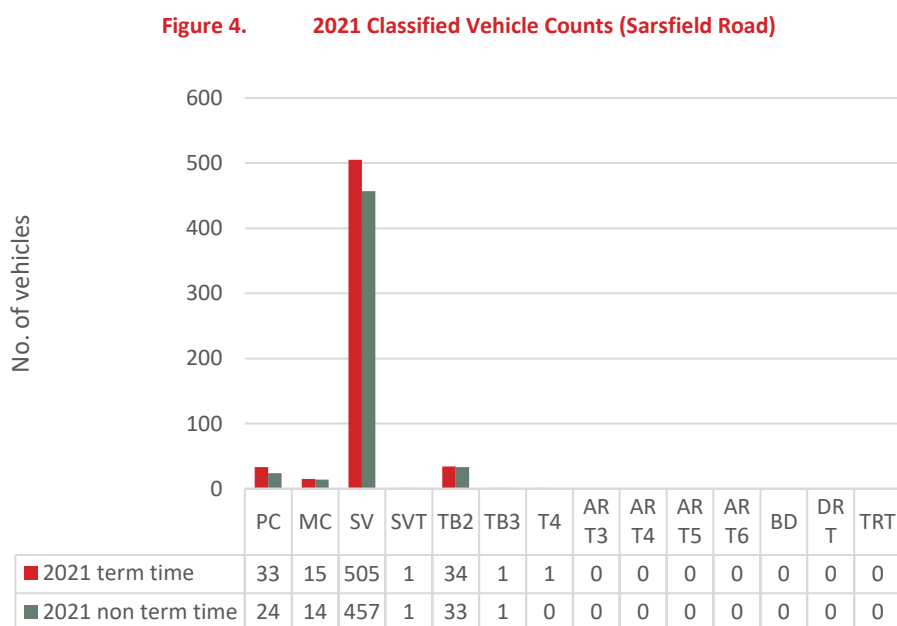
ATC Data: Sarsfield Road 2019 v 2021

2.4.1 A virtual day is the average of all days when data was collected.

Figure 3. Virtual Day ATC counts (Sarsfield Road)



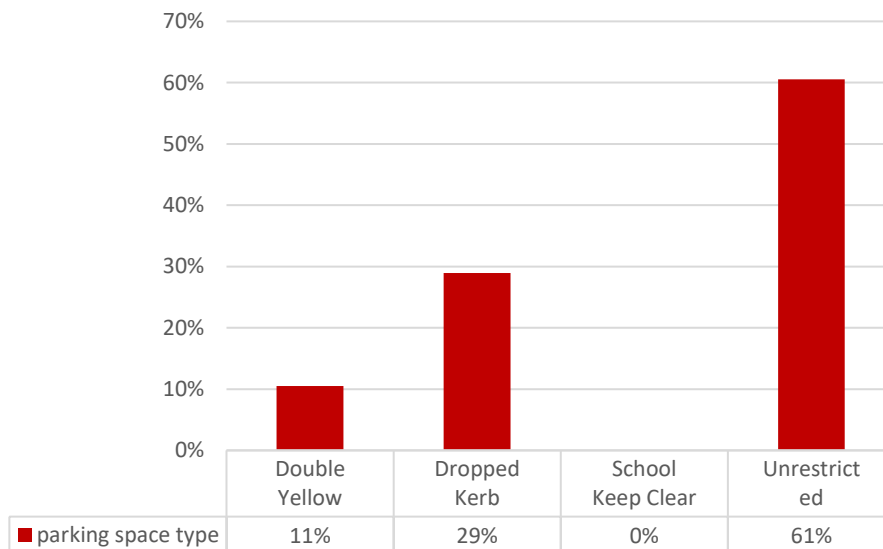
- 2.4.2 Traffic levels are lower during the morning (8am) and afternoon (3pm) school runs in 2021 compared to 2019 levels. This data has not been normalised.
- 2.4.3 2021 term time traffic levels peak at around 4pm and are the highest when compared across all three periods.



- 2.4.4 Four vehicle classes have been identified where a vehicle belonging to that class has been observed more than once: pedal cycle (PC), motorcycle (MC), standard vehicle (SV – includes sedans, 4WD, light van) and two-axle truck or bus (TB2).
- 2.4.5 Looking at vehicle speeds, A majority of vehicles travel at speeds lower than 20mph. While term time numbers remain higher for vehicles travelling at 10-15 mph, we note that there is little difference in traffic speeds when comparing these two periods. Mean speeds have increased on Sarsfield Road in 2021 term time compared to 2019 term time:

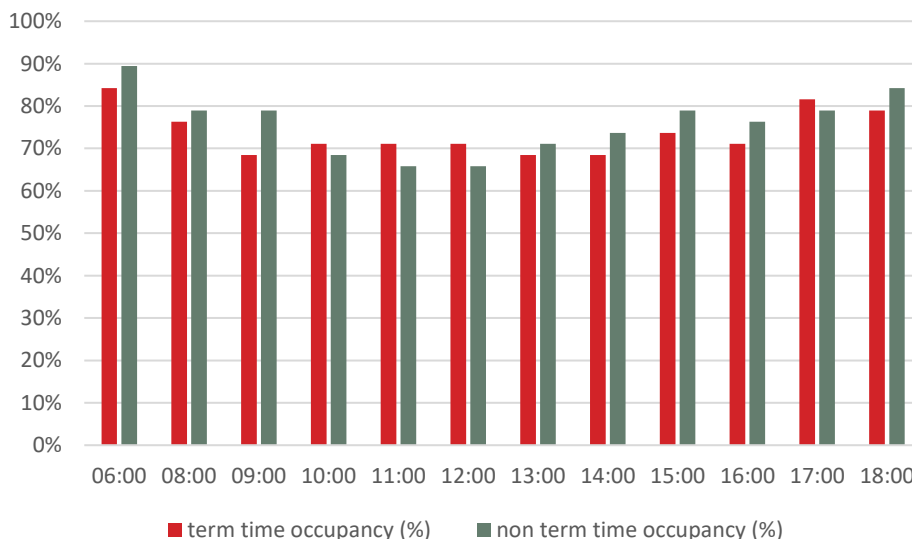
Parking Beat: Sarsfield Road 2019 v 2021

Figure 5. Parking Beat: Parking Capacity by Type (Sarsfield Road)



2.4.6 A majority of parking spaces available on Sarsfield Road are dropped kerb and unrestricted parking, not counting for off-street parking. There is no Controlled Parking Zone in the area. With the exception of unrestricted parking, vehicles are prohibited from parking for extended periods anywhere else along Sarsfield Road.

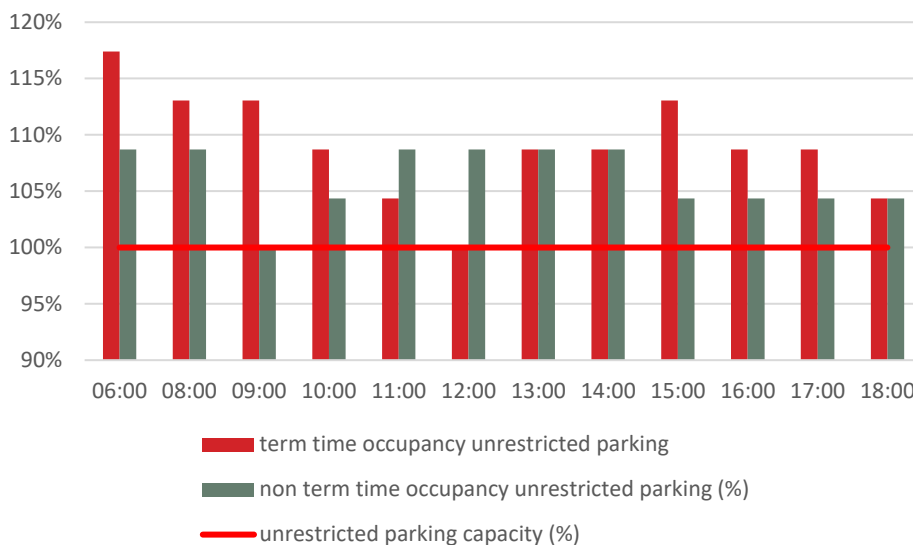
Figure 6. Parking Beat: Parking Occupancy (Sarsfield Road)



2.4.7

Figure 7. Parking Beat: Unrestricted Parking Occupancy (Sarsfield Road)

2.4.8

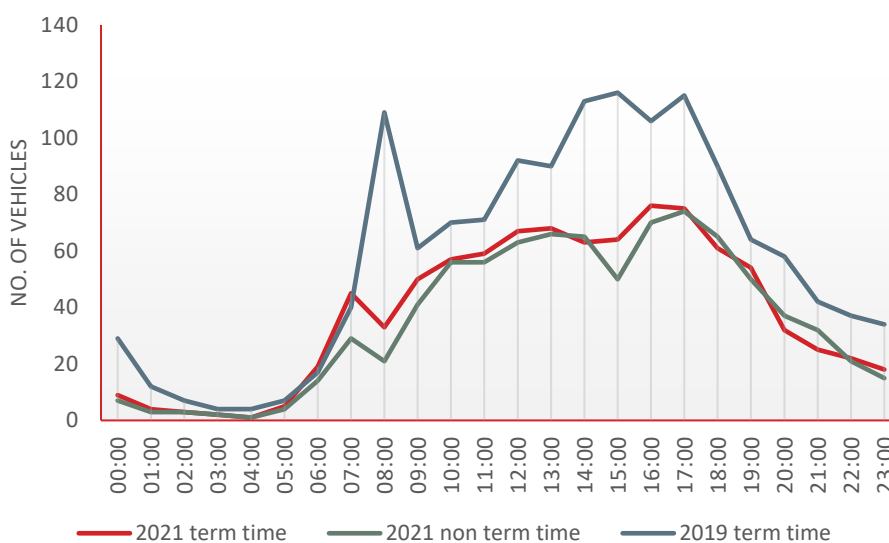


2.4.9 High dropped kerb parking occupancy means that there is a high probability that residents with off-street parking cannot access their driveways. In this instance, the average dropped kerb occupancy during term time and non-term time is 31 percent and 34 percent respectively. We expect this to have some impact on driveway access.

2.4.10 As unrestricted parking occupancy sits at maximum capacity, we expect drivers to be more likely to park adjacent to dropped kerbs. This impacts residents’ driveway access, even temporarily.

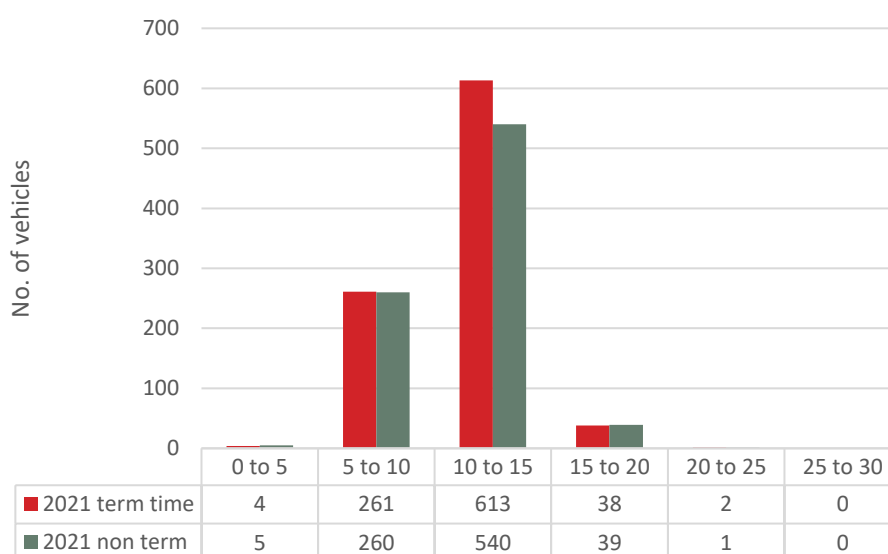
ATC Data: Federal Road 2019 v 2021

Figure 8. Virtual Day ATC counts (Federal Road)



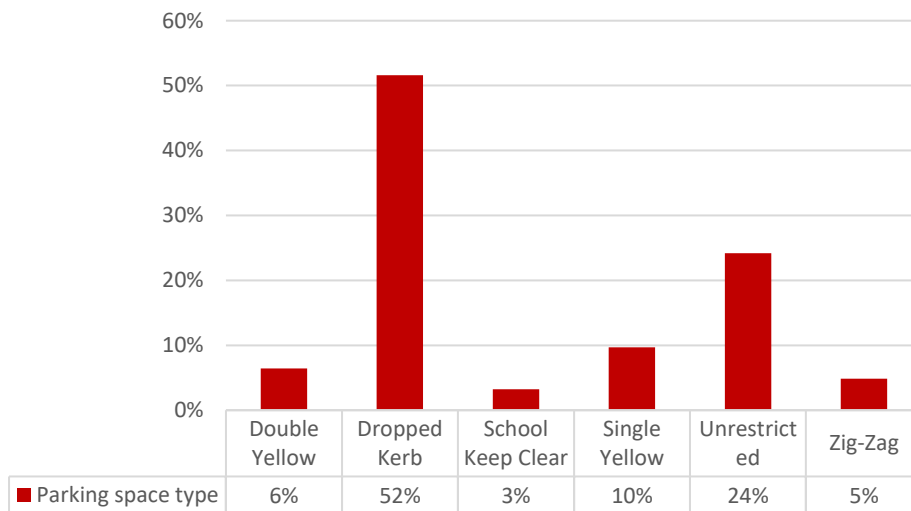
- 2.4.11 Higher levels of traffic are recorded during both school run periods during 2021 term time compared to 2021 non-term time.
- 2.4.12 A significant decrease in traffic volumes is observed between 2019 term time and 2021 term time over 24 hours. The morning and afternoon peaks have been significantly affected by the School Street scheme.
- 2.4.13 We note that there has been a **70 percent decrease in vehicle volumes at 8am and a 45 percent decrease at 3pm in 2021 term time compared to 2019 term time levels.**

Figure 9. Traffic Speeds (Federal Road)



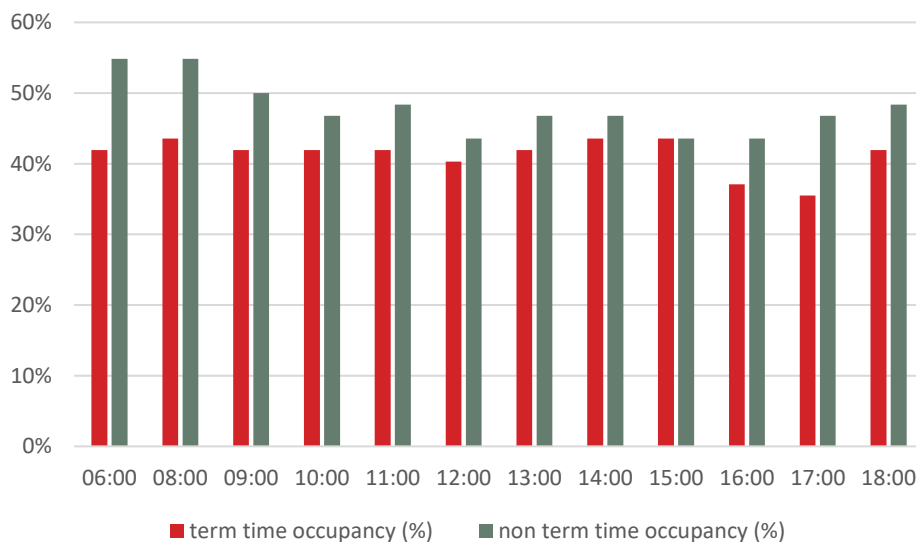
- 2.4.14 A majority of vehicles travel at speeds lower than 20mph. While term time numbers remain higher for vehicles travelling at 10-15 mph, we note that there is little difference in traffic speeds when comparing these two periods. **We note that mean speeds over 24 hours on Federal Road have decreased since 2019.**

Figure 10. Parking Capacity (Federal Road)



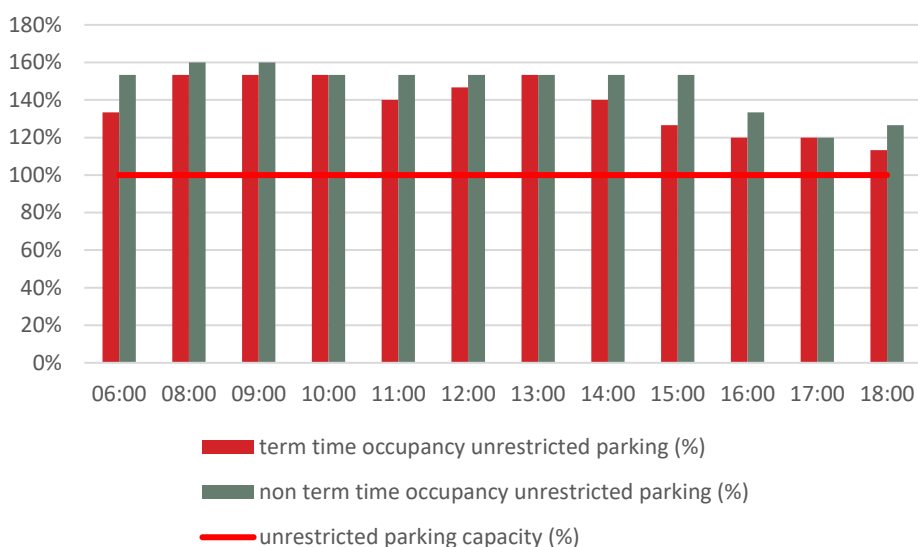
2.4.15 A majority of parking spaces available on Federal Road are dropped kerb and unrestricted parking, not counting for off-street parking. There is no Controlled Parking Zone in the area. With the exception of unrestricted parking, vehicles are prohibited from parking for extended periods anywhere else along Federal Road.

Figure 11. Parking Occupancy (Federal Road)



2.4.16 Term time occupancy is on average lower than non-term time occupancy. Dropped kerb and unrestricted parking are the most used type of parking, owing to the higher levels of capacity available for these types of parking.

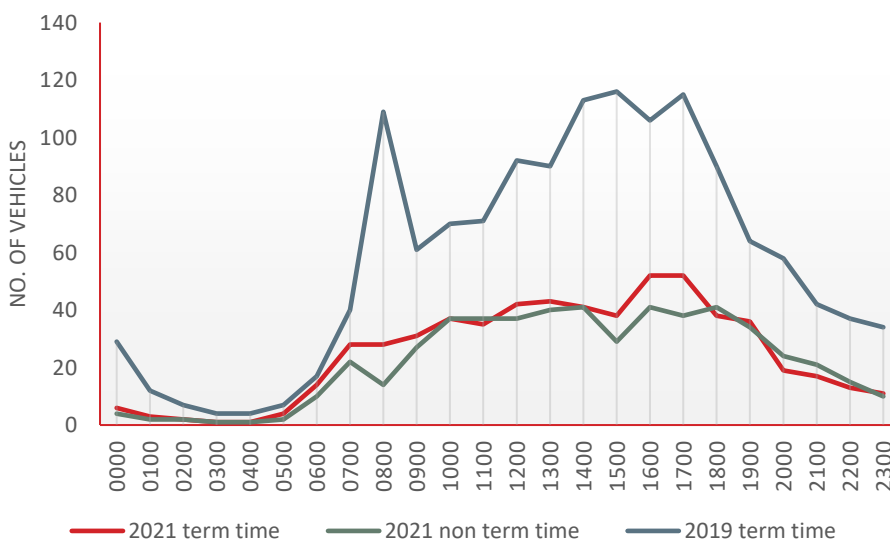
Figure 12. Unrestricted Parking Occupancy (Federal Road)



2.4.17 Occupancy levels for unrestricted parking are significantly higher than available capacity at all times of the day. This means that vehicles are more likely to park on other types of existing parking in the area. Additionally, where an unrestricted parking space is not available, drivers are more likely to park temporarily next to a dropped kerb. **On Federal Road, this results in dropped kerb parking restricting residents’ access to personal off-street parking.**

ATC Data: Fraser Road 2019 v 2021

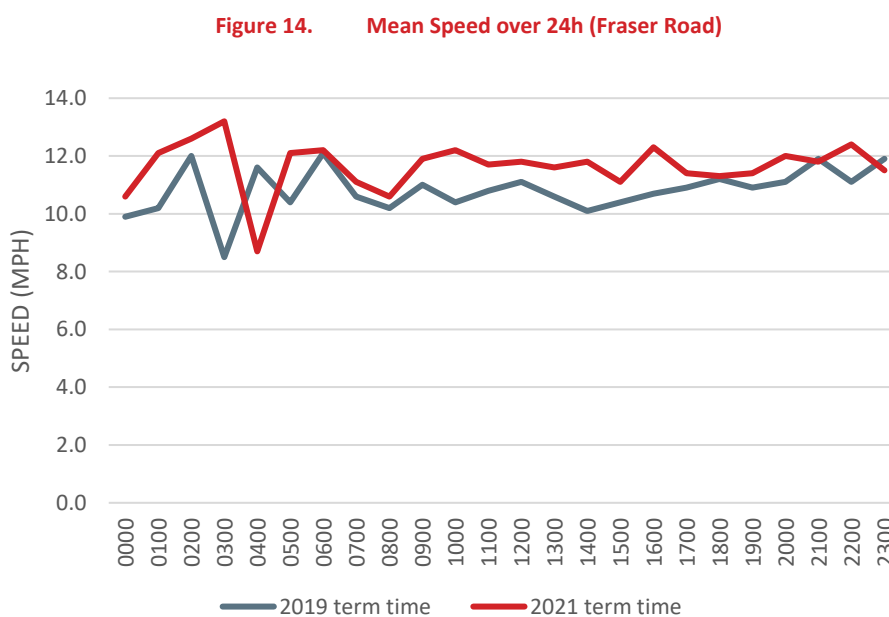
Figure 13. Virtual Day ATC counts (Fraser Road)



2.4.18 2021 term time: there is a higher level of traffic recorded during the morning (8am) and afternoon (3pm) school runs compared to non-term time levels.

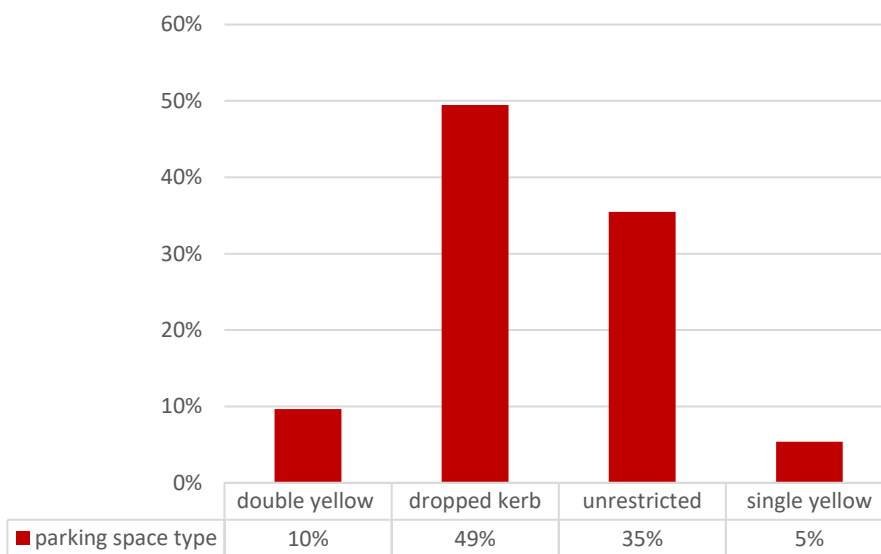
2.4.19 Traffic peaks later during 2021 non-term time, potentially due to the absence of school-related traffic.

2.4.20 There is a noticeable decrease in overall vehicle volumes compared to 2019 (prior to the implementation of the School Street scheme).



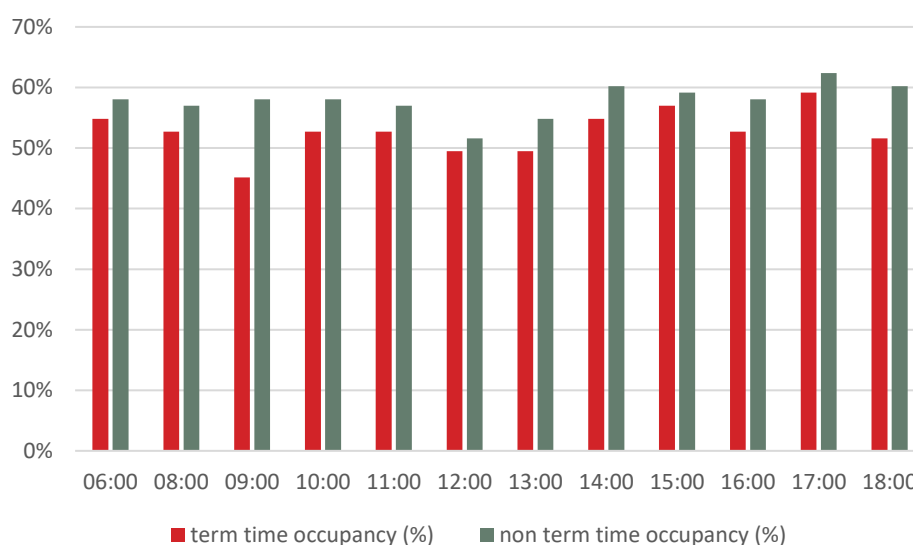
2.4.21 A majority of vehicles travel at speeds lower than 20mph. While term time numbers remain higher, we note that mean speeds on Fraser Road have increased across 2021 term time compared to 2019 term time, potentially due to traffic being displaced from Federal Road due to the School Street scheme.

Figure 15. Parking Capacity (Fraser Road)



2.4.22 A majority of parking spaces available on Fraser Road are dropped kerb and unrestricted parking, not counting for off-street parking. There is no Controlled Parking Zone in the area. With the exception of unrestricted parking, vehicles are prohibited from parking for extended periods anywhere else along Fraser Road.

Figure 16. Parking Occupancy (Fraser Road)



2.4.23 Parking occupancy during term time and non-term time over 12 hours sits relatively high at 50 percent to 55 percent. However, due to low unrestricted parking capacity on Fraser Road, we expect a majority of vehicles parking to not be in respect of the Highway Code.

2.4.24 High dropped kerb parking occupancy means that there is a high probability that residents with off-street parking cannot access their driveways. In this instance, as the average dropped kerb occupancy during term time and non-term time is around 23 percent, we expect this to have some impact on driveway access. As unrestricted parking occupancy sits at maximum capacity, we expect drivers to be more likely to park adjacent to dropped kerbs. This impacts residents’ driveway access, even temporarily.

2.5 PCN / ANPR Data

2.5.1 Data below shows that PCNs being issues have decreased over time since the introduction of the scheme. Of those issued, the majority of those are to individuals outside of the Borough.

Table 7. ANPR Data

PCN Issued	Perimeade Road, Perivale	Fraser Road, Perivale	Total
Oct 2020	925		925
Nov 2020	705	1	706
Dec 2020	345	1	346
Mar 2021	508		508
Apr 2021	187	48	235
Grand Total	2,670	50	2,720

Table 8. PCN Issues

PCN Issued	Owner Resides

School Location	Street	In district of LTN	Inside of the borough	Outside of the borough	Grand Total
SCH01		669	414	1,637	2,720
Perimeade	Road,	649	408	1,613	2,670
Perivale					
Fraser	Road,	20	6	24	50
Perivale					
Grand Total		669	414	1,637	2,720

3. EVALUATION

- 3.1.1 Stakeholders gave a **mixed level of support** to the scheme being made permanent; 45% of parents supported it, compared to 40% against (St John Fisher; not enough data for Perivale); 41% of residents/ businesses were in support compared to 55% against. **Overall, a similar proportion were in support and in opposition.**
- 3.1.2 Traffic data shows traffic volumes have decreased at all surveyed locations (Sarsfield Road, Federal Road and Fraser Road),
- 3.1.3 **Traffic speeds have increased slightly between 2019 and 2021 on both Sarsfield Road and Fraser Road.** However, speeds still remained below 20mph, this should be monitored to ensure vehicles do not begin to exceed the PSL.
- 3.1.4 The number of PCN's is decreasing over time, showing that compliance is improving. Most of those issued were to individuals outside the Borough, who may not be familiar with the scheme.
- 3.1.5 Parking beat data shows that although there is some remaining parking capacity at all locations, the use of unrestricted parking is above capacity, indicating illegal parking **blocking driveways at least temporarily at all locations.** However, this is also seen outside of term-time, indicating the issue isn't only due to the school street scheme. On Sarsfield Road, unrestricted parking occupancy is clearly much higher during school start and finish times, whereas on Fraser Road and Federal Road, unrestricted parking occupancy is frequently higher during non-terms times, and there is no clear trend for this to increase during school start/finish times during school time.
- 3.1.6 Some stakeholders, in comments, highlighted some mis-information about the School Streets scheme, in particular local residents/businesses being unaware/unclear if the scheme operates term time only, and staff being unaware of the time the scheme begins to allow access to the school.
- 3.1.7 In terms of recommendations, comments suggest that addressing some of the wider concerns about the scheme would increase support:
- Consider exemptions classifications;
 - Addressing resident access and illegal parking on-street through active enforcement;
 - Review communications with stakeholders to ensure no opportunities for mis-information e.g. operating times;

- Review the safe crossing issues identified; and
- Ensuring road safety education is maintained to avoid complacency.

Our overall recommendation would be to amend this scheme with a further round of monitoring. Amendments would see the comments above reviewed , and then addressed as agreed by LBE.

Perivale Primary and St John Fisher Catholic School: Data Tables

Parent/Carer Survey Data

Mode of Travel	% Encouraged to use more active transport, or less car/taxi transport	
	St John Fisher School (35)	Perivale (1)
Walk	43%	0%
Cycle	31%	0%
Public Transport	3%	0%
Car	26%	0%
Taxi	3%	0%

Statement	Sentiment regarding the Statement	% agreement with statement	
		St John Fisher School (35)	Perivale (1)
Road safety on surrounding streets has improved	Strongly disagree	26%	0%
	Tend to disagree	11%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	17%	0%
	Strongly agree	23%	0%
Congestion on the surrounding streets has improved	Strongly disagree	37%	0%
	Tend to disagree	9%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	11%	0%
	Tend to agree	20%	0%
	Strongly agree	11%	0%
Parking in the local area has not been affected by the School Street	Strongly disagree	40%	0%
	Tend to disagree	6%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	11%	0%
	Tend to agree	14%	0%
	Strongly agree	17%	0%
Fewer cars are travelling in the area at	Strongly disagree	29%	0%
	Tend to disagree	6%	0%
	Don't know / Can't say	11%	100%

school drop-off and pick-up times	Neither agree or disagree	6%	0%
	Tend to agree	23%	0%
	Strongly agree	26%	0%
Cars are now travelling at slower speeds	Strongly disagree	31%	0%
	Tend to disagree	14%	0%
	Don't know / Can't say	6%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	26%	0%
	Strongly agree	9%	0%
Traffic noise in the local area has reduced	Strongly disagree	31%	0%
	Tend to disagree	6%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	29%	0%
	Strongly agree	9%	0%
Drivers do not leave their engines running when they are parked	Strongly disagree	31%	0%
	Tend to disagree	11%	0%
	Don't know / Can't say	14%	100%
	Neither agree or disagree	9%	0%
	Tend to agree	29%	0%
	Strongly agree	6%	0%
I have seen more people walking and cycling at school drop-off and pick-up times	Strongly disagree	29%	0%
	Tend to disagree	3%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	9%	0%
	Tend to agree	31%	0%
	Strongly agree	20%	0%
Before the School Street was implemented there were parking and congestion issues related to the school	Strongly disagree	17%	0%
	Tend to disagree	3%	0%
	Don't know / Can't say	11%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	23%	0%
	Strongly agree	31%	0%
Before the School Street was	Strongly disagree	34%	0%
	Tend to disagree	3%	0%
	Don't know / Can't say	9%	100%

implemented, I thought it would be disruptive and inconvenient, but it isn't	Neither agree or disagree	23%	0%
	Tend to agree	26%	0%
	Strongly agree	6%	0%

Support	Level of Support	% agreement with statement	
		St John Fisher School (35)	Perivale (1)
Overall Support for the Scheme	I don't support it	40%	0%
	No Opinion	9%	100%
	I support it	51%	0%
Support for the Scheme whilst Social Distancing remains in place	Strongly disagree	31%	0%
	Tend to disagree	0%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	14%	0%
	Tend to agree	20%	0%
	Strongly agree	26%	0%
Support for the Scheme as a permanent measure	Strongly disagree	40%	0%
	Tend to disagree	0%	0%
	Don't know / Can't say	9%	100%
	Neither agree or disagree	6%	0%
	Tend to agree	11%	0%
	Strongly agree	34%	0%

Further Comments (St John Fisher)	No.
Concern about road safety for pedestrians	1
Create difficulties for those travelling from further away	1
Crowded pavements	2
Does not support social distancing	2
Enforcement needs addressing	3
General negative comment	2
General positive comment	2
Inconsiderate parking from parents	1
Location specific concern for road safety	2
Makes me late for school / work	3
More flexible on exemptions e.g child illness	1
More traffic in surrounding area	1
Negative impact on local congestion	1

Scheme has improved air quality	1
Some cars ignore the scheme	1
Suggestion - zebra crossing nr gate	1

Resident/Business Survey Data

Mode of Travel	% Encouraged to use more active transport, or less car/taxi transport
Walk	17%
Cycle	7%
Public Transport	7%
Car	10%
Taxi	10%

	% who believe that the scheme has had a positive impact on each group
Your household	40%
Your visitors	15%
Delivery drivers	10%
Staff	1%
Your Business	1%

Comments: Impact on Residents

Comments	
Negatively	47
Concern about attitudes of parents to local residents	3
General negative comment	1
Inconsiderate parking from parents	5
Inconvenient for deliveries	1
Inconvenient for deliveries and visitors	12
Makes journeys longer	7
Negative impact on local congestion	13
Poor road signage and markings	2
Review school entrance/access arrangements	1
Scheme has decreased safety (general)	1
Scheme has increased pollution	1
Positively	8
Positive for residents / businesses (less traffic)	6
Scheme has improved air quality	1
Scheme has improved safety (general)	1

Grand Total	55
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Comments: Impact on Business/Staff

Comment	Count
Negatively	48
Complicates access for customers	10
Inconsiderate parking from parents	1
Increased costs for business	7
Makes journeys longer	14
Negative impact on local congestion	7
Poor condition of road surfaces	2
Poor road signage and markings	5
Scheme has improved safety (general)	1
Scheme has increased pollution	1
Positively	1
Positive for residents / businesses (less traffic)	1
Grand Total	49

Aim	% rating as 'slightly important' or more
Providing space for social distancing at school drop off and pick up times	77%
Providing a more pleasant and calm atmosphere at school pick up and drop off	85%
Making it safer to cross the road on foot	84%
Making it safer to walk in the local area	86%
Making it safer to cycle in the local area	73%
Encouraging more families and individuals to walk and cycle to school or in the local area	77%
Improving air quality	86%

Statement	Sentiment regarding the Statement	% agreement with statement
Road safety on surrounding streets has improved	Strongly disagree	34%
	Tend to disagree	9%
	Don't know / Can't say	3%
	Neither agree or disagree	14%
	Tend to agree	10%
	Strongly agree	30%
	Strongly disagree	48%

Congestion on the surrounding streets has improved	Tend to disagree	9%
	Don't know / Can't say	0%
	Neither agree or disagree	5%
	Tend to agree	9%
	Strongly agree	30%
Parking in the local area has not been affected by the School Street	Strongly disagree	45%
	Tend to disagree	13%
	Don't know / Can't say	2%
	Neither agree or disagree	11%
	Tend to agree	11%
Fewer cars are travelling in the area at school drop-off and pick-up times	Strongly agree	17%
	Strongly disagree	35%
	Tend to disagree	2%
	Don't know / Can't say	6%
	Neither agree or disagree	8%
Cars are now travelling at slower speeds	Tend to agree	16%
	Strongly agree	33%
	Strongly disagree	33%
	Tend to disagree	16%
	Don't know / Can't say	3%
Traffic noise in the local area has reduced	Neither agree or disagree	20%
	Tend to agree	10%
	Strongly agree	17%
	Strongly disagree	39%
	Tend to disagree	10%
Drivers do not leave their engines running when they are parked	Don't know / Can't say	1%
	Neither agree or disagree	13%
	Tend to agree	11%
	Strongly agree	26%
	Strongly disagree	28%
I have seen more people walking and cycling at school drop-off and pick-up times	Tend to disagree	5%
	Don't know / Can't say	19%
	Neither agree or disagree	17%
	Tend to agree	18%
	Strongly agree	13%
I have seen more people walking and cycling at school drop-off and pick-up times	Strongly disagree	24%
	Tend to disagree	13%
	Don't know / Can't say	6%
	Neither agree or disagree	15%
	Tend to agree	15%
	Strongly agree	28%
	Strongly disagree	24%

Before the School Street was implemented there were parking and congestion issues related to the school	Tend to disagree	13%
	Don't know / Can't say	2%
	Neither agree or disagree	7%
	Tend to agree	16%
	Strongly agree	39%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	Strongly disagree	41%
	Tend to disagree	7%
	Don't know / Can't say	3%
	Neither agree or disagree	15%
	Tend to agree	13%
	Strongly agree	22%

Support	Level of Support	% agreement with statement
Overall Support for the Scheme	I don't support it	50%
	No Opinion	3%
	I support it	47%
Support for the Scheme whilst <u>Social Distancing</u> remains in <u>place</u>	Strongly disagree	32%
	Tend to disagree	5%
	Don't know / Can't say	13%
	Neither agree or disagree	16%
	Tend to agree	11%
	Strongly agree	24%
Support for the Scheme <u>as a permanent measure</u>	Strongly disagree	50%
	Tend to disagree	5%
	Don't know / Can't say	1%
	Neither agree or disagree	3%
	Tend to agree	6%
	Strongly agree	35%

Further Comments

	Business owner	Employee of a business	Resident	Grand Total
Careless behaviour from drivers			1	1
Concern about attitudes of parents to local residents			2	2

Consider resident / staff permits			6	6
Extend scheme hours			1	1
General negative comment	1		5	6
General positive comment			4	4
Inconsiderate parking from parents		1	5	6
Increase School Street area			4	4
Location specific concern for road safety	1			1
Makes journeys longer	2			2
Need to improve road surfaces			1	1
Need to improve signage and road markings	1		2	3
Negative impact on local congestion	3		5	8
Parents need to go to work or live too far so cannot walk	1			1
Positive for health and wellbeing			1	1
Request measures to ensure residents / businesses can receive deliveries			2	2
Review school entrance/access arrangements	3	1	9	13
Scheme has decreased air quality	1			1
Scheme has decreased safety (general)	2			2
Scheme has improved safety (parking)			1	1
Scheme has increased pollution	2		2	4
Scheme should be backed by law enforcement or council	2		9	11
Scheme too limited to improve air quality			1	1
Scheme too limited to increase safety			1	1
Some vehicles ignore the scheme			2	2
Stop scheme	1	1	2	4
Grand Total	20	3	66	89

Staff Survey Data

Mode of Travel	% Encouraged to use more active transport, or less car/taxi transport	
	St John Fisher School (16)	Perivale Primary (24)
Walk	0%	8%
Cycle	0%	8%
Public Transport	0%	0%
Car	6%	8%
Taxi	6%	4%

Aim	% rating aim as 'slightly important' or more	
	St John Fisher School (16)	Perivale Primary (24)
Providing space for social distancing at school drop off and pick up times	100%	83%
Providing a more pleasant and calm atmosphere at school pick up and drop off	100%	79%
Making it safer to cross the road on foot	100%	83%
Making it safer to walk in the local area	100%	92%
Making it safer to cycle in the local area	100%	79%
Encouraging more families and individuals to walk and cycle to school or in the local area	100%	79%
Improving air quality	100%	83%

Statement	% agreement with statement	
	St John Fisher School (16)	Perivale Primary (24)
Road safety on surrounding streets has improved	50%	40%
Congestion on the surrounding streets has improved	25%	31%
Parking in the local area has not been affected by the school street	6%	31%
Less cars are travelling in the area at school drop off and pick up times	44%	49%
Cars are now travelling at slower speeds	25%	34%
Traffic noise in the local area has reduced	19%	37%
Drivers do not leave their engines running when they are parked	13%	34%
I have seen more people walking and cycling at school drop off and pick up times	44%	51%
Before the School Street was implemented there were parking and congestion issues related to the school	44%	54%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	0%	31%
Level of Support (i.e. how Permanent)	St John Fisher School (16)	Perivale Primary (24)
Whilst Social Distancing is still required	31%	46%
As a permanent measure	25%	42%

Pupil Survey Data

	% Change in mode (Before School Streets implementation -> After)

Mode of Travel	St John Fisher (98)	Perivale Primary (129)
Walk (After)	0%	-12%
Walk (Percentage Point Change)	0%	-1%
Scooter (Before)	-2%	1%
Scooter (After)	-2%	1%
Scooter (Percentage Point Change)	-16%	-1%

Statement	% Change in agreement with Statement (Before School Streets implementation -> After)	
	St John Fisher (98)	Perivale Primary (129)
Not easy to walk, scoot or cycle to school (BEFORE) -> Easy to walk, scoot or cycle to school (AFTER)	49%	46%
Able to safely cross the road outside school (BEFORE) -> Able to safely cross the road outside school (AFTER)	3%	3%
Lots of cars near to school (BEFORE) -> Fewer cars near to school (AFTER)	30%	16%
Noisy road on the way to school (BEFORE) -> I can hear clearly on the way to school to chat (AFTER)	54%	36%
Can smell car fumes (BEFORE) -> Air if fresh and clean (AFTER)	16%	4%
Lots of families walking, scooting or cycling to school (BEFORE) -> Lots of families walking, scooting or cycling to school (AFTER)	11%	9%
I feel safe travelling to school on my own (AFTER)	56%	59%

SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

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EALING SCHOOL STREETS: LSP SCHEMES 2020/21 EVALUATION





EALING SCHOOL STREETS 2020-21

EVALUATION REPORT

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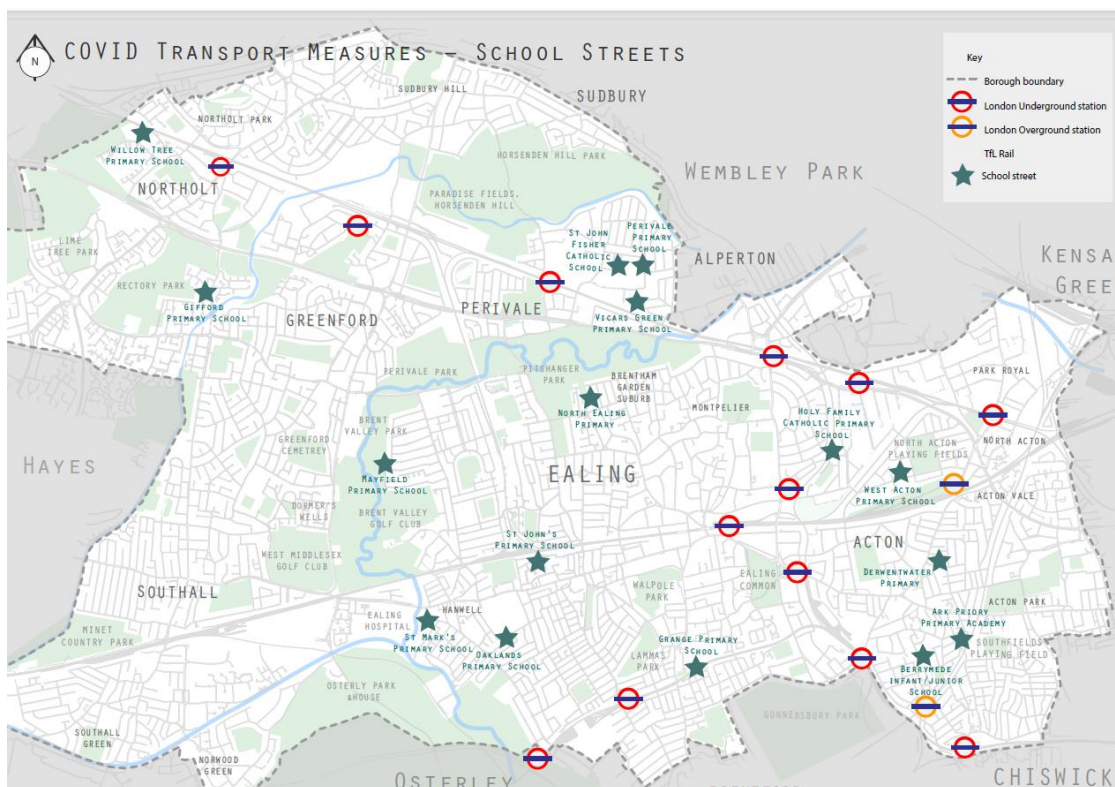
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1. INTRODUCTION

1.1 School Streets Schemes

- 1.1.1 The London Borough of Ealing (LBE) has implemented School Streets Schemes at multiple schools across the Borough. These schemes involve the access limitations on streets immediately adjacent to schools during drop-off and pick-up times, and therefore the streets around school entrances become a pedestrian and cycle-only zone before and after school. A limited category of persons can gain exemption from these restrictions. Restrictions are enforced by a physical barrier, and a volunteer to monitor it and allow access to exempt vehicles.
- 1.1.2 The aim of School Streets programme is to encourage children to travel to school via active modes, as well as reducing congestion, making the roads safer to cross and the environment more pleasant for the whole community. Under the COVID-19 emergency measures, they also allow for social distancing.
- 1.1.3 Twelve School Streets schemes have been implemented. The first of these was the LIP Funded scheme at Perivale Primary School / St John Fisher School (*reported separately*), with a further 11 implemented as part of the London Streetspace Programme (LSP) (*this report*).

Figure 1. Ealing School Streets Schemes



Map provided by the London Borough of Ealing

1.2 Evaluation Approach

1.2.1 The following schools are considered in this report:

- Berrymede Infant School;
- Berrymede Junior School;
- Derwentwater;
- Gifford Primary School;
- Holy Family Catholic Primary School;
- Mayfield Primary School;
- North Ealing Primary School;
- Oaklands Primary School;
- St John's Primary School;
- St Mark's Primary School;
- Vicar's Green Primary School; and
- Willow Tree Primary School.

1.2.2 For each school, an individual monitoring sheet has been compiled, drawing together the following information:

- Description of the scheme, TRO details, photos and maps;
- Mode of Travel Data (STARS) (2020 and 2021)
- Stakeholder Survey, comprising of closed and open response questions:
 - Parents / carers;
 - Staff;
 - Pupils; and
 - Local residents / business.
- Air Quality Analysis

1.2.3 Survey analysis was carried out by SYSTRA Ltd, including analysis of open ended responses. Full data tables from open and closed questions are provided in the attached appendices.

1.2.4 Resident / business responses were checked to ensure all responses came from postcodes within the school vicinity. The majority of postcodes were within close proximity of the relevant school, with a small number coming from residents between 2.5-4 miles away, most of which stated they travelled though / to the area regularly, so responses were retained. Those who did not provide a postcode were also retained in the data. No responses were excluded.

1.2.5 This report draws together the data sources to evaluate the extent to which the schemes have met the Council's aims, and identify if any major issues have arisen as a result of their implementation. Based upon this evaluation for each scheme we will provide a clear recommendation as to whether to:

- Continue scheme;
- Amend scheme(change to layout, managements or other wider issues needing addressing); or
- Discontinue scheme.

2. OVERVIEW

2.1 Introduction

2.1.1 This section summarises the key data collected from the schools, to provide an overview of the results and benchmarking between schools.

2.2 Air Quality Data

2.2.1 The main pollutants from road traffic is NO₂ and PM (Particulate Matter). Currently, Ealing Council has 4 automatic monitoring stations and around 61 NO₂ passive diffusion tubes to monitor air quality in the borough.

2.2.2 Please note that the locations and results for these monitoring locations can be found in the latest Annual Status Report found here: [Ealing Council :: Air Quality Website :: Reports \(ealingair.org.uk\)](http://Ealing Council :: Air Quality Website :: Reports (ealingair.org.uk)). Automatic monitoring stations are mostly located in heavily trafficked locations and hence any results from these stations won't be representative of air quality at the schools participating in the School Streets scheme.

2.2.3 NO₂ diffusion tubes are inexpensive monitoring tool that the councils use to monitor for longer-term average NO₂ concentrations. As the School Street schemes were only implemented in November 2020, any impact will not be representative in the current data. Further, UK government implemented COVID-19 lockdown and as such we would expect pollution levels to have decreased over the course of lockdown. Hence, any interpretation of data from current monitoring regime will not be sufficient to demonstrate impact of the School Streets scheme on air pollution.

2.2.4 It is advised that if in future, impact on air quality by the implementation of various schemes is required, viability of installing air quality sensors for a short term is explored further.

2.2.5 For further information regarding air quality around School Streets, this independent study, which was set up to investigate the air quality benefits of new School Streets installed as part of the Mayor's Streetspace for London plan, has some promising results. Air Quality Monitoring Study: London School Streets

2.3 Survey Data

2.3.1 The table below summarises the volume of responses to each of parent/ carer, resident/ business and staff online surveys.

Table 1. Response Rate

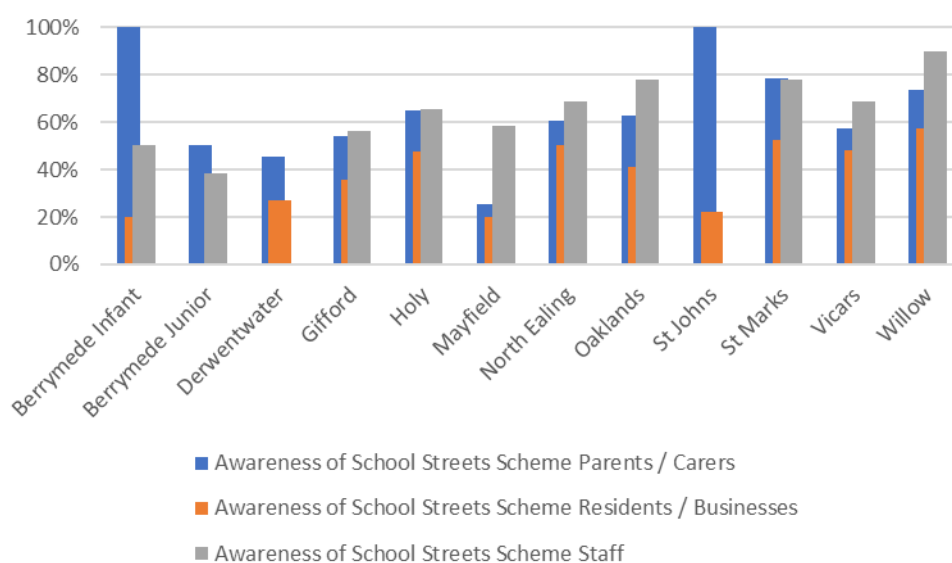
School Name	Number of Responses			
	Parents / Carers	Residents / Businesses	Staff	Pupils
Berrymede Infant School	5	5	8	5
Berrymede Junior School	12	0	13	108
Derwentwater Primary School	33	11	0	91

Gifford Primary School	13	14	16	12
Holy Family Catholic Primary School	85	84	29	95
Mayfield Primary School	78	15	12	93
North Ealing Primary School	56	34	19	94
Oaklands Primary School	78	98	27	132
St Johns Primary School	3	9	0	3
St Marks Primary School	101	46	9	85
Vicars Green Primary School	14	23	19	102
Willow Tree Primary School	76	35	38	158

2.4 Awareness of the Scheme

2.4.1 As shown below, awareness of the School Street schemes varied, with school staff being most aware, followed by parents and carers; at Berrymede Infant and St Johns, 100% of parents/carers that responded to the survey were aware of the scheme.

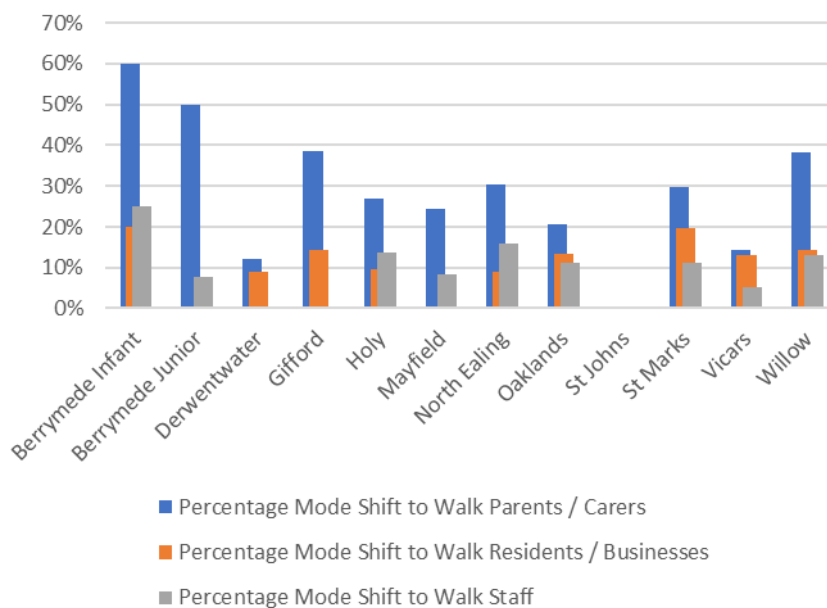
Figure 2. Awareness of School Street Scheme



2.5 Increasing use of Active Modes

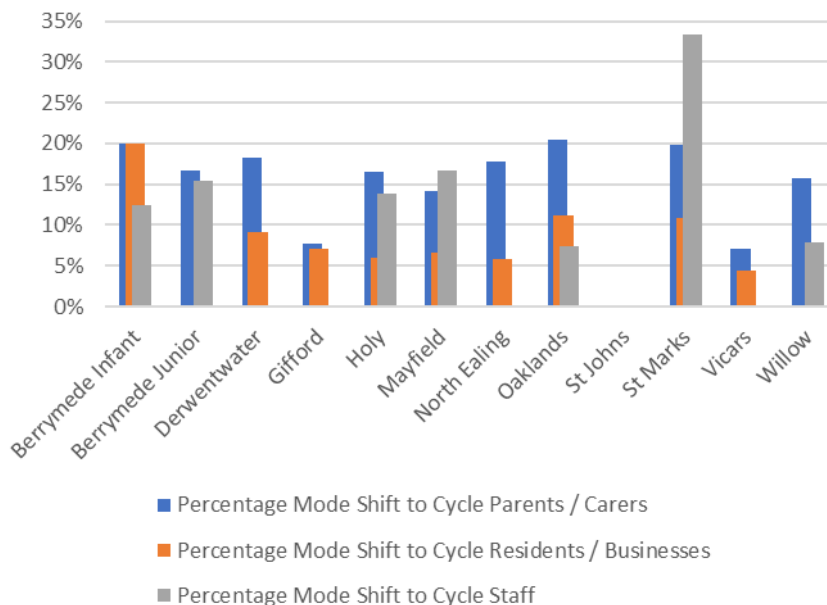
2.5.1 At each school, between 12% (Oaklands) and 60% (Berrymede Infants) of parents/carers reported walking to school more; an average of **29%**. Fewer local residents/businesses reported walking more in the area. Up to 25% of staff reported walking to school more; an average of 9%.

Figure 3. Percentage of Respondents who Walk more



2.5.2 At each school, between 7% (Vicars) and 21% (Oaklands) of parents/carers reported cycling to school more. Fewer local residents/businesses reported cycling more in the area. On average, 9% more school staff cycled to school more.

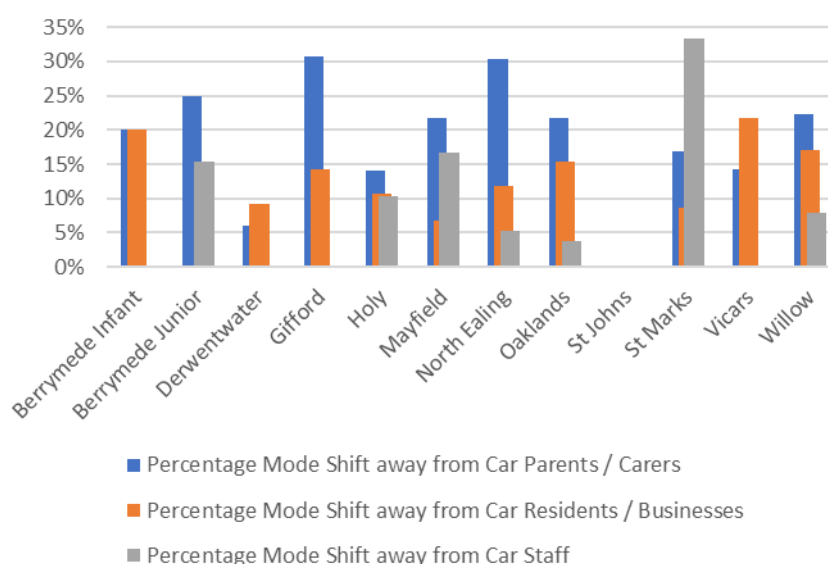
Figure 4. Percentage of Respondents who Cycle more



2.6 Decreasing Use of the Car

- 2.6.1 On average, 19% of parents/ carers reported using a car less, with the biggest reduction in car use reported at Gifford (31%) and North Ealing (30%). Staff and local residents/businesses also saw some shift away from car (8% and 11% respectively).

Figure 5. Percentage of Respondents who use a car less



2.7 Importance of Aims

- 2.7.1 The table below summarises those who agreed the aims of the scheme are at least 'slightly important'. Parents/ carers were most likely to be in agreement with the aims, with 97% agreeing that 'making it safer to cross the road on foot' was at least slightly important, followed by 'making it safer to walk in the local area' and 'improving air quality' Local residents and businesses also had a high level of agreement with most of the aims, whereas school staff were slightly less likely to feel the aims are at least slightly important.

Table 2. Percentage of Respondents who believe Aim is at least 'Slightly Important'

	Parents / Carers	Residents / Businesses	Staff
Providing space for social distancing at school drop off and pick up times	93%	92%	79%
Providing a more pleasant and calm atmosphere at school pick up and drop off	95%	92%	82%
Making it safer to cross the road on foot	97%	92%	82%
Making it safer to walk in the local area	96%	92%	81%
Making it safer to cycle in the local area	86%	92%	79%
Encouraging more families and individuals to walk and cycle to school or in the local area	91%	69%	81%
Improving air quality	96%	78%	81%

2.8 Views on the Scheme

2.8.1 Parents/ carers tended to have a higher level of agreement on the statements presented than that of residents/ businesses, or staff. However, there was universal high agreement that “Before the School Street was implemented there were parking and congestion issues related to the school”. Parents/ carers also tended to agree that road safety on surrounding areas had improved, and that more people were walking and cycling to/ from school. Looking at residents/ businesses, the statement with the lowest level of agreement was “Parking in the local area has not been affected by the School Street”. At Gifford and North Ealing, only 7% and 9% agreed with this statement, and therefore a high proportion were in disagreement.

Table 3. Percentage of Respondents who agree with statements about the scheme

	Parents / Carers	Residents / Businesses	Staff
Road safety on surrounding streets has improved	52%	23%	39%
Congestion on the surrounding streets has improved	38%	19%	30%
Parking in the local area has not been affected by the School Street	32%	16%	19%
Less cars are travelling in the area at school drop off and pick up times	44%	23%	35%
Cars are now travelling at slower speeds	39%	26%	26%
Traffic noise in the local area has reduced	32%	21%	28%
Drivers do not leave their engines running when they are parked	35%	17%	28%
I have seen more people walking and cycling at school drop off and pick up times	49%	30%	41%
Before the School Street was implemented there were parking and congestion issues related to the school	57%	44%	48%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	26%	20%	21%

Some respondents did not answer this question, so have been recoded to 'don't know/can't say'

2.8.2 The tables below show average levels of support for the statements by respondent type.

Table 4. % agreement to statements on School Streets Scheme: Parents/Carers

Statement	Sentiment regarding the Statement	Berrymede Infants	Berrymede Junior	Derwentwater	Gifford Primary	Holy Family	Mayfield	N Ealing	Oaklands	St Johns	St Marks	Vicars Green	Willow Tree
		Road safety on surrounding	Strongly disagree	0%	8%	9%	8%	27%	5%	0%	12%	0%	2%
	Tend to disagree	0%	0%	6%	0%	18%	6%	14%	6%	33%	3%	14%	7%

streets has improved	Don't know / Can't say	20%	33%	15%	38%	9%	31%	14%	13%	0%	10%	7%	8%
	Neither agree or disagree	0%	8%	12%	8%	12%	21%	11%	9%	0%	21%	14%	11%
	Tend to agree	20%	33%	42%	23%	9%	26%	25%	31%	33%	25%	0%	26%
	Strongly agree	60%	17%	15%	23%	25%	12%	36%	29%	33%	40%	7%	38%
Congestion on the surrounding streets has improved	Strongly disagree	0%	8%	9%	15%	36%	8%	5%	19%	33%	18%	64%	12%
	Tend to disagree	0%	8%	9%	8%	16%	17%	20%	8%	0%	13%	14%	9%
	Don't know / Can't say	20%	33%	21%	31%	11%	35%	23%	15%	0%	11%	7%	7%
	Neither agree or disagree	0%	17%	24%	15%	9%	12%	14%	18%	33%	18%	7%	8%
	Tend to agree	20%	8%	30%	8%	11%	22%	21%	19%	0%	23%	7%	24%
	Strongly agree	60%	25%	6%	23%	16%	8%	16%	21%	33%	18%	0%	41%
Parking in the local area has not been affected by the School Street	Strongly disagree	0%	0%	3%	8%	29%	9%	7%	15%	0%	8%	57%	24%
	Tend to disagree	0%	17%	3%	15%	18%	8%	13%	6%	0%	3%	14%	11%
	Don't know / Can't say	40%	42%	33%	46%	15%	42%	32%	22%	0%	31%	7%	17%
	Neither agree or disagree	40%	17%	18%	23%	9%	14%	14%	17%	33%	21%	7%	12%
	Tend to agree	0%	0%	33%	0%	16%	21%	20%	23%	33%	17%	7%	20%
	Strongly agree	20%	25%	9%	8%	12%	6%	14%	17%	33%	21%	7%	17%
Fewer cars are travelling in the area at school drop-off and pick-up times	Strongly disagree	0%	8%	18%	8%	27%	12%	7%	14%	33%	10%	79%	13%
	Tend to disagree	0%	8%	3%	0%	21%	22%	20%	4%	0%	12%	7%	12%
	Don't know / Can't say	20%	33%	21%	31%	12%	37%	23%	14%	0%	19%	7%	7%
	Neither agree or disagree	20%	8%	6%	15%	11%	12%	7%	8%	0%	8%	7%	8%
	Tend to agree	20%	17%	39%	23%	9%	12%	20%	24%	33%	22%	0%	18%
	Strongly agree	40%	25%	12%	23%	20%	6%	23%	36%	33%	30%	0%	42%
Cars are now travelling at slower speeds	Strongly disagree	0%	17%	6%	8%	25%	12%	5%	14%	0%	5%	29%	12%
	Tend to disagree	0%	8%	3%	0%	22%	17%	18%	14%	0%	8%	21%	11%
	Don't know / Can't say	40%	33%	18%	31%	11%	29%	27%	17%	0%	10%	7%	9%
	Neither agree or disagree	0%	17%	24%	15%	16%	21%	18%	22%	33%	23%	36%	16%
	Tend to agree	0%	17%	42%	23%	12%	12%	20%	21%	67%	33%	0%	26%
	Strongly agree	60%	8%	6%	23%	14%	10%	13%	13%	0%	22%	7%	26%
Traffic noise in the local area has reduced	Strongly disagree	0%	8%	6%	0%	19%	4%	5%	21%	0%	15%	43%	9%
	Tend to disagree	0%	17%	6%	0%	22%	12%	11%	5%	0%	11%	14%	3%
	Don't know / Can't say	40%	33%	30%	54%	14%	40%	30%	19%	0%	15%	7%	17%
	Neither agree or disagree	20%	25%	24%	31%	19%	24%	27%	14%	33%	24%	21%	20%
	Tend to agree	0%	8%	27%	8%	12%	14%	13%	26%	33%	21%	14%	24%
	Strongly agree	40%	8%	6%	8%	14%	6%	14%	15%	33%	15%	0%	28%
Drivers do not leave their engines	Strongly disagree	20%	8%	6%	0%	16%	8%	5%	15%	0%	10%	36%	8%
	Tend to disagree	0%	8%	9%	0%	16%	13%	14%	9%	0%	5%	7%	8%
	Don't know / Can't say	40%	33%	36%	46%	18%	44%	27%	29%	33%	29%	7%	20%

running when they are parked	Neither agree or disagree	20%	8%	15%	38%	20%	14%	16%	24%	0%	18%	14%	12%
	Tend to agree	20%	17%	27%	15%	16%	12%	18%	14%	33%	19%	14%	22%
	Strongly agree	0%	25%	6%	0%	13%	10%	20%	8%	33%	20%	21%	30%
I have seen more people walking and cycling at school drop-off and pick-up times	Strongly disagree	0%	17%	3%	8%	16%	3%	2%	10%	0%	4%	43%	5%
	Tend to disagree	0%	0%	12%	0%	13%	9%	2%	9%	0%	3%	14%	5%
	Don't know / Can't say	40%	33%	21%	38%	13%	32%	21%	18%	33%	17%	7%	7%
	Neither agree or disagree	0%	8%	15%	8%	18%	27%	25%	9%	0%	14%	14%	13%
Before the School Street was implemented there were parking and congestion issues related to the school	Tend to agree	20%	8%	39%	15%	25%	18%	30%	32%	33%	34%	7%	16%
	Strongly agree	40%	33%	9%	31%	15%	12%	20%	22%	33%	29%	14%	54%
	Strongly disagree	0%	0%	3%	8%	19%	5%	0%	9%	0%	1%	36%	4%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	Tend to disagree	0%	0%	0%	0%	11%	1%	7%	8%	0%	4%	14%	1%
	Don't know / Can't say	20%	33%	18%	46%	9%	38%	14%	19%	33%	13%	7%	9%
	Neither agree or disagree	0%	17%	15%	8%	14%	22%	4%	13%	0%	8%	14%	7%
	Tend to agree	20%	25%	36%	15%	25%	18%	25%	22%	33%	38%	21%	29%
	Strongly agree	60%	25%	27%	23%	22%	15%	50%	29%	33%	37%	7%	50%
	Strongly disagree	20%	0%	15%	8%	31%	8%	7%	19%	0%	13%	50%	16%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	Tend to disagree	0%	8%	6%	0%	12%	4%	13%	10%	33%	17%	0%	12%
	Don't know / Can't say	40%	42%	24%	38%	13%	37%	23%	21%	33%	14%	7%	13%
	Neither agree or disagree	0%	25%	36%	23%	20%	28%	32%	28%	0%	35%	29%	21%
	Tend to agree	20%	8%	9%	0%	14%	18%	16%	12%	0%	15%	7%	12%
	Strongly agree	20%	17%	9%	31%	11%	5%	9%	10%	33%	7%	7%	26%

Table 5. % agreement to statements on School Streets Scheme: Residents/Businesses

Statement	Sentiment regarding the Statement	Area										
		Berrymede	Derwentwater	Gifford Primary	Holy Family	Mayfield	N Ealing	Oaklands	St Johns	St Marks	Vicars Green	Willow Tree
Road safety on surrounding streets has improved	Strongly disagree	20%	27%	50%	35%	13%	29%	27%	33%	24%	52%	17%
	Tend to disagree	20%	18%	7%	18%	13%	3%	17%	0%	13%	13%	6%
	Don't know / Can't say	20%	18%	29%	13%	20%	24%	12%	22%	20%	17%	23%
	Neither agree or disagree	0%	18%	0%	7%	33%	21%	14%	22%	13%	4%	14%
	Tend to agree	0%	9%	0%	10%	13%	9%	15%	0%	9%	13%	11%
	Strongly agree	40%	9%	14%	18%	7%	15%	14%	22%	22%	0%	29%

Congestion on the surrounding streets has improved	Strongly disagree	20%	55%	71%	56%	20%	35%	42%	44%	39%	61%	17%
	Tend to disagree	20%	9%	0%	6%	40%	26%	14%	0%	7%	13%	11%
	Don't know / Can't say	20%	18%	14%	8%	13%	12%	13%	22%	20%	17%	23%
	Neither agree or disagree	0%	9%	0%	6%	7%	12%	11%	0%	17%	9%	11%
	Tend to agree	20%	0%	0%	11%	7%	6%	4%	11%	7%	0%	11%
	Strongly agree	20%	9%	14%	13%	13%	9%	15%	22%	11%	0%	26%
Parking in the local area has not been affected by the School Street	Strongly disagree	20%	18%	64%	50%	40%	38%	27%	33%	22%	61%	20%
	Tend to disagree	0%	9%	0%	8%	33%	21%	14%	11%	4%	9%	11%
	Don't know / Can't say	40%	27%	14%	15%	13%	15%	18%	22%	33%	17%	23%
	Neither agree or disagree	40%	18%	14%	10%	0%	18%	18%	11%	15%	0%	14%
	Tend to agree	0%	9%	0%	7%	7%	9%	12%	0%	9%	9%	6%
	Strongly agree	0%	18%	7%	10%	7%	0%	10%	22%	17%	4%	26%
Fewer cars are travelling in the area at school drop-off and pick-up times	Strongly disagree	0%	27%	64%	44%	20%	35%	24%	33%	24%	65%	11%
	Tend to disagree	40%	9%	7%	8%	47%	9%	6%	11%	9%	4%	9%
	Don't know / Can't say	20%	27%	14%	11%	13%	21%	18%	22%	30%	17%	17%
	Neither agree or disagree	0%	9%	7%	7%	13%	9%	14%	11%	4%	4%	20%
	Tend to agree	20%	18%	0%	19%	0%	12%	20%	0%	13%	4%	9%
	Strongly agree	20%	9%	7%	11%	7%	15%	16%	22%	20%	4%	34%
Cars are now travelling at slower speeds	Strongly disagree	0%	9%	36%	33%	7%	15%	23%	44%	17%	39%	9%
	Tend to disagree	20%	36%	14%	12%	47%	9%	21%	0%	7%	22%	14%
	Don't know / Can't say	20%	18%	21%	15%	13%	32%	15%	22%	24%	22%	11%
	Neither agree or disagree	0%	18%	14%	17%	7%	18%	18%	0%	17%	9%	23%
	Tend to agree	40%	18%	0%	7%	20%	21%	8%	0%	17%	4%	23%
	Strongly agree	20%	0%	14%	15%	7%	6%	13%	33%	17%	4%	20%
Traffic noise in the local area has reduced	Strongly disagree	20%	18%	64%	46%	27%	35%	29%	33%	33%	52%	9%
	Tend to disagree	0%	36%	7%	7%	27%	6%	15%	0%	9%	9%	11%
	Don't know / Can't say	40%	9%	14%	12%	20%	21%	9%	22%	22%	22%	11%
	Neither agree or disagree	0%	27%	0%	14%	13%	18%	20%	11%	22%	9%	20%
	Tend to agree	0%	9%	7%	6%	7%	9%	12%	11%	2%	9%	23%
	Strongly agree	40%	0%	7%	14%	7%	12%	14%	22%	13%	0%	26%
Drivers do not leave their engines running when they are parked	Strongly disagree	0%	18%	36%	30%	20%	26%	22%	0%	20%	48%	6%
	Tend to disagree	20%	18%	14%	7%	27%	6%	14%	11%	11%	4%	3%
	Don't know / Can't say	40%	27%	29%	29%	20%	32%	29%	33%	33%	26%	29%
	Neither agree or disagree	0%	27%	14%	17%	13%	18%	18%	33%	22%	17%	26%
	Tend to agree	20%	9%	0%	5%	13%	9%	7%	0%	2%	0%	14%
	Strongly agree	20%	0%	7%	13%	7%	9%	9%	22%	13%	4%	23%
	Strongly disagree	0%	18%	57%	37%	13%	18%	21%	11%	22%	39%	9%

I have seen more people walking and cycling at school drop-off and pick-up times	Tend to disagree	20%	36%	14%	10%	0%	15%	8%	0%	4%	9%	9%
	Don't know / Can't say	20%	9%	14%	17%	13%	21%	20%	44%	22%	22%	14%
	Neither agree or disagree	0%	18%	0%	7%	33%	18%	14%	22%	15%	4%	23%
	Tend to agree	40%	18%	7%	18%	33%	18%	20%	0%	17%	22%	6%
	Strongly agree	20%	0%	7%	12%	7%	12%	15%	22%	20%	4%	40%
Before the School Street was implemented there were parking and congestion issues related to the school	Strongly disagree	0%	0%	21%	19%	13%	15%	27%	22%	7%	17%	3%
	Tend to disagree	20%	0%	14%	14%	7%	9%	7%	0%	4%	4%	14%
	Don't know / Can't say	20%	18%	14%	15%	13%	15%	16%	22%	15%	22%	17%
	Neither agree or disagree	0%	45%	7%	11%	7%	18%	13%	11%	9%	13%	14%
	Tend to agree	20%	0%	14%	14%	13%	21%	15%	22%	26%	13%	11%
	Strongly agree	40%	36%	29%	26%	47%	24%	21%	22%	39%	30%	40%
Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't	Strongly disagree	0%	18%	50%	49%	20%	24%	36%	33%	28%	43%	14%
	Tend to disagree	20%	18%	14%	13%	7%	3%	9%	11%	13%	4%	11%
	Don't know / Can't say	40%	18%	21%	15%	13%	29%	19%	44%	17%	35%	11%
	Neither agree or disagree	20%	27%	0%	10%	27%	18%	20%	0%	17%	4%	17%
	Tend to agree	20%	9%	7%	7%	27%	21%	8%	0%	9%	4%	20%
	Strongly agree	0%	9%	7%	6%	7%	6%	7%	11%	15%	9%	26%

2.8.3

2.9 Support for Schemes

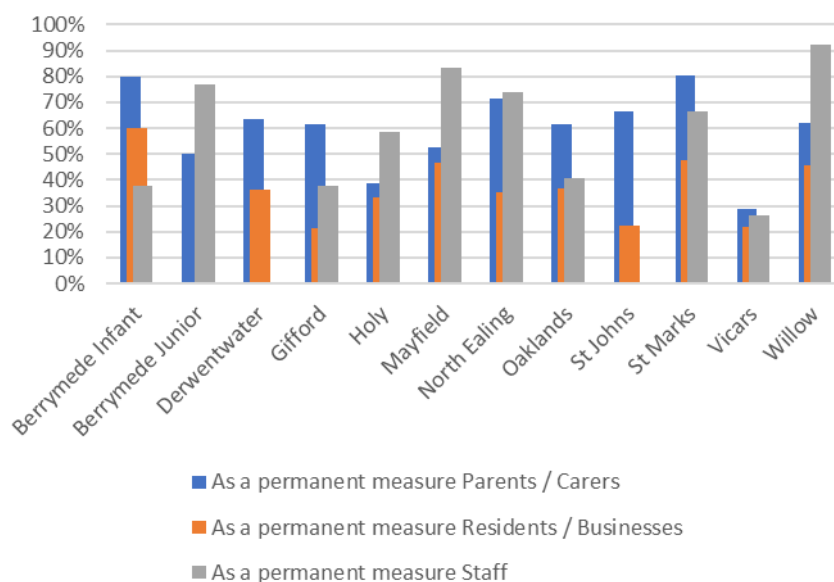
2.9.1 Respondents were asked if they agree with the scheme overall, whilst social distancing was still in place, and as a permanent measure. There was minor variation in response to each of these, with a general feel that two-third of parents/ carers were in favour of the scheme, around half of school staff and just a third of residents/ businesses.

Table 6. Percentage of Respondents who support the Schools Street Scheme

	Parents / Carers	Residents / Businesses	Staff
Overall School Streets Scheme	62%	33%	54%
Whilst Social Distancing is still in place	61%	36%	49%
As a permanent measure	60%	34%	49%

Some respondents did not answer this question, so have been recoded to 'don't know/can't say'

Figure 6. Percentage of Respondents support the scheme as a permanent measure



2.9.2 The tables below show full level of support by respondent type to the schemes. A small sample size for some schools/respondent groups should be noted.

Table 7. Percentage of Respondents who support the Schools Street Scheme: Parents/Carers

Support	Level of Support	Berrymede Infants	Berrymede Junior	Derwentwater	Gifford Primary	Holy Family	Mayfield	N Ealing	Oaklands	St Johns	St Marks	Vicars Green	Willow Tree
Overall Support for the Scheme	I don't support it	0%	0%	6%	8%	42%	6%	5%	14%	0%	5%	64%	20%
	No Opinion	20%	50%	24%	31%	16%	35%	18%	22%	33%	12%	14%	14%
	I support it	80%	50%	70%	62%	41%	59%	77%	64%	67%	83%	21%	66%
Support for the Scheme whilst Social Distancing remains in place	Strongly disagree	0%	0%	9%	8%	26%	3%	4%	9%	0%	3%	50%	9%
	Tend to disagree	0%	0%	0%	0%	6%	1%	5%	5%	0%	2%	7%	7%
	Don't know / Can't say	20%	33%	15%	38%	16%	29%	21%	21%	0%	11%	14%	12%
	Neither agree or disagree	0%	17%	9%	0%	12%	9%	7%	8%	0%	12%	0%	9%
	Tend to agree	0%	0%	24%	15%	14%	31%	20%	23%	67%	15%	21%	14%
	Strongly agree	80%	50%	42%	38%	26%	27%	43%	35%	33%	57%	7%	49%
Support for the Scheme as	Strongly disagree	0%	17%	6%	8%	28%	5%	2%	15%	0%	5%	57%	18%
	Tend to disagree	0%	0%	3%	0%	12%	4%	5%	3%	0%	4%	0%	3%

<u>a permanent measure</u>	Don't know / Can't say	20%	33%	15%	31%	13%	29%	14%	17%	0%	8%	14%	12%
	Neither agree or disagree	0%	0%	12%	0%	8%	9%	7%	4%	33%	3%	0%	5%
	Tend to agree	0%	8%	6%	8%	7%	26%	11%	17%	0%	11%	29%	17%
	Strongly agree	80%	42%	58%	54%	32%	27%	61%	45%	67%	69%	0%	45%

Table 8. Percentage of Respondents who support the Schools Street Scheme: Residents/Business

Support	Level of Support	Berrymede Infants & Junior	Derwentwater	Gifford Primary	Holy Family	Mayfield	N Ealing	Oaklands	St Johns	St Marks	Vicars Green	Willow Tree
Overall Support for the Scheme	I don't support it	20%	45%	57%	55%	27%	26%	42%	56%	33%	48%	20%
	No Opinion	20%	36%	21%	11%	27%	38%	17%	22%	15%	30%	31%
	I support it	60%	18%	21%	35%	47%	35%	41%	22%	52%	22%	49%
Support for the Scheme whilst Social Distancing remains in place	Strongly disagree	20%	27%	43%	42%	7%	21%	26%	22%	17%	30%	9%
	Tend to disagree	0%	0%	0%	8%	0%	6%	10%	33%	13%	0%	3%
	Don't know / Can't say	20%	9%	14%	12%	33%	24%	13%	22%	17%	26%	20%
	Neither agree or disagree	0%	18%	14%	12%	13%	15%	17%	0%	4%	17%	14%
	Tend to agree	40%	27%	0%	11%	20%	18%	17%	0%	15%	13%	26%
	Strongly agree	20%	18%	29%	15%	27%	18%	16%	22%	33%	13%	29%
Support for the Scheme as a permanent measure	Strongly disagree	20%	36%	57%	46%	13%	26%	36%	44%	30%	35%	14%
	Tend to disagree	0%	9%	0%	11%	13%	9%	6%	11%	7%	4%	11%
	Don't know / Can't say	20%	9%	14%	8%	20%	18%	10%	22%	13%	26%	20%
	Neither agree or disagree	0%	9%	7%	1%	7%	12%	11%	0%	2%	13%	9%
	Tend to agree	20%	18%	0%	11%	20%	15%	10%	0%	11%	9%	9%
	Strongly agree	40%	18%	21%	23%	27%	21%	27%	22%	37%	13%	37%

Table 9. Percentage of Respondents who support the Schools Street Scheme: Staff

Support	Level of Support	Berrymede Infants	Berrymede Junior	Gifford Primary	Holy Family	Mayfield	N Ealing	Oaklands	St Johns	St Marks	Vicars Green	Willow Tree
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Overall Support for the Scheme	I don't support it	13%	0%	0%	24%	0%	11%	22%	0%	26%	0%	13%
	No Opinion	25%	31%	50%	21%	17%	16%	33%	33%	26%	8%	25%
	I support it	63%	69%	50%	55%	83%	74%	44%	67%	47%	92%	63%
Support for the Scheme whilst Social Distancing remains in place	Strongly disagree	0%	0%	0%	14%	0%	0%	4%	0%	5%	0%	0%
	Tend to disagree	0%	0%	0%	0%	0%	16%	4%	0%	11%	3%	0%
	Don't know / Can't say	38%	23%	44%	17%	17%	11%	19%	33%	32%	16%	38%
	Neither agree or disagree	13%	15%	6%	14%	0%	11%	30%	11%	5%	8%	13%
	Tend to agree	25%	31%	13%	38%	25%	26%	19%	0%	26%	11%	25%
	Strongly agree	25%	31%	38%	17%	58%	37%	26%	56%	21%	63%	25%
Support for the Scheme as a permanent measure	Strongly disagree	0%	0%	0%	17%	0%	16%	11%	0%	21%	0%	0%
	Tend to disagree	0%	0%	0%	10%	0%	0%	11%	0%	11%	0%	0%
	Don't know / Can't say	38%	15%	38%	10%	17%	11%	15%	22%	32%	8%	38%
	Neither agree or disagree	25%	8%	25%	3%	0%	0%	22%	11%	11%	0%	25%
	Tend to agree	25%	38%	6%	38%	25%	37%	15%	11%	11%	24%	25%
	Strongly agree	13%	38%	31%	21%	58%	37%	26%	56%	16%	68%	13%

3. SCHOOL SUMMARIES

3.1 Berrymede Infant School

Scheme Overview

3.1.1 Located in Osborne Road, at the junction with Rosenburg Road, the barrier is positioned next to the Junior School and supports both the Infant and Juniors.

3.1.2 At the commencement of the scheme, due to major housing development works, the area at Osborne Road and Corbet Gardens leading from Bollo Bridge Road was cordoned off. This consequently led to hoarding directly outside the Osborne Road gate of Berrymede Infants, which made space for social distancing impossible.



3.1.3 These works concluded in early 2021, opening Corbet Gardens, and creating more space for families outside the Osborne Road gate of Berrymede Infants. This has resulted in a return to vehicular access in the immediate vicinity of both schools.

Data overview

3.1.4 Since the implementation of the School Street, 60% more parents/ carers have been encouraged to walk to/ from school, and 20% more have been encouraged to cycle to/ from school. 20% reported they are travelling to/ from school by car less. However, only 5 parents/carers responded to the survey. There was a high level of agreements from parents/carers on the aims of the scheme.

3.1.5 There is broadly positive response to the effects of the School Street, with 80% of parents/ carers agreeing that the scheme has improved road safety and congestion. Very few parents/carers expressed disagreement with the statements, with most who didn't agree remaining neutral. 20% strongly disagreed that "Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't". However, due to a small sample (5) it is difficult to draw conclusions from this data.

3.1.6 Overall, 80% of parents/ carers support the scheme being made permanent, with the remaining 20% stating 'don't know / can't say).

"Before the school street there were many instances of parents reversing and rushing to the school and nearly having accidents with myself, my children and other parents."

3.1.7 60% of residents/ businesses (5 respondents) were still in support of the scheme as a permanent measure, and 20% reported a shift to active modes, although had slightly lower levels of agreements with the statements.. Residents/businesses had a mixed view on the statements regarding the schemes; for example, 40% agreed that road safety had improved, whereas 40% disagreed, with the same proportions agreeing or disagreeing that congestion has improved.

- 3.1.8 Staff (8 responses) tended to be less positive about the scheme, with only 38% stating they would agree with it being made permanent, a lower proportion than at the neighbouring junior school (77%). Further comments received from staff also reflected this, with two staff members expressing the view that the school is not appropriate for the scheme;

"I do not feel our school (Berrymede Infant School) will benefit from this scheme as the school is situated surrounded by many housing estates and not near or on a main or busy road."

- 3.1.9 With school pupils (5 responses), levels travelling by active travel modes, and by car, have remained stable and car use has decreased from 10.7% to 8.3%.

Recommendations

- **Continue scheme** due to high level of support from community, although small sample sizes should be noted and further monitoring is recommended;
- **Road safety training for children;** and
- Work with school staff to discuss reasons for dissatisfaction with scheme.

3.2 Berrymede Junior School

Scheme Summary



Located in Osborne Road, at the junction with Rosenburg Road, the barrier is positioned next to the Junior School and supports both Infant and Junior.

Data Overview

- 3.2.1 Berrymede Junior School had a relatively low volume of responses from the community. However, half of parents/ carers (6) reported they were walking more, and 17% cycling more. A quarter also reported travelling by car less.
- 3.2.2 Up to half of the parents/ carers that respondents agreed with the statements about the scheme, with half agreeing that road safety and congestion/parking issues had improved, and the remainder respondent neutrally. It should be noted the response had a small sample size (12).
- 3.2.3 Half of parent/ carers were in support of the scheme as a permanent measure (with the majority of the remainder 'don't know / can't say'), and 77% of staff.
- 3.2.4 Responses from pupils were mostly positive with 63% more now in agreement it is easy to walk, scoot or cycle to school, and 58% agreeing they can now hear clearly on the way to

school to chat. This is also reflected in open responses comments, with 27 positive comments on safety, and 13 on being able to chat with friends/family on their school journey.

"...I am able to walk to school and breath fresh air and hear peace and quiet."

"I've started to walk to school by myself feeling safer than usual."

3.2.5 Around half of the 13 school staff that responded agreed that 'road safety on surrounding streets had improved' and that 'congestion on the surrounding streets had improved'. 77% of staff supported the scheme as a perment measure.

"I feel that it has been extremely effective in reducing traffic and increasing safety around the school"

3.2.6 There were no resident/ business responses to this survey; however we can assume that the responses (5) for Berrymede Infant School are applicable here, of which 60% supported the permanent implementation of the scheme.

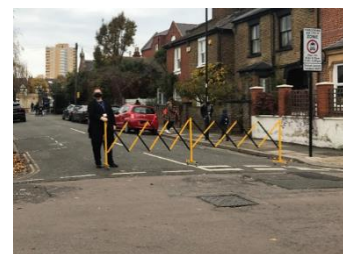
Recommendations

- **Continue scheme** on basis of overall positive response across infant/ junior sites although small sample sizes should be noted and further monitoring is recommended;;
- **Road safety training for children;** and
- Improve engagement with junior school community.

3.3 Derwentwater Primary School

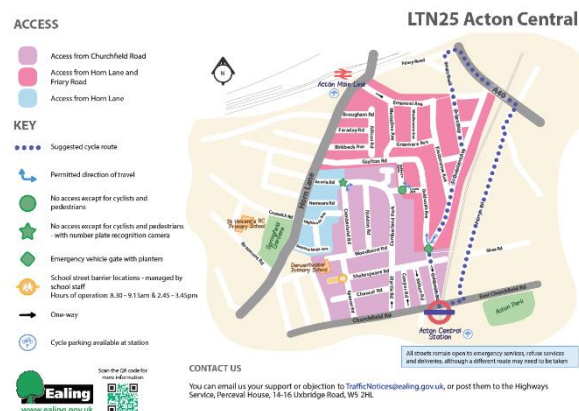
Scheme Overview

3.3.1 A small section of Shakespeare Road was suitable for the closure. It is a no-through section, leading only to the school. Parents previously turned into this section of Shakespeare Road to drop or collect children, often doing u-turns or reversing when busy with families and small children. The closure will look to reduce most of this behaviour.



3.3.2 The closure is managed by school staff. Only a small number of residents and one business are within the area. The school has two entrances.

3.3.3 The scheme is within Ealing's LTN25 'Acton Central' with vehicular access to the area via Churchfield Road only.



Data Overview

3.3.4 Amongst parents/ carers that responded to the survey (33), 12% stated the measures had encouraged them to walk more, and 18% to cycle more and 6% stated it had encouraged them to use the car less. 64% agreed that before

the School Street was implemented there were parking and congestion issues related to the school. Now, 58% agree that road safety has improved, with 18% in disagreement. None of the statement received more than 20% of respondents in disagreement.

3.3.5 Overall 64% of parents/ carers support the permanent introduction of the scheme; 9% were against it.

3.3.6 Although no STARS data is available, the pupil survey (91 responses) showed an improvement in ability to walk scoot or cycle to school was noted by more than half of the respondents (53%) albeit a decrease in the ability to safely cross outside of school (-11%). A decrease in noise was noted by 38% of children alongside 3% noticing improved air quality. Most importantly 39% of children felt safe travelling to school on their own after implementation. 65 positive comments regarding their journey to school were received; 20 related to being able to travel and socialise with friends/family on their journey, and 14 were about safety.

“There is no more cars outside of the school gate anymore, I can hear my friends more clearly instead of hearing car engines starting!”

“I don't have to wait for the cars to move and I feel a lot safer.”

3.3.7 26 negative comments were received from pupils, 9 of which related to cars and traffic, and 8 to air pollution in general.

3.3.8 Of the residents/ business responding (11), 36% support the scheme becoming permanent, whereas 45% were against it. 18% agree it improves road safety and 9% agree it has improved congestion, suggested limited acceptance in the wider community. In contrast to parents/ carers, just 36% agreed there were previous parking and congestion issues related to the school.

Recommendations

- Continue scheme, as limited impact on wider community and positive impact on parents/ carers and pupils.

3.4 Gifford Primary School

Scheme Overview

3.4.1 Gifford Primary School is located to the rear of a densely populated residential area. The school had expressed concerns about the increase in through traffic from the Rectory Park Avenue development. They requested this short closure zone to stop this traffic and improve safety for their pupils.

3.4.2 Due to objections and difficulties from the wider school community, the scheme is being withdrawn in May 2021.



Data Overview

3.4.3 Amongst parents and carers (13 responses), there is a clear shift of individuals who are willing to use more sustainable methods away from cars, with 38% willing to walk and 8% willing to cycle more often. Respondents were less supportive of the statements regarding the scheme, than is seen at other schools, although 46% agreed safety has improved (and only 8% in disagreement), and 46% agree that walking/ cycling levels have improved. However, only 8% agreed that ‘Parking in the local area has not been affected by the School Street’, and 23% disagree that ‘congestion in the surrounding streets has improved’. Despite this, 63% of parents/ carers supported the scheme becoming permanent; only 8% disagreed.

Support for the Scheme as a permanent measure	Strongly disagree	8%
	Tend to disagree	0%
	Don't know / Can't say	31%
	Neither agree or disagree	0%
	Tend to agree	8%
	Strongly agree	54%

3.4.4

3.4.5 Of the 10 further comments that were provided on the scheme, 8 were positive, with two wanting the scheme extended further:

“I think this is much safer for children and puts parents mind at ease especially when they are allowed to walk home alone. I think it should be extended and all roads leading to the school should be blocked off at school drop off and pick up times”

3.4.6 However, responses from residents/ businesses (14) were less positive. There is relatively low support for the statements, with little seeing much improvement as a result of the School Streets scheme, for example, 14% felt congestion had improved. 38% supported the scheme becoming permanent, whereas 57% strongly disagreed. In comments provided, safety concerns (parked vehicles) on Casey Avenue and Rectory Park Avenue were raised, as well as lack of consideration for residents:

“I don't want this scheme, the residents who live on (and pay rent & council tax for this street) should be supported. This scheme needs to be scrapped. And instead there should be a restriction on non residents parking in the area during school pick times (this should be enforced) that would ease the congestion and problems”

3.4.7 In addition, congestion on Court Mead Road, Casey Avenue and Rectory Park were also raised, with one suggesting a one-way system, and three respondents suggesting a resident permit scheme.

3.4.8 Despite this, some positive feedback was given;

“The scheme is working and the school and community seem to be really happy with the scheme. Talking to neighbours this scheme has provided peace of mind and limits the amount of traffic and pollution in the air. Our street has been used as a race for cars to avoid traffic on the main road. No more.”

3.4.9 The scheme received the most support from staff (16 responses), with 77% supporting its permanent implementation.

Recommendations

- Discontinue scheme as planned;
- If scheme is to continue:
 - consider options to alleviate congestion on Casey Avenue and Rectory Park through traffic controls, such as a one-way system or enforcement for parking; and
 - carry out further phase of monitoring.
- Road safety training for children.

3.5 Holy Family Catholic Primary School

Scheme Overview

3.5.1 Holy Family met the criteria for a STARS school and were invited to submit an Expression of Interest due to the to traffic volume associated with rat run vehicles avoiding sections of the North Circular/ Western Avenue, and illegal parking by parents dropping children off. The School Street Scheme location, Vale Lane, uses two barriers managed by parent volunteers.



3.5.2 The school has a wider catchment than others in Ealing, with a quarter living over 1 mile away.

Data Overview

3.5.3 Of the parent/ carers that responded (85), 14% reported using the car less, 27% walking more and 16% cycling more. Reasons given in open response for mode choice include 'traffic in surrounding areas has increased' (5 comments) and 'difficulties using active modes due to circumstances' e.g. distance, work, other drop-off/ pick-ups (5 comments).

3.5.4 Similarly, agreement with the statements regarding School Streets was comparatively low, although 47% agreed that 'before the School Street was implemented there were parking and congestion issues related to the school' and 40% agreed more people appeared to be walking and cycling. 45% disagreed that 'road safety on surrounding streets had improved' and 52% disagreed that 'congestion in surrounding streets had improved'. Further comments on the statements included traffic displacement (9 comments) with several references to Boileau Road:

"Closing Hanger Vale Lane simply pushes the problem of parked cars and traffic to other areas. As Hanger Vale Lane is one of two routes from the Hanger Hill Estate to Queens Drive all the diverted traffic now goes via Boileau Road."

3.5.5 Overall, a moderate 39% of parents/ carers supported the permanent implementation of the scheme, and a similar proportion were against the scheme (40%). Many parents provided further comments on their views, of which 11 mentioned concerns the scheme was difficult to enforce with volunteers, and 17 stated they wanted to see the scheme backed by law enforcement or the council:

“This is a great scheme, however it is dependent on parents being able to volunteer which isn’t always possible. Also, some motorists are very aggressive and this put parents and children at risk. It would be great to get some help from the local council to man the barriers.”

3.5.6 59% of school staff (29 responses) supported the scheme as a permanent measure and 10% reported travelling to school by car less. Around half of school staff agreed that it improved vehicle speeds, addressed parking and congestion issues, improved safety, and that more people were walking and cycling. Staff comments also mentioned the need for formal enforcement.

3.5.7 Amongst residents/ business that responded (84), 33% supported it as a permanent measure, whereas 57% were in disagreement. They largely agreed with the aims of the scheme, 4% believed that the scheme would have a positive impact on their individual households, 12% on their visitors and 11% on delivery drivers. Mirroring the views of parents/carers, 53% of respondents disagreed that ‘road safety on surrounding streets had improved’ and 62% disagreed that ‘congestion on surrounding streets had improved’. 40% did agree that ‘before the School Street was implemented, there were parking and congestion issues related to the school’, suggestion measures to alleviate these issues would be welcome, although the School Street is not currently achieving this.

3.5.8 There were 67 negative further comments on the statements, with 13 highlighting congestion, (9) traffic displacement, (9) inconsiderate parking, and (7) increased journey times. Only 9 positive comments were received.

“Massive traffic issues of cars being diverted to already busy or narrow streets (eg Boileau Road). This is leading to stress and tension and aggressive attitude to people who use the school as well as the kids”

“There are no parking space left on our street and cars are constantly illegally parking on pavement and on both sides of the road.”

3.5.9 Some (6) of the further comments mirrored of that parents, that the scheme should be backed by law enforcement or council. A similar number (6) wanted to see better road markings and signage around the scheme, and some were concerned about the issues being displaced:

“You have now moved the traffic issues to an area of the street where it is more densely residential than along Vale Lane between the roundabout and the bollards.”

Boileau Road was also raised as a concern (mentioned on 14 occasions) - two residents noted it was inappropriate for the closure point to be directly outside of the GP surgery, and others were concerned about the junction and traffic/parking displacement.

3.5.10 A positive impact on children’s views of the area and mode choice was observed. 34 students made comments relating to improved safety, when asked about something good about their journey, and 10 regarding the cleaner air.

“I am able to walk across the road and feel safe, because before there was loads of cars trying to get a place to park , which was blocking the roads.”

3.5.11 LBE also initially observed that pupils and parents have been walking along the road within the scheme rather than pavement. As the scheme is low traffic not no traffic, the school has been advised to raise awareness of road safety and have been sent appropriate resources.

3.5.12 17 comments were made saying how it is harder to park/ travel by car and difficulties experienced by their parents. A number of children pointed out the angry/ aggressive nature of adult behaviour in relation to the scheme.

“Cars make noises trying to get through the barriers at the end of the roads and sometimes drivers are aggressive towards people who are trying to implement safer streets schemes.”

3.5.13 The school has a larger-than average proportion of pupils travelling from over one mile away (22%).

Recommendation

- Due to a varied response from the community, maintain scheme for remainder of school year before re-reviewing with the school to assess aims.
- Investigate options for more formal enforcement and;
- Road safety training for children..

- Boileau Road GP surgery is outside of the School Street zone, therefore outside the evaluation criteria for this report. However, given comments received SYSTRA would recommend LBE continue dialogue with the surgery and consider scheme options as part of non-School Street based delivery

3.6 Mayfield Primary School

Scheme Overview

3.6.1 A TfL STARS gold accredited school, they have delivered a variety of work promoting active travel, but poor and dangerous parking remains a problem.

3.6.2 The scheme was implemented on the no-through road to the school. While the scheme is working well, there is displaced parking and pavement congestion observed.



Data Overview

3.6.3 Data from parents/ carers (78 responses) show a good level of mode change; 24% report walking more, 14% report cycling more and 22% report driving less and there is universal high agreement with the aims. A third agree that the scheme has improved safety (38%) and congestion (30%). A quarter disagreed that congestion has improved. A third agreed that ‘before the School Street was implemented there were parking and congestion issues related to the school’. Just over half, 53% support the scheme being permanent; only 9% against. In comments provided, 3 felt that the scheme was too limited to be of benefit, and should be extended, whereas others highlighted the displacement of traffic and parking (recognising the wider LTN):

"It should be extended to more of High Lane - the congestion has just moved further down the road"

3.6.4 A parent requested support for women who wish to cycle with their small children; it was arranged for the LBE cycle training provider to enable this support.

3.6.5 There was little reported mode shift amongst children (93 responses), although there were 13 positive comments on safety and 11 on sharing their journey with family or friends. 8 provided negative comments about cars and traffic, suggesting the scheme is seen positively by pupils.

3.6.6 47% of residents (15 responses) were in support of the scheme being permanent, and a small proportion, 26%, against it; with some increases in walking and cycling reported too. 13% agreed that 'parking in the local area has not been affected by the School Street' and 7% agreed that 'Less cars are travelling in the area at school drop off and pick up times', highlighting the previously raised issue of displaced parking. Few agreed that congestion or road safety had improved (20% each). Further comments provided by residents raised issues with accessibility to the area, but there were also a good balance of positive comments.

"I like the idea of the school street but you should made amendments for your elderly and disabled residents."

3.6.7 LBA have reported that parking on double yellow lines, zebra crossing zig zags has always been an issue and the scheme does not address this. There is also pedestrian congestion, outside the school's main entrance.

3.6.8 83% of staff (12 responses) were in support of the scheme.

"It is such a positive move - it has carried on the campaign we have in school to encourage sustainable travel and street safety - please can we carry it on!"

"The manning of the boundary is quite labour-intensive but does deter vehicles entering the immediate area around our school."

3.6.9 Most significantly 67% of those staff who responded noted that there was school related parking and congestion issues prior to the School Street being implemented. It was also noted by 67% of individuals that road safety had increased as a result of the School Street. 50% noticed lower car speeds, and that car parking in the local area wasn't affected by the School Street.

3.6.10 Staff did highlight some concerns but also noted they are actively trying to address poor driver behaviour themselves. One asked that a barrier around the zig-zag lines and zebra crossing be included, one noted that the corner of Mayfield Gardens and High Lane can still be a hot-spot for risky driving and parking, and one highlighted buses turning outside the school *"Buses have to reverse and go up the pavement by school. Is it possible to tweak their times so there is less crossover near the school."*

Recommendation

- Continue scheme due to levels of support;
- Continue working closely with school on issues of displaced parking and poor driver behaviour;

- Review the issue with bus manoeuvres;
- Road safety training for children; and
- Consider extending scheme to wider area.

3.7 North Ealing Primary School

Scheme Overview

- 3.7.1 The school identified parking issues at two entrances but the main road entrance is not suited to the scheme. The School Street location (currently a temporary entrance to enable social distancing) is a no-through road where the school has experienced many parent parking and congestion issues.



Data Overview

Data from parents/ carers (56 responses) show an excellent level of mode change; 30% report walking more, 18% report cycling more and 30% report driving less. A number commented they have not changed mode as they already use sustainable modes. A significant percentage (75%) noticed that congestion and parking were issues in the local area prior to the implementation and 38% noted an improvement in conditions after implementation. Over a third, 36%, 'strongly agree' that road safety has improved and a further 25% 'agree'. 71% of parents/ carers support the scheme as a permanent measure, with only 7% against. 8 parents/ carers mentioned the difficulties of enforcement and/ or the need for more formal enforcement (LBE previously were made aware that the Steward Training had not been undertaken by all volunteers). Some mentioned the timing/ inconsistency of the barrier (removed at exactly 3.15, meaning some parents wait and go through then, and others that drive down Curzon Road to check if it is open or not).

"I know this will be tricky but the scheme needs to be maintained and enforced by the council - not parents teachers or local community who just receive abuse when challenging offenders."

Parents/ carers also made suggestions including to include Curzon Road, and to make Selby Road one-way. In addition, some very positive comments (7) were given, such as:

"We need to look at the long term, far-reaching benefits of making our streets safer for kids to walk and ride to school. It means a new generation will be more physically active than the current, which will have positive effects on overall health, which will mean less burden on the NHS. The physical, emotional and well-being benefits of safer streets encourages kids to ride and walk to school (vs being dropped off) - and we should have their needs at the center of our considerations."

Amongst resident/ business respondents (34 responses), 35% support the scheme as a permanent measure and 35% are against, 15% agree that local congestion has improved and 24% agree that road safety has improved. 44% agreed that before implementation, there were parking and congestion issues related to the school. Six comments expressed difficulties with access, with reference to deliveries and tradespeople, as well as commuting and seven had concerns about road safety;

"I am unable to get to my work on time due to the constant delays caused by the parents and children of this school, which is unfair on both myself and my patients."

"Parents continue to try to drop off as close to school as possible, parking anywhere on Curzon Road, blocking driveways and passing points, and many occasions making the road impassable. The road is now more dangerous for pedestrians and especially cyclists. To solve simply close the south end of Curzon Road at the junction of Pitshanger Lane."

- 3.7.2 19 respondents gave further comments to elaborate on their response, 5 of which note inconsiderate parking from parents.

"Although I agree it is having a knock on effect on the other surrounding roads. This scheme has its benefits but sadly it appears that parents have remain determined to still drive as near as possible to school to drop children off so the problem/issues have simply been moved further away for the immediate school entrances."

- 3.7.3 Pupils (94 responses) gave 62 positive comments about the scheme;

"I could hear my friends more loudly and could take part in chatting with them!"

- 3.7.4 Staff (19 responses) also gave a mostly positive response, with 74% supporting it as a permanent measure, and just over a third agreeing it improved road safety and congestion. Over half agreed that more people were walking and cycling. Open response comments asked for better support from Councillors and felt the scheme was putting them in a difficult position.

Recommendation

- Continue scheme based on positive behaviour change;
- Ensure timings of barrier are consistent and appropriate;
- Road safety training for children;
- Clarify with school if / when the current temporary Woodbury Park entrance will close, and ensure the impact on the wider scheme is considered;
- Confirm that LBR Steward Training has taken place;
- Consider communication to ensure parents regarding parking responsibility; and
- Further investigate raised issues such as Curzon Road and access for deliveries/ services for residents.

3.8 Oaklands Primary School

Scheme Overview

3.8.1 Oaklands Primary School experiences parking issues surrounding their school, pavement parking for residents leaving narrow pavement widths. The scheme, part of LTN21, included a one-way to enable delivery of the School Street in the narrow road where pavement parking left little space for pedestrians, especially those who use mobility aids or buggies. The scheme involves one stewarded barrier at the intersection of Cumberland Road and Manton Avenue. Entry onto Oaklands Road is now via Cumberland Road. Both Oaklands and Cumberland Roads are cycle contraflows. There is an emergency services gate style modal filter at intersection of Oaklands and Cumberland Roads. The initial ETO was remade to include change of times and a contraflow for cyclists. New signage was installed in line with the new ETO.



3.8.2 The scheme is stewarded by volunteers. Initially, the scheme commenced in mornings only, as volunteer numbers increased, afternoons were also added. Volunteers remain a huge issue as numbers fluctuate regularly. Long term sustainability remains a concern of the school leadership.

Data Overview

3.8.3 Data from parents/ carers (78 responses) show a good level of mode change; 21% report walking more, 21% reported cycling more (the highest of all schools) and 22% report driving less, and a high level of support for all of the aims of the scheme. A mix of comments were received::

“All of the aims that I have marked as Extremely Important are actually being made worse by the School Streets Programme.”

3.8.4 60% agree that road safety has improved (with 18% in disagreement) and 40% agree that congestion has improved (with 27% in disagreement). 51% agreed ‘before the School Street was implemented there were parking and congestion issues related to the school’.

3.8.5 Overall, 62% support the scheme as a permanent measure, and 18% are against it.

“It’s great the kids feel safe to cycle and walk to school without fear of car traffic”

3.8.6 Others had concerns about traffic, specifically cars/ delivery vans using the corner of Oaklands at inappropriately fast speeds, and cyclists in the middle of the road beside the contraflow lane. One was concerned about poor road markings outside the school. Three parents/ carers also raised issue of traffic on Boston Road, with one suggesting a crossing guard. One highlighted the nursery on Oaklands Road exacerbating the issues.

“The traffic on Boston Road is the biggest problem and danger to our children’s health and the school street does nothing to resolve that.”

3.8.7 Residents/businesses (98 responses) showed a lower impact on mode of travel, with 37% supporting the permanent introduction of the scheme and 42% against that. 42% stated they did not support the scheme more generally. 19% agreed that congestion has improved –

although 56% were in disagreement with this. Although 29% agree that road safety had improved, 44% disagreed. 37% agreed there were issues prior to the implementation of the School Street. Further comments on these statements highlighted 53 negative comments, including 19 related to access.

"I don't mind the one way and the road being closed to school drop offs but residents should be allowed to book or give a pass to their visitors."

"The implementation of this scheme has offered no benefits whatsoever to myself, visitors or delivery drivers; quite the reverse. "

- 3.8.8 Of the 59 further comments received from resident/ business respondents on their general views on the scheme, 23 were negative; 10 of which appealing for the scheme to be removed, and a further 9 general negative comments, including highlighting the inconvenience and unnecessarily authoritarian nature of the scheme. Others highlighted concerns about its implementation:

"I ticked "I don't support" on question 11 because the scheme has not been implemented properly with parents and staff of the school. The sign used hints that it is a pedestrian street, so people walk in the middle of the road and let their children run around. This is giving them a false sense of security around cars. I cannot support a scheme implemented in this way. If the implementation is reviewed/ improved, I would change my mind."

Five resident/ business respondents highlighted a need for measures to ensure residents/ businesses can receive deliveries *"I would like the scheme to be removed. However, if it is kept in place it should be changed to allow access for all deliveries and services for residents."*

- 3.8.9 6 positive further comments were received:

"We just feel that early resistance by some to school streets closures (and the LTNs for that matter) is because the idea is new. People have become entrenched into past bad habits and change (albeit positive) can be unsettling for them, However we are positive that once the schemes are stabilised over the years people accept and adapt their behaviour and appreciate the benefits for their health in the future. Keep going school streets people, your doing well!!"

"As school street residents we have noticed a dramatic change in the surrounding atmosphere, no longer smelling of heavy petrol fumes and we can hear the birds tweeting! We also note a substantial shift in residents taking pride in and caring for our street with spring bulbs being planted under the roads trees. These have been bursting into life this season and we notice the children enjoying the new foliage. Our neighbours child picked a daffodil to give to her teacher one morning which was very endearing "

- 3.8.10 Mode share amongst pupils (STARS) has remained stable for walking, with an increase in scooting and a decrease in car use. 110 pupils, from 132 respondents, gave positive comments about their journey to school, in particular being able to travel and chat with family/friends (22 comments) (often due to the lower noise level):

"It has been calm and peaceful and there has been barely any cars so we could hear each other."

3.8.11 12 pupils gave comments regarding health, exercise and being able to use active modes. 22 were generally positive about the scheme.

3.8.12 Amongst staff (27 responses), 11% are encouraged to walk more, and 7% to cycle more. Staff showed high levels of agreement with the aims of the scheme. Road safety, congestion and road speed have been observed as improving as a result of the scheme. An increase of active travel has been observed by 52% of individuals. 52% also observed congestion and parking issues related to the school prior to the implementation of the scheme.

41% of staff support the measure permanently. Further comments included a need for staff permits (3 comments), and 10 voiced concerns about the scheme, including congestion, driver behaviour, lack of social distancing and difficult to enforce.

The scheme also includes a one-way system; 68% of parents were in support of this, and 38% of residents/ businesses.

Recommendation

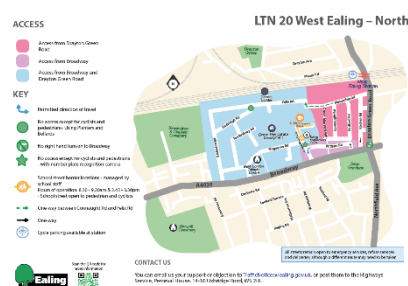
- Continue scheme, particularly due to increase in cycling levels and parent/ carer support;
- Road safety training for children;
- Review noted traffic issues on Boston Road; and
- Review situation with volunteer stewards and enforcement.

3.9 St John's Primary School

Scheme Overview

3.9.1 St John's main school entrance is on a short cul-de-sac. The barrier is placed across the entrance to the cul-de-sac, adjacent to a wide section of Singapore Road. School Caretakers manage the barrier.

3.9.2 The scheme is within LTN20 (West Ealing) close to a modal filter. Vehicular access to the area is via Drayton Green Road only,



Data Overview

3.9.3 There was limited responses from the school community and as such data should be considered with caution. Of the few (3) parents that responded, two were in favour of it becoming permanent. Nine resident/ business responses were received; 22% were in favour of it becoming a permanent measure, with 55% against. One further comment stated that signage was not clear enough.

3.9.4 STARS data shows an increase in walking amongst pupils, from 45.6% in 2019 to 53.9% in 2021. Likewise, cycling has increase from 1.3% to 2.2%. Car mode share has decreased from 21.9% to 16.3%.

3.9.5 Some concerns were raised by the school in liaison with LBE:

- Parking on single yellow lines; and
- Dropping off close to barrier (u-turns).

Recommendation

- Limited data from which to draw conclusions; however mode shift has been positive.
- School Travel team has been made aware of some poor parking/ drop-off behaviour.
- Review overall scheme design due to reported safety concerns raised by school and lack of response rate to assess extent of issue.
- Road safety training for children;
- Maintain but requiring a further round of monitoring set against any scheme changes.

3.10 St Mark's Primary School

Scheme Overview

3.10.1 St Mark's Primary School has three stewarded barriers:

- Green Lane at the intersection of Lower Boston Road;
- Green Lane north of the intersection of Churchfield Road; and
- Bishops Road north of the intersection with Bostonthorpe Road.

3.10.2 The barriers are managed by a combination of school staff and volunteers. The school commenced the scheme with mornings only but has managed to secure sufficient volunteers in conjunction with the caretaker to manage the barriers in the morning and afternoon since lockdown 3, March 2021. Long term sustainability remains a concern of the school leadership.



3.10.3 The pavements are very narrow making social distancing impossible without walking on the road. Cars are parked on both sides of the road. Bostonthorpe Road is a known cut through to avoid peak hours congestion on Lower Boston Road, adding to the issues of parents driving children to school. These closures prevent this cut through exiting from Green Lane near the school.

Data Overview

3.10.4 This school received a high volume of responses to the surveys. 30% of parent/ carers (101 responses) reported they were encouraged to walk more and 20% cycle more. Of the comments provided, 13 noted they already used active modes to school and 11 felt it had improved safety and therefore influenced their mode choice.

"I also bought a scooter and we are riding to school with my son together, safely."

"We live one road away so would never do anything but walk. We do now allow our 9 year olds to walk on their own, rather than accompanying them."

"It has made us leave earlier and go the longer way to school because it is more pleasant. This means my daughter often meets her friends on the way and it's a great start to the day!"

3.10.5 64% agreed that road safety had improved, and 41% congestion. Over half (51%) agreed there were less cars in this area and 74% agreed that before the School Street was implemented there were parking and congestion issues related to the school. 80% of parent/ carer respondents support the scheme as a permanent measure. Of those that provided further comments (56), one was negative, and the others were positive, or highlighting concerns or suggestions. 14 of the total comments expressed that the scheme improved safety:

"The road being closed is brilliant, its so much more child friendly than before".

3.10.6 The issue of timing and enforcement was raised on 8 occasions, mirroring comments at other schools, including:

"Sometimes they open the street closure before all classes are out and once or twice my children were in danger because they assumed it was still closed! This needs to be monitored more carefully and times need to be more strict."

3.10.7 Further to this, LBE observed that as soon as the barriers were removed, through traffic came up Green Lane via Bishops Road; immediately 5 vehicles came through, followed by a further 5 in a short space of time.

3.10.8 Another concern (7 comments) included Lower/ Upper Boston Manor Road/ Boston Road, and the volume of traffic there. One felt the signage for motorists needs to be improved. (i.e.: at the junction of Boston Road/St Marks Road).

"I can see the school streets scheme is great if you live in Old Hanwell. But if you're coming from the other side of Uxbridge Road it really doesn't help at all. The number one improvement for my walk to school would be some kind of improvement to Lower Boston Road"

3.10.9 Residents/ businesses (46 responses) were slightly less positive about the scheme, with 48% supporting it as a permanent measure, and 37% against and all agreed with the aims. 30% felt road safety had improved. Similar to parents/ carers, 65% agreed that before the School Street was implemented there were parking and congestion issues related to the school. In further comments regarding the statements, the following types were received:

Comment	No.
Difficulties with access	6
Congestion	6
Negative environmental impact (pollution)	3
Traffic displacement	2
Unspecified	2
Driver frustration/ road rage	2

Reduced road safety - general	1
Inconsiderate parking	1
Reduced road safety (impact on pedestrians)	1
Increased speeding	1
Reduced parking available	1
Improve sign placement/ sign is poor	1

- 3.10.10 Of the nine staff that responded, a third support the scheme as a permanent measure (67%). Staff agreed that road safety has improved (89%) and 56% feel congestion has improved.
- 3.10.11 All respondent groups were in agreement that before the School Street was implemented there were parking and congestion issues related to the school.
- 3.10.12 STARS data shows a positive move to walking (61.3% in 2019 compared to 72.9% in 2021), and cycling (3.8% to 6.9%). Car use has decreased significantly; 12.4% to 1.7%, the biggest drop in car mode share across the schools. Pupils provided 60 positive comments about their journey to school, of which 17 related to being able to socialise with friends and family on the way to school, and 12 related to safety. 16 negative comments were received about their journey to school, of which 6 related to air pollution.

Recommendation

- Continue scheme due to positive mode shift and community support, in particular parents/ carers;
- Ensure barrier goes up / down at designated times for road safety;
- Road safety training for children; and
- Review enforcement and management.

3.11 Vicar's Green Primary School

Scheme Overview

3.11.1 A one-way was introduced to enable the scheme to be delivered by the school. This initially caused issues with cars entering the road at the no-entry point and residents driving in the wrong direction. Additional no entry road markings and signage were put in place. The one way is a cycle contraflow and is signed accordingly.



3.11.2 During an observation visit four weeks into the scheme, it was noted that cars were entering the scheme prior to operational hours to secure a parking space outside the school; outside the scheme area, cars were parking in any available space, regardless of whether it was double yellow lines, kerb/ pavement etc. When available, CEO enforcement has helped reduce this. The issues with this kind of poor parking appears to have lessened over time.

Data Overview

3.11.3 14 responses were received from parents/ carers, and of those, 14% said they had been encouraged to walk more and 7% to cycle more. 14% stated it had encouraged them to drive less, with cycling decreasing slightly. Walking has remained relatively unchanged. Comments from parents regarding mode choice were varied, with some highlighting difficulties when there is no choice but to use the car due to work or other responsibilities.

"This is scheme will only make dropping off and picking up kids more stressful for parents who can not walk to school because of so many reasons."

3.11.4 In the pupil survey, pupils were largely positive and gave 68 positive comments about their journey to school, such as:

"It was very nice to go scooting to school and breathing in the fresh air. I like scooting, walking and cycling best!"

3.11.5 Children also gave 57 negative comments about their journey, of which 22 referenced cars and traffic in the area generally;

"I do not like the congestion on the other entries to our school. It is more unsafe to cross the road there because of all of the cars that are piled up since the other road is not in use."

"There are lots of traffic and its really loud when people use there horn and little kids run of near the road a parents run after them worried."

3.11.6 Parents/ carers largely agree with the aims of the scheme, 7% agreed that road safety has improved and only 7% agree congestion has improved.

3.11.7 No parent/ carer respondents agreed that less cars are travelling to the area. 29% agreed that before the School Street was implemented there were parking and congestion issues related to the school. However, 57% 'strongly disagree' that road safety on surrounding streets had improved, and a further 14% selected 'disagree'. Likewise, 64% 'strongly disagree; that congestion on surrounding streets has improved, and a further 14% 'disagree'.

3.11.8 As a result, 29% agree with making the measures permanent, compared to 57% who 'strongly disagree'. The majority, 64% stated they do not support it. Of the further comments provided, none were positive; with three expressing the negative impact on local congestion. Two highlighted safety concerns about the layout, and cars making dangerous manoeuvres:

"The situation around vicars green has become even worse and the one way system is not a full one way system, it stops mid-way and is very dangerous with people stopping and reversing before the no entry sign. It is a miracle that no major accident has happened"

3.11.9 Residents/ businesses (35 responses) also responded relatively negatively to the statements about the scheme, with 14% agreeing it had improved road safety and none agreed it improved congestion. 43% agreed there was a problem prior to the scheme being implemented. Few agreed that traffic volume or speeds had reduced.

3.11.10 Regarding the one-way system, 17% agree it should remain in place, and 22% support the School Street as a permanent measure, compared to 39% against it.

3.11.11 Further comments provided included inconsiderate parking from parents (6) and road safety reducing:

“Road safety in May Gardens, Lilly Gardens has worsened. Parents park wherever they can; across driveways, on double yellow lines, on corners, on the pavement, sometimes in people’s drive ways.”

3.11.12 A number of residents gave detailed information about the scheme negatively affecting their access, and parking issues;

“...Blocking residents driveways even parking in residents gardens and get very aggressive when asked to move. Family will not visit as it is very stressful. Deliverys are missed as there is no access”

3.11.13 Some suggestions were made; including making Lily Gardens and May Gardens all one way, or moving the barrier making it no entry on the other side of Lily Gardens from No1. Other expressed concern about Federal Road, with parents parking before the restriction. One wanted the School Street timings extended, and another highlighted *“Some parents arrive early and park on the no parking road markings outside Vicars Green school to avoid the restrictions.”*

3.11.14 26% of school staff support the scheme as a permanent measure, more staff than other stakeholders felt it had improved safety and congestion.

Recommendation

- Review full design of the School Street, including the noted road safety issues;
- Consider enforcement in wider area to reduce illegal parking such as blocking driveways (Lily Gardens and May Gardens, Federal Road);
- Road safety training for children; and
- With any revisions a further round of monitoring and engagement.

3.12 Willow Tree Primary School

Scheme Overview

3.12.1 The school has a mini roundabout directly in front of the entrance where parents park to drop off/ pick up children. This means that children are walking in the road while there is moving traffic.

3.12.2 The school has employed (to July 2021) a dedicated person to steward the barrier, which is placed at a narrow section of Priors Farm Lane, 0.2 miles from the school entrance, north of the intersection of Islip Manor Road and Eastcote Lane, just in front (South) of a zebra crossing. The barrier is stored close to the closure point for easy access. The steward was previously a school crossing patrol officer. However, the school have stated they cannot fund the position on an ongoing basis.



3.12.3 There are many residential properties with allocated parking spaces within this scheme.

Data Overview

3.12.4 Parent/ carer data (76 responses) shows that 38% stated the scheme has encouraged them to walk more, and 16% to cycle more. 22% stated it had encouraged them to drive less.

3.12.5 Most parents and carers respondents agreed (79%) that the School Street has alleviated parking and congestion issues that were related to the school and 70% of the respondents have seen more people walking and cycling at school drop off and pick up times. Above all, more than half of the respondents agrees that congestion, volume of cars, speed, and traffic noise were reduced since the implementation of the programme. Overall, 62% agree with implementing the scheme as a permanent measure, and 21% disagree. 66% overall support it. Further comments from parents/ carers were mixed, with a balance of positive and negative comments.

"I personally have seen and experienced a much better environment around school drop off and pick up with this scheme and my opinion and vote goes to keeping this scheme permanent. Parents and children feel safer with no cars around school in school drop off and pick times. Thank you."

"I'd anything this road closure has caused more congestion's amongst the parents. There is no social distancing AT ALL. Before this road closure was implemented, there was groups of people standing around. Now there are so many parents huddled around so close to one another as teachers are constantly driving up to the car park therefore still unsafe for children"

Parents/ carers also highlighted some issues in the vicinity of the school; parking on Islip Manor Road, and congestion on the corner of Eastcoate Lane and Islip Manor Road.

3.12.6 STARS data shows that 'park and stride' has accounted for a shift away from wholly car travel.

3.12.7 Most pupil (74%) who responded to the survey agree that it felt safer travelling to school individually after the implementation of School Street. 138 pupils gave positive comments about their journey to school; 53 of these related to safety.

"I can now ride my bike on the road, without cars behind me honking at me."

"I honestly feel more comfortable and better knowing that i wont possibly get hit on the way to school and its feels safer."

"I really like the fact that I can clearly talk to my friends without being interrupted by cars passing by or smelling car fumes."

3.12.8 40% of residents and business believe that the School Street has had a positive impact to their household/ business. 51% of the residents and business respondents believe that the School Street has alleviated parking and congestion issues related to the school, and 49% believe that traffic noise has reduced in the local area. Despite this, 46% support the scheme as a permanent measure; 25% are against. Some negative comments were received, including concerns relating to the impact of the scheme on deliveries/ access, enforcement and road safety, particularly highlighting people walking in the road rather than using pavements.

“Parents and their children should be told to use footpaths and not walk in the middle of the road during pick-up/ drop-off times as this is hazardous for residents going out and returning on their cars.”

“If parents and children didn’t use the road as a pavement and delivery drivers and couriers etc were allowed access I would support the scheme.”

- 3.12.9 Two respondents were very complimentary of the volunteer manning the barrier.
- 3.12.10 Staff gave a generally positive response, with 76% agreeing that road safety was improved, and 71% that congestion had improved. 87% reported seeing more people walking and cycling.

Recommendation

- Continue School Street scheme on basis of safety and mode shift, and positive views across stakeholders;
- Road safety training for children; and
- Review ongoing enforcement.

3.13 STARS Data

3.13.1 The table below summarises the mode shift reported in school ‘hands up’ surveys, such surveys are a standard method for measuring school travel, with result also utilised as part of the formal school travel planning ‘TfL STARS’ based accreditation. Before data varied from between 2018 to October 2020, just before the schemes were implemented. The STARS data compares the most recent STARS data (April 2021) with the most recent data prior to the implantation of the scheme; some of which were carried out in autumn/winter rather than comparable spring/summer months. Response rate varied slightly across the two waves of collection, however, on average at least 90% of the pupils took part.

Table 10. STARS data; Before vs After

School Name	Walk	Scoot	Cycle	Rail	Tube	Public Bus	Car/MC	Car share	Park and stride
Berrymede Infant School	4.9%	-6.0%	-1.2%	0.5%	-0.2%	-1.8%	2.4%	0.7%	0.0%
Berrymede Junior School	3.2%	-3.4%	-1.9%	-0.5%	-1.9%	-2.4%	3.8%	-0.5%	-0.5%
Gifford Primary School	6.5%	-1.2%	3.0%	0.0%	0.0%	1.2%	-6.8%	10.6%	3.0%
Holy Family Catholic Primary School	-23.7%	7.1%	-7.1%	13.8%	-2.2%	2.7%	11.2%	-1.1%	-0.6%
Mayfield Primary School	-1.1%	-0.6%	4.0%	0.0%	0.0%	2.9%	-0.6%	-4.4%	-0.2%
North Ealing Primary School	-2.7%	0.6%	2.9%	1.0%	-0.2%	0.7%	1.7%	1.0%	-5.1%

Oaklands Primary School	0.2%	-5.6%	-0.6%	-0.3%	0.2%	-0.6%	5.8%	0.0%	0.1%
St John's Primary School	-8.3%	-5.1%	-0.9%	0.1%	0.0%	8.2%	5.6%	0.7%	-2.2%
St Mark's Primary School	-11.7%	-2.4%	-3.1%	0.4%	1.0%	-1.3%	10.7%	0.6%	-0.6%
Vicar's Green Primary School	-1.1%	-2.5%	2.2%	-0.2%	0.3%	1.7%	-3.8%	-1.3%	1.5%
Willow Tree Primary School	8.0%	-7.0%	-4.1%	0.8%	-0.9%	-1.2%	10.8%	-0.7%	-6.8%

4. CONCLUSIONS

4.1 Overview

- 4.1.1 Across all groups, respondents were in support of the aims themselves and most recognised the positive intentions of the schemes.
- 4.1.2 There are some clear differences between types of respondent; for example, on average, 52% of parents/ carers feel that the schemes have improved road safety, whereas 23% of residents/ business are in agreement. Of staff, on average 39% agree with this. A similar pattern of responses is seen for all the statements regarding the scheme, and as such, a balance between the views of the users, and those impacted, needs to be met. However, it should also be considered that many school parents/ carers are also local residents.
- 4.1.3 In some instances, the scheme has had a clear positive impact on active travel. On average, 29% of parents/ carers reported increased walking, and 15% increased cycling. At all schools, at least 1 in 10 respondents reported walking more. Impact on staff and local residents/ businesses was lesser.
- 4.1.4 At most locations, there was multiple comments relating to **enforcement**. This included the idea that it was inappropriate for volunteers to run the scheme, due to the aggressive nature of some car users, as well as lack of authority. As such, it may be appropriate for the Council to further investigate ways to delivery enforcement over the longer term. Likewise, some respondents highlighted that the barrier placement was sometime inconsistent in timing, or put up/ down too early/ late; which could be resolved through more formal enforcement measures.
- 4.1.5 A recurring comment from all groups of respondents was that the schemes gave children a **'false sense of security' regarding road safety**, and may affect their road safety awareness elsewhere. This was mentioned at least once at all locations, with particular concern at some schools e.g. Oaklands, with a contra-flow cycle lane in the vicinity. As such, road safety education should be maintained with particular reminders that road safety awareness applies even outside school. In a similar theme, some resident/ business responses were concerned about road safety in relation to people using the carriageway as a pavement for walking, and the risks that poses when exempt vehicles pass through.
- 4.1.6 Parent/ carer respondents were largely positive about the schemes at most locations, although some felt it was negative for those who were unable to switch to sustainable modes due to, for example, disabilities, other children, work commitments, highlighting 'being late for work' as a result of the scheme. As such, **exemptions should be consistently and carefully managed**. For most schools, the majority of families live within half a mile, so should be within easy walking, scooting or cycling distance. Schools with a wider catchment, such as those with SEN provision or faith schools, should be considered with this in mind.
- 4.1.7 Resident respondents were particularly concerned about **access to their properties** for themselves and visitors (including deliveries and tradespeople), and a number were residents who experienced **parking and congestion issues not previously there due to displaced parking to resident roads in the wider area**. Respondents associated with schools in the vicinity of Upper/ Lower Boston Manor Road and Boston Road expressed concerns about

those roads; volume of traffic (particularly as they are displaced from LTN areas) and air pollution, with many families using this as part of their wider route to school.

- 4.1.8 **Pupils were largely positive about the scheme, enjoying being able to travel with their friends, and enjoy the clean air and nature.** Of pupils that provided positive comments on their journey (704), 29% of these related to safety, and 19% to being able to socialise/ chat with friends/ family on their journey, some stating due to less road noise (note, only 32% of parents/ carers agreed that road noise had reduced, but this is something picked up by a notable number of children). 315 negative comments were received from pupils, of which 27% related to ongoing issue of cars/traffic, and 19% mentioned it being harder to park and travel by car, and the difficulties around that (being late for school and parent feeling stressed).
- 4.1.9 **Staff tended to be supportive of each scheme, its aims and outcomes.** Staff at many schools voiced a need for staff permits/ access within the closure, without penalty. A notable proportion of staff observed higher numbers of people walking and cycling as a result of the scheme.
- 4.1.10 The table below summarises the recommendations for each school, with ‘amend scheme’ including those that need specific issues addressed to continue.

Table 11. Summary of Recommendations

School Name	Recommendation
Berrymede Infant School	Continue scheme
Berrymede Junior School	Continue scheme
Derwentwater	Continue scheme
Gifford Primary School	Discontinue scheme (as planned) or amend/repeat monitoring
Holy Family Catholic Primary School	Amend scheme
Mayfield Primary School	Amend scheme
North Ealing Primary School	Continue scheme
St Mark's Primary School	Continue scheme
Oaklands Primary School	Continue scheme
St John's Primary School	Amend scheme*
Vicar's Green Primary School	Amend scheme

*review scheme in more detail due to low response rate

Closed Question Data

School Name	Number of Responses		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	5	5	8
Berrymede Junior	12	0	13
Derwentwater	33	11	0
Gifford	13	14	16
Holy	85	84	29
Mayfield	78	15	12
North Ealing	56	34	19
Oaklands	78	98	27
St Johns	3	9	0
St Marks	101	46	9
Vicars	14	23	19
Willow	76	35	38

Total	554	374	190
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Awareness and mode shift

School Name	Awareness of School Streets Scheme		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	100%	20%	50%
Berrymede Junior	50%	0%	38%
Derwentwater	45%	27%	0%
Gifford	54%	36%	56%
Holy	65%	48%	66%
Mayfield	26%	20%	58%
North Ealing	61%	50%	68%
Oaklands	63%	41%	78%
St Johns	100%	22%	0%
St Marks	78%	52%	78%
Vicars	57%	48%	68%
Willow	74%	57%	89%

Total	64%	35%	54%
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Parents / Carers	Percentage Mode Shift to Walk	
	Residents / Businesses	Staff
60%	20%	25%
50%	0%	8%
12%	9%	0%
38%	14%	0%
27%	10%	14%
24%	0%	8%
30%	9%	16%
21%	13%	11%
0%	0%	0%
30%	20%	11%
14%	13%	5%
38%	14%	13%

29%	10%	9%
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Parents / Carers	Percentage Mode Shift to Cycle	
	Residents / Businesses	Staff
20%	20%	13%
17%	0%	15%
18%	9%	0%
8%	7%	0%
16%	6%	14%
14%	7%	17%
18%	6%	0%
21%	11%	7%
0%	0%	0%
20%	11%	33%
7%	4%	0%
16%	0%	8%

15%	7%	9%
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School Name	Percentage Mode Shift to Public Transport		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	0%	0%	13%
Berrymede Junior	0%	0%	0%
Derwentwater	0%	0%	0%
Gifford Primary	0%	7%	0%
Holy Family	6%	2%	0%
Mayfield	1%	7%	0%
North Ealing	2%	0%	0%
Oaklands	0%	6%	7%
St Johns	0%	0%	0%
St Marks	0%	9%	0%
Vicars Green	0%	4%	0%
Willow Tree	3%	6%	3%

School Name	Percentage Mode Shift away from Car		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	20%	20%	0%
Berrymede Junior	25%	0%	15%
Derwentwater	6%	9%	0%
Gifford Primary	31%	14%	0%
Holy Family	14%	11%	10%
Mayfield	22%	7%	17%
North Ealing	30%	12%	5%
Oaklands	22%	15%	4%
St Johns	0%	0%	0%
St Marks	17%	9%	33%
Vicars Green	14%	22%	0%
Willow Tree	22%	17%	8%

School Name	Percentage Mode Shift away from Car Share		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	0%	0%	25%
Berrymede Junior	0%	0%	8%
Derwentwater	0%	0%	0%
Gifford Primary	0%	0%	0%
Holy Family	0%	0%	0%
Mayfield	0%	0%	0%
North Ealing	0%	0%	0%
Oaklands	0%	0%	0%
St Johns	0%	0%	0%
St Marks	0%	0%	11%
Vicars Green	0%	0%	0%
Willow Tree	0%	0%	0%

Total	1%	3%	2%
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Total	19%	11%	8%
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Total	0%	0%	4%
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Importance of Aims

School Name	Providing space for social distancing at school drop off and pick up times		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	80%	100%	100%
Berrymede Junior	100%	0%	100%
Derwentwater	91%	100%	0%
Gifford Primary	100%	100%	94%
Holy Family	80%	100%	86%
Mayfield	92%	100%	100%
North Ealing	91%	100%	95%
Oaklands	91%	100%	93%
St Johns	100%	100%	0%
St Marks	98%	100%	89%
Vicars Green	100%	100%	95%
Willow Tree	92%	100%	97%

School Name	Providing a more pleasant and calm atmosphere at school pick up and drop off		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	100%	100%	100%
Berrymede Junior	100%	0%	100%
Derwentwater	97%	100%	0%
Gifford Primary	92%	100%	94%
Holy Family	86%	100%	93%
Mayfield	95%	100%	100%
North Ealing	96%	100%	100%
Oaklands	95%	100%	96%
St Johns	100%	100%	0%
St Marks	97%	100%	100%
Vicars Green	93%	100%	100%
Willow Tree	93%	100%	100%

School Name	Making it safer to cross the road on foot		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	100%	100%	100%
Berrymede Junior	100%	0%	100%
Derwentwater	100%	100%	0%
Gifford Primary	92%	100%	94%
Holy Family	88%	100%	97%
Mayfield	99%	100%	100%
North Ealing	98%	100%	100%
Oaklands	95%	100%	93%
St Johns	100%	100%	0%
St Marks	99%	100%	100%
Vicars Green	100%	100%	100%
Willow Tree	93%	100%	97%

Total	93%	92%	79%
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Total	95%	92%	82%
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Total	97%	92%	82%
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School Name	Making it safer to walk in the local area		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	100%	100%	100%
Berrymede Junior	100%	0%	100%
Derwentwater	100%	100%	0%
Gifford Primary	92%	100%	88%
Holy Family	89%	100%	97%
Mayfield	99%	100%	100%
North Ealing	98%	100%	100%
Oaklands	91%	100%	93%
St Johns	100%	100%	0%
St Marks	98%	100%	100%
Vicars Green	86%	100%	100%
Willow Tree	93%	100%	97%

Total	96%	92%	81%
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Making it safer to cycle in the local area		
Parents / Carers	Residents / Businesses	Staff
100%	100%	100%
100%	0%	100%
91%	100%	0%
92%	100%	81%
75%	100%	97%
92%	100%	92%
91%	100%	95%
86%	100%	93%
67%	100%	0%
87%	100%	100%
71%	100%	100%
78%	100%	95%

86%	92%	79%
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Encouraging more families and individuals to walk and cycle to school or in the local area		
Parents / Carers	Residents / Businesses	Staff
100%	60%	100%
100%	0%	100%
91%	100%	0%
92%	86%	81%
80%	64%	97%
94%	80%	100%
95%	53%	100%
86%	68%	96%
100%	67%	0%
96%	78%	100%
64%	83%	100%
89%	86%	97%

91%	69%	81%
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	Improving air quality		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	100%	80%	100%
Berrymede Junior	100%	0%	100%
Derwentwater	94%	82%	0%
Gifford Primary	92%	86%	88%
Holy Family	88%	74%	97%
Mayfield	94%	100%	100%
North Ealing	100%	79%	100%
Oaklands	92%	82%	100%
St Johns	100%	100%	0%
St Marks	99%	87%	89%
Vicars Green	93%	83%	100%
Willow Tree	95%	89%	97%

Total	96%	78%	81%
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Agreement with Statements

School Name	Road safety on surrounding streets has improved		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	80%	40%	13%
Berrymede Junior	50%	0%	54%
Derwentwater	58%	18%	0%
Gifford Primary	46%	14%	13%
Holy Family	34%	27%	48%
Mayfield	37%	20%	67%
North Ealing	61%	24%	37%
Oaklands	60%	30%	44%
St Johns	67%	22%	0%
St Marks	64%	30%	89%
Vicars Green	7%	13%	32%
Willow Tree	64%	40%	76%

Total	52%	23%	39%
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School Name	Congestion on the surrounding streets has improved		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	80%	40%	13%
Berrymede Junior	33%	0%	46%
Derwentwater	36%	9%	0%
Gifford Primary	31%	14%	13%
Holy Family	27%	24%	24%
Mayfield	29%	20%	42%
North Ealing	38%	15%	37%
Oaklands	40%	19%	48%
St Johns	33%	33%	0%
St Marks	41%	17%	56%
Vicars Green	7%	0%	16%
Willow Tree	64%	37%	71%

Total	38%	19%	30%
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School Name	Parking in the local area has not been affected by the school street		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	20%	0%	13%
Berrymede Junior	25%	0%	31%
Derwentwater	42%	27%	0%
Gifford Primary	8%	7%	6%
Holy Family	28%	17%	24%
Mayfield	27%	13%	50%
North Ealing	34%	9%	5%
Oaklands	40%	22%	22%
St Johns	67%	22%	0%
St Marks	38%	26%	33%
Vicars Green	14%	13%	16%
Willow Tree	37%	31%	29%

Total	32%	16%	19%
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School Name	Less cars are travelling in the area at school drop off and pick up times		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	60%	40%	25%
Berrymede Junior	42%	0%	38%
Derwentwater	52%	27%	0%
Gifford Primary	46%	7%	13%
Holy Family	29%	30%	38%
Mayfield	18%	7%	42%
North Ealing	43%	26%	32%
Oaklands	60%	37%	59%
St Johns	67%	22%	0%
St Marks	51%	33%	56%
Vicars Green	0%	9%	32%
Willow Tree	61%	43%	82%

Total	44%	23%	35%
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School Name	Cars are now travelling at slower speeds		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	60%	60%	13%
Berrymede Junior	25%	0%	31%
Derwentwater	48%	18%	0%
Gifford Primary	46%	14%	25%
Holy Family	26%	23%	52%
Mayfield	22%	27%	50%
North Ealing	32%	26%	21%
Oaklands	33%	21%	26%
St Johns	67%	33%	0%
St Marks	54%	35%	33%
Vicars Green	7%	9%	16%
Willow Tree	53%	43%	45%

Total	39%	26%	26%
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School Name	Traffic noise in the local area has reduced		
	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	40%	40%	13%
Berrymede Junior	17%	0%	38%
Derwentwater	33%	9%	0%
Gifford Primary	15%	14%	6%
Holy Family	26%	20%	41%
Mayfield	21%	13%	25%
North Ealing	27%	21%	37%
Oaklands	41%	27%	52%
St Johns	67%	33%	0%
St Marks	36%	15%	56%
Vicars Green	14%	9%	11%
Willow Tree	51%	49%	58%

Total	32%	21%	28%
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	Drivers do not leave their engines running when they are parked		
School Name	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	20%	40%	13%
Berrymede Junior	42%	0%	15%
Derwentwater	33%	9%	0%
Gifford Primary	15%	7%	19%
Holy Family	29%	18%	48%
Mayfield	22%	20%	50%
North Ealing	38%	18%	26%
Oaklands	22%	16%	30%
St Johns	67%	22%	0%
St Marks	39%	15%	67%
Vicars Green	36%	4%	16%
Willow Tree	53%	37%	47%

Total	35%	17%	28%
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	I have seen more people walking and cycling at school drop off and pick up times		
School Name	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	60%	60%	50%
Berrymede Junior	42%	0%	38%
Derwentwater	48%	18%	0%
Gifford Primary	46%	14%	13%
Holy Family	40%	30%	48%
Mayfield	29%	40%	67%
North Ealing	50%	29%	53%
Oaklands	54%	36%	52%
St Johns	67%	22%	0%
St Marks	62%	37%	67%
Vicars Green	21%	26%	16%
Willow Tree	70%	46%	87%

Total	49%	30%	41%
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	Before the School Street was implemented there were parking and congestion issues related to the school		
School Name	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	80%	60%	50%
Berrymede Junior	50%	0%	54%
Derwentwater	64%	36%	0%
Gifford Primary	38%	43%	31%
Holy Family	47%	40%	55%
Mayfield	33%	60%	67%
North Ealing	75%	44%	68%
Oaklands	51%	37%	52%
St Johns	67%	44%	0%
St Marks	74%	65%	78%
Vicars Green	29%	43%	47%
Willow Tree	79%	51%	79%

Total	57%	44%	48%
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	Before the School Street was implemented, I thought it would be disruptive and inconvenient, but it isn't		
School Name	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	40%	20%	13%
Berrymede Junior	25%	0%	15%
Derwentwater	18%	18%	0%
Gifford Primary	31%	14%	19%
Holy Family	25%	13%	28%
Mayfield	23%	33%	42%
North Ealing	25%	26%	37%
Oaklands	22%	15%	33%
St Johns	33%	11%	0%
St Marks	22%	24%	11%
Vicars Green	14%	13%	16%
Willow Tree	38%	46%	42%

Total	26%	20%	21%
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Support for Scheme

	Overall School Streets Scheme			While Social Distancing is still required			As a permanent measure		
School Name	Parents / Carers	Residents / Businesses	Staff	Parents / Carers	Residents / Businesses	Staff	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	80%	60%	63%	80%	60%	50%	80%	60%	38%
Berrymede Junior	50%	0%	69%	50%	0%	62%	50%	0%	77%
Derwentwater	70%	18%	0%	67%	45%	0%	64%	36%	0%
Gifford Primary	62%	21%	50%	54%	29%	50%	62%	21%	38%
Holy Family	41%	35%	55%	40%	26%	55%	39%	33%	59%
Mayfield	59%	47%	83%	58%	47%	83%	53%	47%	83%
North Ealing	77%	35%	74%	63%	35%	63%	71%	35%	74%
Oaklands	64%	41%	44%	58%	34%	44%	62%	37%	41%
St Johns	67%	22%	0%	100%	22%	0%	67%	22%	0%
St Marks	83%	52%	67%	72%	48%	56%	80%	48%	67%
Vicars Green	21%	22%	47%	29%	26%	47%	29%	22%	26%
Willow Tree	66%	49%	92%	63%	54%	74%	62%	46%	92%
Total	62%	33%	54%	61%	36%	49%	60%	34%	49%

	One-Way System		
School Name	Parents / Carers	Residents / Businesses	Staff
Berrymede Infant	0%	0%	0%
Berrymede Junior	0%	0%	0%
Derwentwater	0%	0%	0%
Gifford Primary	0%	0%	0%
Holy Family	0%	0%	0%
Mayfield	0%	0%	0%
North Ealing	0%	0%	0%
Oaklands	68%	38%	56%
St Johns	0%	0%	0%
St Marks	0%	0%	0%
Vicars Green	36%	17%	32%
Willow Tree	0%	0%	0%
Total	9%	5%	7%

Pupil Survey

	Berrymede Infants	Berrymede Junior	Derwentwater	Gifford Primary	Holy Family	Mayfield	N Ealing	Oaklands	St Johns	St Marks	Vicars Green	Willow Tree
Mode of Travel	-33%	-7%	-15%	10%	16%	-9%	-10%	-6%	0%	-7%	-10%	-1%
Walk (Percentage Point Change)	0%	-1%	1%	10%	-2%	-7%	0%	-3%	0%	-2%	3%	3%
Scooter (Percentage Point Change)	0%	1%	-4%	0%	3%	0%	-5%	-2%	0%	-1%	4%	-3%
Cycle (Percentage Point Change)	0%	-1%	-3%	0%	-1%	-4%	0%	-1%	0%	-4%	0%	1%
Public Transport (Percentage Point Change)	0%	-3%	3%	-10%	-23%	-5%	-8%	-2%	-100%	-6%	-4%	-9%
Car (Percentage Point Change)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
No. responses	5	108	91	12	95	93	94	132	3	85	102	158

**in some cases, pupils did not provide both a 'before' and 'after' mode, and in some cases selected multiple 'before' and/or 'after' modes. As such, before and after data may not accurately correspond.*

	Berrymede Infants	Berrymede Junior	Derwentwater	Gifford Primary	Holy Family	Mayfield	N Ealing	Oaklands	St Johns	St Marks	Vicars Green	Willow Tree
Not easy to walk, scoot or cycle to school (BEFORE) ->												
Easy to walk, scoot or cycle to school (AFTER)	0%	63%	53%	0%	56%	48%	53%	78%	0%	64%	49%	56%
Able to safely cross the road outside school (BEFORE) ->												
Able to safely cross the road outside school (AFTER)	-33%	1%	-11%	20%	26%	7%	3%	8%	0%	4%	13%	17%
Lots of cars near to school (BEFORE) ->												
Fewer cars near to school (AFTER)	0%	32%	1%	-50%	6%	-5%	-7%	35%	0%	1%	-17%	9%
Noisy road on the way to school (BEFORE) ->												
I can hear clearly on the way to school to chat (AFTER)	0%	58%	38%	0%	45%	31%	37%	58%	0%	42%	49%	46%
Can smell car fumes (BEFORE) ->												
Air if fresh and clean (AFTER)	0%	25%	3%	0%	14%	20%	10%	37%	0%	-4%	13%	13%
Lots of families walking, scooting or cycling to school (BEFORE) -> Lots of families walking, scooting or cycling to school (AFTER)	-33%	2%	-6%	10%	28%	10%	9%	8%	100%	4%	17%	27%
I feel safe travelling to school on my own (AFTER)												

Full coding tables – Further Comments

Table 1. Berrymede Infant School

Parent Carer	
Sentiment	Count
Suggestion	2
Request that car engines are turned off	1
Increase School Street area	1
Positive	2
Scheme has improved safety (general)	1
General positive comment	1

Resident Business	
Sentiment	Count
Suggestion	1
Create car drop-off and pick-up points	1

Staff	
Sentiment	Count
Concern	2
Scheme does not improve safety	1
Negative impact on local congestion	1
Suggestion	1
Scheme should be backed by law enforcement or council	1

Table 2. Berrymede Junior School

Parent Carer	
Sentiment	Count
Positive	5
Scheme has improved air quality	1
Enables child to be more independent	1
Scheme has improved safety (general)	1
Enables child to learn about climate change and road safety	1
Positive for health and wellbeing	1
Suggestion	2
Inconsiderate parking from parents	1
Extend scheme to afternoon	1
Negative	2
Scheme has decreased safety (no change in car traffic)	1
Negative impact on local congestion	1
Other	1
Unclear	1

Pupil	
Sentiment	Count
Positive	16
Scheme has improved safety (general)	5
General positive comment	4
Journey to school is now more enjoyable	4
Positive for health and wellbeing	2
Nice to meet friends on the way to school	1
Unrelated	5
(blank)	5
Concern	3
Cars and roads are scary	2
Careless behaviour from drivers	1
Negative	2
The streets around the school are polluted	1
No change	1

Staff	
Sentiment	Count
Positive	1
Scheme has improved safety (general)	1

Table 3. Derwentwater Primary School

Parent Carer	
Sentiment	Count
Positive	7
General positive comment	4
Scheme has improved safety (general)	2
Scheme has improved safety (parking)	1
Suggestion	6
Scheme should be backed by law enforcement or council	2
Create car drop-off and pick-up points	1
Request that car engines are turned off	1
Increase School Street area	1
Location specific concern for road safety	1
Negative	4
Scheme has decreased safety (traffic forced down single road)	1
Scheme does not improve safety	1
Create difficulties for those travelling from further away	1
Inconsiderate parking from parents	1
Concern	2
Inconsiderate parking from parents	2
Unrelated	1
(blank)	1

Pupil	
Sentiment	Count
Positive	8
General positive comment	3
Scheme has improved safety (general)	2
Journey to school is now more enjoyable	2
Positive for health and wellbeing	1
Unrelated	6
(blank)	6
Concern	2
Makes journeys longer	1
Careless behaviour from drivers	1
Negative	2
Scheme does not improve safety	1
No change	1
Other	1
Unclear	1

Resident Business	
Sentiment	Count
Suggestion	3
Make scheme consistent	1
Scheme should be backed by law enforcement or council	1
Review school entrance/access arrangements	1
Unrelated	1
(blank)	1
Concern	1
Some vehicles ignore the scheme	1

Table 4. Gifford Primary School

Parent Carer	
Sentiment	Count
Positive	8
Increase School Street area	2
General positive comment	2
Scheme has improved safety (general)	1
Positive for residents (less traffic)	1
Enables child to be more independent	1
Extend scheme to afternoon	1
Suggestion	1
Stop scheme	1
Concern	1
Location specific concern for road safety	1

Pupil	
Sentiment	Count
Positive	1
General positive comment	1

Resident Business	
Sentiment	Count
Suggestion	11
Review school entrance/access arrangements	4
Stop scheme	3
Consider resident / staff permits	2
Increase School Street area	1
Scheme should be backed by law enforcement or council	1
Concern	3
Inconsiderate parking from parents	1
Negative impact on local congestion	1
Makes journeys longer	1
Positive	3
General positive comment	1
Scheme has improved safety (general)	1
Scheme has improved air quality	1

Staff	
Sentiment	Count
Suggestion	2
Increase School Street area	1
Consider resident / staff permits	1
Positive	1
Scheme has improved safety (general)	1

Table 5.

Table 6. Holy Family Catholic Primary School

Parent Carer	
Sentiment	Count
Negative	39
General negative comment	6
Scheme does not improve safety	4
Scheme has decreased safety (general)	4
Negative impact on local congestion	3
Stop scheme	3
Some vehicles ignore the scheme	3
Difficult to enforce with volunteers only	2
Concern children will become complacent about road safety	2
Scheme has increased pollution	2
Inconsiderate parking from parents	1
Scheme has decreased air quality	1
Create car drop-off and pick-up points	1
Scheme has decreased safety (traffic forced down single road)	1
Concern about road safety for pedestrians	1
Create difficulties for those travelling from further away	1
Location specific concern for road safety	1
Use resources on road safety education and cycle training instead	1
Makes journeys longer	1
Need to improve road surfaces	1
Concern	30
Difficult to enforce with volunteers only	11
Some vehicles ignore the scheme	6
Location specific concern for road safety	5
Concern children will become complacent about road safety if scheme is temporary	1
Scheme too limited to improve air quality	1
Scheme too limited to encourage cycling	1
Inconsiderate parking from parents	1
Scheme too limited to increase safety	1
Concern about motorised scooters	1
Concern about road safety for pedestrians	1
Negative impact on local congestion	1
Suggestion	24
Scheme should be backed by law enforcement or council	17
Need to improve signage and road markings	3
Some vehicles ignore the scheme	1
Stop scheme	1
Difficult to enforce with volunteers only	1
Promote electric scooters	1
Positive	10
Scheme has improved safety (general)	4
General positive comment	3
Positive for health and wellbeing	2
Scheme has improved air quality	1

Unrelated	5
(blank)	5

Pupil	
Sentiment	Count
Positive	21
Scheme has improved safety (general)	8
General positive comment	7
Journey to school is now more enjoyable	3
Nice to meet friends on the way to school	1
Enables child to be more independent	1
Scheme has improved air quality	1
Concern	4
Scheme too limited to increase safety	1
Parents need to go to work or live too far so cannot walk	1
Careless behaviour from drivers	1
Cars and roads are scary	1
Unrelated	3
(blank)	3
Other	2
Unclear	1
Parents need to go to work or live too far so cannot walk	1
Suggestion	1
Reduce area so residents can travel	1

Resident Business	
Sentiment	Count
Negative	48
Negative impact on local congestion	13
General negative comment	9
Stop scheme	6
Inconsiderate parking from parents	5
Scheme has increased pollution	4
Scheme has decreased safety (general)	2
Scheme has decreased air quality	2
Scheme should be backed by law enforcement or council	1
Location specific concern for road safety	1
Social distancing measures not respected	1
Some vehicles ignore the scheme	1
Makes journeys longer	1
Concern children will become complacent about road safety	1
Parents need to go to work or live too far so cannot walk	1
Suggestion	24
Scheme should be backed by law enforcement or council	6
Need to improve signage and road markings	6
Review school entrance/access arrangements	3
Increase School Street area	3
Consider resident / staff permits	2

Extend scheme hours	1
Implement school buses instead	1
Make scheme consistent	1
Discourage private vehicle use	1
Concern	7
Inconsiderate parking from parents	2
Social distancing measures not respected	1
Parents need to go to work or live too far so cannot walk	1
Some vehicles ignore the scheme	1
Difficult to enforce with volunteers only	1
Negative impact on local congestion	1
Unrelated	4
(blank)	4
Positive	3
General positive comment	1
Scheme has improved safety (general)	1
Scheme has improved air quality	1

Staff	
Sentiment	Count
Concern	3
Difficult to enforce with volunteers only	2
Careless behaviour from drivers	1
Suggestion	2
Scheme should be backed by law enforcement or council	1
Need to improve signage and road markings	1
Negative	1
Negative impact on local congestion	1

Table 7. Mayfield Primary School

Parent Carer	
Sentiment	Count
Concern	12
Scheme too limited to increase safety	3
Some vehicles ignore the scheme	2
Inconsiderate parking from parents	2
Location specific concern for road safety	2
Concern about road safety for pedestrians	1
Scheme too limited to improve air quality	1
Negative impact on local congestion	1
Suggestion	7
Scheme should be backed by law enforcement or council	3
Increase School Street area	2
Create car drop-off and pick-up points	1
Location specific concern for road safety	1
Positive	5
General positive comment	4
Positive for health and wellbeing	1
Negative	4
Stop scheme	1
Some vehicles ignore the scheme	1
Scheme too limited to increase safety	1
School street and LTN scheme not both needed	1
Unrelated	3
(blank)	3

Pupil	
Sentiment	Count
Positive	5
Journey to school is now more enjoyable	2
General positive comment	1
Positive for health and wellbeing	1
Nice to meet friends on the way to school	1
Concern	3
Cars and roads are scary	2
Careless behaviour from drivers	1
Unrelated	2
(blank)	2
Suggestion	1
Discourage private vehicle use	1
Negative	1
General negative comment	1
Other	1
Unclear	1

Resident Business	
Sentiment	Count
Suggestion	5
Review school entrance/access arrangements	2
Make exceptions for children / residents with special needs	1
Enables child to learn about climate change and road safety	1
Implement school buses instead	1
Positive	2
General positive comment	2
Negative	1
General negative comment	1
Unrelated	1
(blank)	1
Other	1
Unclear	1

Staff	
Sentiment	Count
Concern	3
Difficult to enforce with volunteers only	2
Concern about road safety for pedestrians	1
Positive	2
General positive comment	1
Enables child to learn about climate change and road safety	1

Table 8. North Ealing Primary School

Parent Carer	
Sentiment	Count
Suggestion	12
Location specific concern for road safety	4
Scheme should be backed by law enforcement or council	4
Increase School Street area	2
Consider resident / staff permits	1
Extend scheme to afternoon	1
Concern	11
Inconsiderate parking from parents	4
Difficult to enforce with volunteers only	3
Some vehicles ignore the scheme	2
Scheme should be backed by law enforcement or council	1
Negative impact on local congestion	1
Positive	7
Scheme has improved safety (general)	4
General positive comment	2
Positive for health and wellbeing	1
Unrelated	1
(blank)	1

Pupil	
Sentiment	Count
Positive	10
Journey to school is now more enjoyable	6
General positive comment	3
Scheme has improved air quality	1
Concern	4
The streets around the school are polluted	3
Cars and roads are scary	1
Unrelated	3
(blank)	3
Other	3
Unclear	3
Negative	2
General negative comment	2
Suggestion	1
Discourage private vehicle use	1

Resident Business	
Sentiment	Count
Negative	9
Inconsiderate parking from parents	2
Stop scheme	2
General negative comment	2
Some vehicles ignore the scheme	1
Scheme has decreased safety (general)	1
Negative impact on local congestion	1
Suggestion	6
Scheme should be backed by law enforcement or council	2
Increase School Street area	2
Consider resident / staff permits	1
Discourage private vehicle use	1
Concern	3
Inconsiderate parking from parents	2
Concern about attitudes of parents to local residents	1
Positive	1
General positive comment	1

Staff	
Sentiment	Count
Suggestion	1
Need to improve signage and road markings	1
Concern	1
Inconsiderate parking from parents	1

Table 9. Oaklands Primary School

Parent Carer	
Sentiment	Count
Negative	22
General negative comment	4
Negative impact on local congestion	3
Location specific concern for road safety	2
Scheme has decreased safety (general)	2
Pavement too narrow for increased footfall	2
Some vehicles ignore the scheme	1
Scheme should be backed by law enforcement or council	1
Makes journeys longer	1
Concern about safety for cyclists	1
School street and LTN scheme not both needed	1
Difficult to enforce with volunteers only	1
Stop scheme	1
Retain one way street	1
Concern children will become complacent about road safety	1
Suggestion	20
Scheme should be backed by law enforcement or council	3
Need to improve signage and road markings	2
Retain one way street	2
Electric car charging required	2
Keep the LTN	2
Location specific concern for road safety	2
Request that car engines are turned off	1
Use resources on road safety education and cycle training instead	1
Discourage private vehicle use	1
Increase School Street area	1
Ask neighbours to enforce scheme as well	1
Request measures to ensure residents / businesses can receive deliveries	1
Need to improve road surfaces	1
Concern	13
Location specific concern for road safety	3
Difficult to enforce with volunteers only	3
Some vehicles ignore the scheme	2
Concern children will become complacent about road safety	2
Concern about motorised scooters	1
Concern about safety for cyclists	1
Create difficulties for those travelling from further away	1
Positive	11
Scheme has improved safety (general)	4
General positive comment	2
Enables child to be more independent	1
Scheme has improved safety (parking)	1
Scheme has improved safety (vehicle speeds)	1
Positive for health and wellbeing	1

Scheme has improved air quality	1
Unrelated	1
(blank)	1

Pupil	
Sentiment	Count
Positive	22
General positive comment	6
Scheme has improved safety (general)	5
Journey to school is now more enjoyable	4
Nice to meet friends on the way to school	4
Positive for health and wellbeing	3
Unrelated	3
(blank)	3
Concern	3
Careless behaviour from drivers	1
Some vehicles ignore the scheme	1
Cars and roads are scary	1
Negative	2
Stop scheme	1
Negative impact on local congestion	1
Suggestion	1
Increase School Street area	1
Other	1
Unclear	1

Resident Business	
Sentiment	Count
Negative	23
Stop scheme	10
General negative comment	9
Negative impact on local congestion	2
The streets around the school are polluted	1
Inconsiderate parking from parents	1
Suggestion	18
Request measures to ensure residents / businesses can receive deliveries	5
Need to improve signage and road markings	4
Consider resident / staff permits	3
Discourage private vehicle use	1
Keep the LTN	1
Scheme should be backed by law enforcement or council	1
School street and LTN scheme not both needed	1
Increase School Street area	1
Reduce area so residents can travel	1
Concern	10
Some vehicles ignore the scheme	2
Careless behaviour from drivers	1
Scheme should be backed by law enforcement or council	1

Scheme has decreased air quality	1
Concern about road safety for pedestrians	1
Concern about motorised scooters	1
Social distancing measures not respected	1
Inconsiderate parking from parents	1
Scheme does not improve safety	1
Positive	6
General positive comment	4
Scheme has improved safety (general)	2
Unrelated	2
(blank)	2

Staff	
Sentiment	Count
Concern	10
Negative impact on local congestion	3
Some vehicles ignore the scheme	2
Social distancing measures not respected	1
Concern about road safety for pedestrians	1
Careless behaviour from drivers	1
Concern about safety for cyclists	1
Difficult to enforce with volunteers only	1
Suggestion	6
Consider resident / staff permits	3
Scheme should be backed by law enforcement or council	2
Review school entrance/access arrangements	1
Negative	2
Negative impact on local congestion	1
General negative comment	1
Positive	1
Scheme has improved safety (general)	1

Table 10. St John's Primary School

Parent Carer	
Sentiment	Count
Concern	1
Inconsiderate parking from parents	1

Resident Business	
Sentiment	Count
Suggestion	2
Need to improve signage and road markings	1
Consider residents	1

Table 11. St Mark's Primary School

Parent Carer	
Sentiment	Count
Positive	25
Scheme has improved safety (general)	14
Scheme has improved air quality	3
General positive comment	3
Positive for health and wellbeing	3
Enables child to be more independent	2
Suggestion	17
Need to improve signage and road markings	5
Increase School Street area	4
Scheme should be backed by law enforcement or council	3
Location specific concern for road safety	2
Extend scheme to afternoon	1
Add stronger gates	1
Discourage private vehicle use	1
Concern	8
Location specific concern for road safety	3
Some vehicles ignore the scheme	1
Negative impact on local congestion	1
Difficult to enforce with volunteers only	1
Concern about safety for cyclists	1
Inconsiderate parking from parents	1
Unrelated	4
(blank)	4
Negative	1
Stop scheme	1
Other	1
Unclear	1

Pupil	
Sentiment	Count
Positive	7
General positive comment	2
Scheme has improved safety (general)	2
Positive for health and wellbeing	1
Journey to school is now more enjoyable	1
Nice to meet friends on the way to school	1
Other	2
Unclear	2
Concern	1
Some vehicles ignore the scheme	1
Unrelated	1
(blank)	1
Negative	1
The streets around the school are polluted	1

Resident Business	
Sentiment	Count
Negative	12
General negative comment	4
Negative impact on local congestion	4
The streets around the school are polluted	1
Stop scheme	1
Inconsiderate parking from parents	1
Scheme does not improve safety	1
Concern	11
Inconsiderate parking from parents	3
School street and LTN scheme not both needed	2
Concern about road safety for pedestrians	2
Difficult to enforce with volunteers only	1
Negative impact on local congestion	1
Concern children will become complacent about road safety	1
Need to improve signage and road markings	1
Positive	5
General positive comment	3
Scheme has improved safety (general)	1
Positive for health and wellbeing	1
Suggestion	4
Consider residents	2
Increase School Street area	1
Consider resident / staff permits	1

Staff	
Sentiment	Count
Positive	1
Scheme has improved safety (general)	1

Table 12. Vicars Green Primary School

Parent Carer	
Sentiment	Count
Negative	9
Negative impact on local congestion	3
Scheme has decreased safety (general)	2
General negative comment	2
Stop scheme	1
Makes journeys longer	1
Suggestion	4
Review school entrance/access arrangements	3
Stop scheme	1
Unrelated	1
(blank)	1

Pupil	
Sentiment	Count
Positive	14
General positive comment	3
Positive for health and wellbeing	3
Journey to school is now more enjoyable	3
Scheme has improved air quality	2
Nice to meet friends on the way to school	2
Scheme has improved safety (general)	1
Concern	12
Create difficulties for those travelling from further away	2
Parents need to go to work or live too far so cannot walk	2
Negative impact on local congestion	2
Pavement too narrow for increased footfall	1
The streets around the school are polluted	1
Some vehicles ignore the scheme	1
Cars and roads are scary	1
Need to improve road surfaces	1
Concern about safety for cyclists	1
Suggestion	4
Review school entrance/access arrangements	2
Location specific concern for road safety	2
Unrelated	3
(blank)	3
Other	1
Unclear	1

Resident Business	
Sentiment	Count
Suggestion	8
Increase School Street area	2
Request that car engines are turned off	2
Scheme should be backed by law enforcement or council	1
Discourage private vehicle use	1
Consider residents	1
Extend scheme hours	1
Concern	7
Inconsiderate parking from parents	4
Concern about attitudes of parents to local residents	1
Scheme has decreased safety (general)	1
Negative impact on local congestion	1
Negative	5
Inconsiderate parking from parents	2
General negative comment	1
Stop scheme	1
Scheme has decreased safety (general)	1
Positive	1
General positive comment	1

Staff	
Sentiment	Count
Concern	5
Location specific concern for road safety	2
Scheme does not improve safety	1
Careless behaviour from drivers	1
Difficult to enforce with volunteers only	1
Suggestion	3
Need to improve signage and road markings	3
Negative	2
Scheme has increased pollution	1
Negative impact on local congestion	1

Table 13. Willow Tree Primary School

Parent Carer	
Sentiment	Count
Positive	16
Scheme has improved safety (general)	7
General positive comment	6
Positive for health and wellbeing	2
Scheme has improved air quality	1
Negative	10
Negative impact on local congestion	3
Social distancing measures not respected	2
Stop scheme	2
Scheme has decreased safety (general)	1
General negative comment	1
Scheme does not improve safety	1
Suggestion	9
Review school entrance/access arrangements	7
Create car drop-off and pick-up points	1
Make exceptions for children / residents with special needs	1
Unrelated	4
(blank)	4
Concern	4
Some vehicles ignore the scheme	2
Location specific concern for road safety	1
Social distancing measures not respected	1
Other	1
Unclear	1

Pupil	
Sentiment	Count
Positive	29
Scheme has improved safety (general)	13
General positive comment	8
Journey to school is now more enjoyable	5
Scheme has improved air quality	2
Nice to meet friends on the way to school	1
Concern	15
Pavement too narrow for increased footfall	3
Some vehicles ignore the scheme	3
Create difficulties for those travelling from further away	2
The streets around the school are polluted	2
Cars and roads are scary	1
Concern about safety for cyclists	1
Parents need to go to work or live too far so cannot walk	1
Difficult to enforce with volunteers only	1
Makes journeys longer	1
Unrelated	5
(blank)	5
Suggestion	5
Reduce area so residents can travel	1
Discourage private vehicle use	1
Scheme should be backed by law enforcement or council	1
Electric car charging required	1
Increase School Street area	1
Negative	2
Stop scheme	1
Scheme does not improve safety	1

Resident Business	
Sentiment	Count
Suggestion	8
Consider residents	2
Scheme should be backed by law enforcement or council	2
Request measures to ensure residents / businesses can receive deliveries	2
Discourage private vehicle use	1
Review school entrance/access arrangements	1
Concern	5
Concern about road safety for pedestrians	2
Concern about attitudes of parents to local residents	1
Social distancing measures not respected	1
Concern children will become complacent about road safety	1
Positive	3
Scheme has improved safety (general)	3
Negative	3
Inconsiderate parking from parents	2
Stop scheme	1

Staff	
Sentiment	Count
Suggestion	3
Consider resident / staff permits	2
Scheme should be backed by law enforcement or council	1
Concern	1
Inconsiderate parking from parents	1
Positive	1
Scheme has improved safety (general)	1

Full coding tables – Parents/Carers

Table 14. Berrymede Junior School

Q6	
Sentiment	Count
Careless driving and parking - dangerous	1

Table 15. Berrymede Junior School

Q5	
Sentiment	Count
No change - already use non car mode	2
Scheme has improved health and fitness	1

Q6	
Sentiment	Count
Scheme too limited to improve air quality	1
No choice but to drive	1

Q7	
Sentiment	Count
Inconsiderate/Illegal parking	1
Traffic levels have not improved	1
Noise pollution	1

Table 16. Derwentwater Primary School

Q5	
Sentiment	Count
No change - safety concerns for my children	2
Scheme has improved health and fitness	1
Close Spencer Road to non-residents	1
No change - already use non car mode	1

Q6	
Sentiment	Count
Scheme should be backed by law enforcement or council	2
Scheme too limited to have an impact	1
Scheme has no positive impact	1
Other objectives important	1
Careless driving and parking - dangerous	1
Scheme has improved safety (general)	1

Q7	
Sentiment	Count
Traffic levels have not improved	3
Inconsiderate/Illegal parking	2
Better enforcement needed	2
Against other road restrictions e.g. LTN	2
Education campaign on air quality	1
Congestion	1
Reduced road safety	1
General support	1
Idling	1
Extend closure area	1

Table 17. Gifford Primary School

Q7	
Sentiment	Count
Congestion	1
Traffic levels have not improved	1
Improved road safety	1

Table 18. Holy Family Catholic Primary School

Q5	
Sentiment	Count
No change - already use non car mode	6
Traffic in surrounding area has increased	5
Difficult to walk/scoot due to distance and other carer responsibilities	5
Makes me late for work/school	4
Encouraged my child to walk, cycle or scoot to school	3
No change - continue to use car	3
Children have false sense of security	2
Scheme has improved safety	2
Difficult to park	2
No change - safety concerns for my children	2
Does not help social distancing	1
Children can interact with friends	1
Scheme has reduced air quality	1

Q6	
Sentiment	Count
Scheme has no effect on safety	8
Scheme has no positive impact	7
Negative impact on congestion	7
Careless driving and parking - dangerous	5
Scheme has improved safety (general)	4
Scheme has no effect on air quality	3

My car journey is now longer	2
Scheme should be backed by law enforcement or council	2
Cyclists / scooters are dangerous	2
Scheme has made everything more complicated	2
Scheme too limited to have an impact	1
Positive for health and wellbeing	1
Social distancing measures not respected	1
Scheme has reduced traffic in the area	1
Scheme has improved air quality	1

Q7	
Sentiment	Count
Traffic displacement	6
Positive - unspecified	5
Better enforcement needed	4
Negative - unspecified	4
Traffic levels have not improved	3
Traffic displacement	3
Congestion	3
Idling	3
Negative impacts moved elsewhere	3
Reduced road safety	2
Cannot see full effects due to lockdown	1
Inconsiderate/Illegal parking	1
N/A	1
Reduced air quality	1
Encourages walking/cycling	1
Increased pollution	1
Unsafe for volunteers	1
Reduce school catchment areas	1
Has not reduced driving to school	1
Reduced Inconsiderate/Illegal parking	1
No impacts	1
Improved road safety	1
Noise pollution	1
Increased journey times	1
Parking issues have not improved	1
Pollution levels have not improved	1
No bus stops nearby to school	1

Table 19. Mayfield Primary School

Q5	
Sentiment	Count
No change - already use non car mode	6
Difficult to walk/scoot due to distance and other carer responsibilities	5
Scheme has improved safety	1
Unaware of school street	1
Difficult to park	1

Q6	
Sentiment	Count
My car journey is now longer	2
Air is polluted around the school	1
Cyclists / scooters are dangerous	1
Scheme has no effect on air quality	1
Scheme has no positive impact	1
Scheme too limited to have an impact	1
Widen school street area	1
No choice but to drive	1
Scheme has improved air quality	1

Q7	
Sentiment	Count
N/A	2
Inconsiderate/Illegal parking	2
Positive - unspecified	1
Idling	1
Scheme is unnecessary	1
Cannot see full effects due to lockdown	1
Extend closure area	1

Table 20. North Ealing Primary School

Q5	
Sentiment	Count
No change - already use non car mode	10
Scheme has improved safety	5
Difficult to walk/scoot due to distance and other carer responsibilities	2
Encouraged my child to walk, cycle or scoot to school	2

Q6	
Sentiment	Count
Scheme has improved safety (general)	3
My car journey is now longer	1
Scheme too limited to have an impact	1
Scheme has no positive impact	1
Need to encourage children to cycle and walk	1

Widen school street area	1
General positive comment	1
Scheme has no effect on air quality	1

Q7	
Sentiment	Count
N/A	4
Positive - unspecified	4
Scheme is not very effective	2
Road safety concerns	2
Traffic displacement	1
Better enforcement needed	1
Traffic speed concerns	1
Inconsiderate/Illegal parking	1
No impacts	1

Table 21. Oaklands Primary School

Q5	
Sentiment	Count
No change - already use non car mode	13
Scheme has improved safety	5
Makes me late for work/school	4
Stressful	3
Displaced parking and traffic issues	1
Road is much calmer, more enjoyable and spacious	1
Prefer planter and ANPR	1
Difficult to walk/scoot due to distance and other carer responsibilities	1
Difficult to park	1

Q6	
Sentiment	Count
Scheme has no effect on air quality	4
Scheme has no positive impact	4
Negative impact on congestion	4
Scheme has improved safety (general)	3
Careless driving and parking - dangerous	2
Scheme has made everything more complicated	2
Scheme has no effect on safety	2
Air is polluted around the school	2
Need to encourage reduced car use	2
Social distancing measures not respected	1
Concern children will become complacent about road safety	1
My car journey is now longer	1
No choice but to drive	1

Q7	
Sentiment	Count
Road safety concerns	5
Better enforcement needed	3
Support for LTN	3
Congestion	2
Against other road restrictions e.g. LTN	2
Scheme has increased traffic in the area	2
Traffic displacement	2
Extend closure area	2
Inconsiderate/Illegal parking	2
N/A	2
Traffic speed concerns	1
Scheme is unnecessary	1
Idling	1
More support needed from council	1
Traffic displacement	1
Have always walked to school anyway	1
Reduced traffic levels	1
Negative - unspecified	1
Idling	1
Noise pollution	1
Improved street environment	1
Positive - unspecified	1
Comment on survey	1
Reduced air quality	1
Increased pollution	1
Reduced road safety	1

Table 22. St John's Primary School

Q5	
Sentiment	Count
Displaced parking and traffic issues	1
Scheme has improved safety	1
No change - already use non car mode	1

Q6	
Sentiment	Count
Social distancing measures not respected	1
Scheme has no effect on safety	1

Q7	
Sentiment	Count
Support for LTN	1
Increased pollution	1
Congestion	1
Has not reduced driving to school	1

Table 23. St Mark's Primary School

Q5	
Sentiment	Count
No change - already use non car mode	13
Scheme has improved safety	11
Encouraged my child to walk, cycle or scoot to school	3
Road is much calmer, more enjoyable and spacious	2
Does not improve wider area	2
Child/ren can be more independent	2
Displaced parking and traffic issues	2
Scheme has improved air quality	1
General positive comment	1
Difficult to park	1

Q6	
Sentiment	Count
Scheme has no effect on air quality	7
Negative impact on congestion	7
General positive comment	5
Need to encourage reduced car use	3
Scheme has improved safety (general)	2
Scheme has no effect on safety	2
Air is polluted around the school	2
Positive for health and wellbeing	2
Social distancing measures not respected	1
Concern children will become complacent about road safety	1
Widen school street area	1
Scheme has encouraged walking / cycling	1
Scheme has no positive impact	1
My car journey is now longer	1
Some cars ignore the scheme	1
Scheme has made everything more complicated	1
Careless driving and parking - dangerous	1
Children can be more independent	1

Q7	
Sentiment	Count
Against other road restrictions e.g. LTN	10
Congestion	7
Positive - unspecified	4
Difficult to differentiate impacts from LTN impacts	4
Comment on survey	3
Traffic displacement	3
No impacts	3
Improved road safety	3
Scheme has reduced traffic in the area	2
More support needed from council	2

Traffic speed concerns	2
Have always walked to school anyway	2
Traffic levels have not improved	2
Access difficulties - emergency services	2
Driver frustration/Road rage	1
N/A	1
Education campaign on air quality	1
Better enforcement needed	1
Road safety concerns	1
Idling	1
Support for LTN	1
Reduced Inconsiderate/Illegal parking	1
Encourages walking/cycling	1
Reduced road safety	1
Reduced traffic levels	1
Increased pollution	1

Table 24. Vicars Green Primary School

Q5	
Sentiment	Count
Traffic in surrounding area has increased	1
Stressful	1
No change - already use non car mode	1
No change - safety concerns for my children	1

Q6	
Sentiment	Count
Scheme has made everything more complicated	2
Scheme has no effect on safety	1
No choice but to drive	1

Q7	
Sentiment	Count
Scheme has increased traffic in the area	3
Congestion	3
Reduced road safety	3
Parking issues have not improved	1
Has not reduced driving to school	1
Inconsiderate/Illegal parking	1
Traffic levels have not improved	1
Make street outside school one-way	1
More difficult for parents dropping off children	1

Table 25. Willow Tree Primary School

Q5	
Sentiment	Count
No change - already use non car mode	5
Makes me late for work/school	2
Scheme has improved safety	1
Improved residents parking	1
Scheme has reduced traffic in the area	1
Unable to walk/scoot due to disability	1
Child/ren can be more independent	1
Scheme has improved air quality	1

Q6	
Sentiment	Count
Scheme has improved safety (general)	5
General positive comment	3
Social distancing measures not respected	1
No choice but to drive	1
Positive for health and wellbeing	1
Have always walked to school anyway	1
Careless driving and parking - dangerous	1
Negative impact on congestion	1

Q7	
Sentiment	Count
Parking issues have not improved	4
More difficult for parents dropping off children	3
Has not reduced driving to school	2
Improved road safety	1
Reduced ability to social distance	1
Reduced noise pollution	1
Scheme is not very effective	1
Too many exceptions	1
Traffic displacement	1
Encourages walking/cycling	1
Positive - unspecified	1

Full coding tables – Staff

Table 27. Berrymede Junior School

Q6	
Sentiment	Count
Other	1
No impact	1

Q7	
Sentiment	Count
Other	1
No impact	1
Concern	1
Careless driving	1

Table 28. Berrymede Junior School

Q7	
Sentiment	Count
Positive	1
Scheme has improved safety (general)	1

Table 29. Derwentwater Primary School

None

Table 30. Gifford Primary School

Q6	
Sentiment	Count
Positive	1
General positive comment	1
Other	1
No impact	1

Q7	
Sentiment	Count
Concern	1
Careless driving	1

Table 31. Holy Family Catholic Primary School

Q6	
Sentiment	Count
Negative	1
Negative impact on local congestion	1

Table 32. Mayfield Primary School

Q7	
Sentiment	Count
Concern	2
Careless driving	2

Table 33. North Ealing Primary School

Q6	
Sentiment	Count
Concern	1
Negative impact on residents	1

Q7	
Sentiment	Count
Suggestion	2
Need more communication	1
Need clearer road markings and signage	1

Table 34. Oaklands Primary School

Q6	
Sentiment	Count
Concern	1
Negative impact on residents	1

Q7	
Sentiment	Count
Concern	3
Negative impact on local congestion	2
Careless driving	1
Positive	1
Less traffic now	1

Table 35. St John's Primary School

None

Table 36. St Mark's Primary School

Q6	
Sentiment	Count
Negative	1
Negative impact on air quality	1

Q7	
Sentiment	Count
Concern	2
Negative impact on local congestion	1
Careless driving	1

Table 37. Vicars Green Primary School

Q7	
Sentiment	Count
Concern	3
Negative impact on local congestion	2
Careless driving	1
Suggestion	1
Need clearer road markings and signage	1

Table 38. Willow Tree Primary School

Q6	
Sentiment	Count
Positive	2
Seen increase in cycling	1
Scheme has improved safety (general)	1

Q7	
Sentiment	Count
Suggestion	1
Need permits for staff	1

Full coding tables – Residents/Businesses

Table 39. Berrymede Junior & Infant Schools

Q7	
Sentiment	Count
Positively	2
Unclear sentiment	1
Deliveries - positive impact	1

Q8	
Sentiment	Count
Suggestion	2
Request that car engines are turned off	1
Increase School Street area	1
Positive	2
Scheme has improved safety (general)	1
General positive comment	1

Q9	
Sentiment	Count
Positively	2
Positive environmental impact (pollution)	1
Improved road safety (general)	1

Table 40. Derwentwater Primary School

Q7	
Sentiment	Count
Negatively	7
Against permanent barrier	1
No impact	1
Negative environmental impact (pollution)	1
Increased journey times	1
Reduced road safety (impact on pedestrians)	1
Increased stress (general)	1
Negative comments from parents	1
Positively	2
Reduced road safety (general)	1
Reduced car usage	1
Don't know / Can't say	2
Traffic displacement	1
Increased journey times	1

Q10	
Sentiment	Count
Negative	3
Reduced access - residents	1
Traffic displacement	1
Reduced parking available	1
Suggestion	1
Enforcement - fines	1

Q11	
Sentiment	Count
Negative	2
Increased traffic	1
Congestion	1
Other	1
Comment on survey	1

Table 41. Gifford Primary School

Q7	
Sentiment	Count
Negatively	12
Inconsiderate parking	3
Congestion	2
Deliveries - negative impact	1
Negative environmental impact (pollution)	1
Noise pollution	1
Reduced parking available	1
Unclear sentiment	1
Negative comments from parents	1
Negative environmental impact (driving over greenery)	1
Don't know / Can't say	4
Reduced inconsiderate parking	1
Noise pollution	1
Congestion	1
Inconsiderate parking	1
Positively	2
Reduced inconsiderate parking	1
Congestion	1

Q10	
Sentiment	Count
Negative	14
Congestion	2
Dangerous parking	2
Tension between parents/carers and residents	2
No room for cyclists on the road	1
Reduced access - parents/carers	1
Noise pollution	1
Reduced road safety - general	1
General	1
Anti-social behaviour (Parents/Carers)	1
Inconsiderate parking	1
Negative impact on air quality	1
Suggestion	2
Provide more rubbish bins	1
Extend closure area	1

Q11	
Sentiment	Count
Negative	7
Congestion	2
General rejection	2
Reduced parking available	1
Unable to get parking permit	1
Reduced access - emergency services	1
Suggestion	3
Enforcement - CCTV	1
Introduce parking permits	1
Extend closure area	1
Positive	2
Reduced vehicle speeds	1
Reduced car usage	1
Other	1
Not applicable	1

Table 42. Holy Family Catholic Primary School

Q7	
Sentiment	Count
Negatively	67
Congestion	13
Traffic displacement	9
Inconsiderate parking	9
Increased journey times	7
Reduced parking available	6
Negative environmental impact (pollution)	4
Driver frustration/road rage	3
Access for residents (general)	2
Reduced road safety (drivers)	2
Signs too small	1
Unspecified	1
Negative environmental impact (air quality)	1
Accessibility concerns	1
Scheme area should be expanded	1
Deliveries - negative impact	1
Tensions between parents/carers and residents	1
Confusion over alternative route	1
Unclear sentiment	1
Reduced road safety (impact on pedestrians)	1
Residents need more/better information	1
No impact	1
Don't know / Can't say	28
Negative environmental impact (pollution)	3
Congestion	3
No impact	3
Inconsiderate parking	2
Reduced congestion	2
Increased journey times	2
Increased road safety (Impact on pedestrians)	2
Unspecified	2
Increased road safety (general)	1
Reduced idling	1
Traffic displacement	1
Increased road safety (Impact on cyclists)	1
Reduced inconsiderate parking	1
Increased journey times	1
Positive environmental impact (air quality)	1
Increased road safety (pedestrians)	1
Negative environmental impact (air quality)	1
Positively	9
Reduced inconsiderate parking	2
Quieter street	2
Cleaner streets	1

Delivery drivers support the scheme	1
Reduced speeds	1
Inconsiderate parking	1
Positive environmental impact (pollution)	1

Q8	
Sentiment	Count
Negatively	7
Congestion	2
Negative environmental impact (pollution)	1
Increased journey times	1
Difficulties with access	1
Reduced parking available	1

Q9	
Sentiment	Count
Negatively	5
Increased journey times	1
Congestion	1
Reduced road safety (impacting on pedestrians)	1
Deliveries - negative impact	1
Difficulties with access	1

Q10	
Sentiment	Count
Negative	62
Congestion	9
Traffic displacement	9
Negative impact on air quality	4
Does not achieve aims	4
General	4
Increased pollution	4
Inconsiderate parking	3
Driver frustration/road rage	3
Increased journey times	3
Does not encourage walking/cycling	2
Reduces accessibility	2
Reduced ability to social distance	2
Negative impacts moved elsewhere	2
Reduced road safety - general	1
Doesn't teach road safety	1
Does not improve road safety	1
Idling	1
Reduced parking available	1
No impact on social distancing	1
Reduced road safety - pedestrians	1
No improvement in air quality	1
Increased traffic	1

No social distancing	1
Illegal parking	1
Suggestion	7
Extend closure area	2
Reduce catchment areas for schools	1
Better enforcement of cyclists	1
Strategy needed to prevent rat-running	1
Ban driving to school	1
In-school campaign to reduce car usage	1
Positive	7
General support	3
Improved air quality	2
Reduced road rage incidents	1
Improved road safety - pedestrians	1
Other	6
Comment on survey	4
Unclear sentiment	2
Unrelated	2
Comment on Covid rules	1
Against traffic restrictions generally	1

Q11	
Sentiment	Count
Negative	28
Congestion	6
Increased pollution	3
Lack of consultation	2
Increased journey times	2
General rejection	2
Unsure of process to get parking permit	2
Tension between parents/carers and residents	1
Negative impact on air quality	1
Inconvenient for residents - unspecified	1
Does not reduce car usage	1
Negative impacts moved elsewhere	1
Unable to get parking permit	1
Traffic displacement	1
Does not encourage walking/cycling	1
Inconsiderate parking	1
Does not achieve aims	1
Lack of communication with residents	1
Positive	7
Reduced congestion	2
Permit system is easy/convenient	1
Quieter street	1
General support	1
Encourages walking/cycling	1
Improved air quality	1

Other	3
Comment on survey	2
Unclear sentiment	1
Suggestion	3
Extend closure area	1
School bus service	1
Provide online permit reminders	1
Unrelated	2
Supportive of ULEZ	1
Against other road restrictions	1

Table 43. Mayfield Primary School

Q7	
Sentiment	Count
Negatively	4
Reduced parking available	1
Increased idling	1
Congestion	1
Increase in illegal parking	1
Don't know / Can't say	3
Inconsiderate parking	1
No impact	1
Increase in illegal parking	1
Positively	2
Reduced road safety (impact on pedestrians)	1
Difficulties with access	1

Q10	
Sentiment	Count
Suggestion	4
School should provide parking	1
Measures to prevent parents driving to school - unspecified	1
Exempt disabled residents from restrictions	1
Extend closure area	1
Positive	3
Improved air quality	1
Reduced inconsiderate parking	1
Improved road safety - pedestrians	1
Unrelated	2
General support for cycling & walking	1
Address local drug dealing	1
Negative	1
Noise pollution	1
Other	1
Comment on survey	1

Q11	
Sentiment	Count
Suggestion	2
Improve signage	1
Extend closure area	1
Negative	2
Negative impacts moved elsewhere	1
Does not achieve aims	1

Table 44. North Ealing Primary School

Q7	
Sentiment	Count
Negatively	17
Difficulties with access	4
Reduced road safety (impact on pedestrians)	3
Unspecified	2
Difficulties with access	2
Increased journey times	2
Deliveries - negative impact	1
Increased idling	1
Negative environmental impact (pollution)	1
Reduced road safety (drivers)	1
Don't know / Can't say	15
Inconsiderate parking	5
Reduced road safety (impact on pedestrians)	2
Reduced car usage	2
Improved road safety (general)	1
Reduced road safety (Impact on cyclists)	1
Increased congestion	1
Unspecified	1
No impact	1
Quieter street	1

Q10	
Sentiment	Count
Negative	13
Negative impacts moved elsewhere	2
Reduced road safety - pedestrians	2
Confusion over alternative routes	1
Driver frustration/road rage	1
Does not reduce car usage	1
Reduced access - residents	1
Road safety concerns - children	1
General	1
Traffic displacement	1
General rejection	1

Idling	1
Suggestion	4
Road safety training for parents	1
Measures to prevent pedestrians walking in the road	1
Improve signage	1
In-school campaign to reduce car usage	1
Other	4
Comment on survey	4
Unrelated	1
Cyclists/E-scooters are dangerous	1
Positive	1
Improved access for residents	1

Q11	
Sentiment	Count
Negative	9
Does not reduce car usage	2
Reduced road safety - pedestrians	2
Congestion	2
Tension between parents/carers and residents	1
Traffic displacement	1
General rejection	1
Suggestion	2
Extend closure area	1
Enforcement - unspecified	1
Other	1
Comment on survey	1

Table 45. Oaklands Primary School

Q7	
Sentiment	Count
Negatively	53
Difficulties with access	19
Congestion	7
Increased journey times	5
Negative - general	4
Negative comment about Ealing council	3
Inconsiderate parking	2
Reduced parking available	2
Reduced road safety (impact on pedestrians)	2
Not enforced	1
Reduced speeds	1
Negative - unspecified	1
Reduced road safety (impacting on cyclists)	1
Driver frustration/road rage	1
Reduced road safety (impacting on drivers)	1

Negative environmental impact (pollution)	1
Increased parking available	1
Noise pollution	1
Don't know / Can't say	36
No impact	4
Difficulties with access	3
Quieter street	3
Increased journey times	2
Reduced parking available	2
Improved access	2
Improved road safety (general)	2
Less traffic on residential streets	2
Unclear sentiment	1
Inconsiderate parking	1
Reduced car usage	1
Increased parking available	1
Reduced speeds	1
Less idling	1
Improved road safety (impact on pedestrians)	1
Confusion over alternative route	1
Reduced congestion	1
Improved road safety (Impact on cyclists)	1
Reduced road safety - general	1
Positive impacts on health	1
Road safety education needed	1
Positive environmental impact (general)	1
Congestion	1
Positive environmental impact (pollution)	1
Positively	11
Reduced conflict over parking	1
Improved road safety (impact on pedestrians)	1
Update navigation applications with one-way street information	1
Increased parking available	1
Quieter street	1
Increased walking/cycling	1
Reduced road safety (general)	1
No impact	1
Unspecified	1
No issues with access	1
Positive impacts on health	1

Q8	
Sentiment	Count
Negatively	1
Difficulties with access	1

Q9	
Sentiment	Count
Negatively	2
Loss of customers	1
Difficulties with access	1

Q10	
Sentiment	Count
Negative	62
Does not achieve aims	9
Congestion	6
Scheme unnecessary	5
Traffic displacement	5
Negative impact on air quality	5
General rejection	5
No impact on social distancing	3
Increased journey times	3
Idling	3
Increased pollution	3
Lack of consultation	2
Driver frustration/road rage	2
No improvement in air quality	2
Inconvenient for residents - unspecified	1
Reduced access - residents	1
Does not encourage walking/cycling	1
Doesn't teach road safety	1
Reduced road safety - pedestrians	1
Children cycling on pavements	1
Lack of enforcement / rules not followed	1
Noise pollution	1
Personal safety concerns	1
Unrelated	12
Against other road restrictions	4
Support for LTNs	3
Cyclists/E-scooters are dangerous	2
Enforce against dog fouling	1
Unhappy with parking charges	1
Against traffic restrictions generally	1
Positive	10
General support	3
Overall street environment	1
Reduced inconsiderate parking	1
Quieter street	1
Reduced car usage	1
Improved air quality	1
Fewer cars on street	1
Improves safety for residents	1
Other	9

Dissatisfaction with Ealing Council	3
Unspecified	2
Comment on survey	2
Unclear sentiment	1
No Impacts	1
Suggestion	9
School should provide parking	1
Move planter/barrier location	1
Consider impact on local business	1
Do not allow bicycles two-way on one-way street	1
Provide information to navigation companies e.g. satnav	1
Enforcement - Barriers	1
Widen pavements	1
Enforcement - CCTV	1
Invest money in public transport instead	1

Q11	
Sentiment	Count
Negative	30
Scheme unnecessary	5
Lack of enforcement / rules not followed	4
Congestion	3
General rejection	2
Idling	2
Increased journey times	2
Permits are not long-lasting	1
Illegal parking	1
Does not encourage walking/cycling	1
Inconsiderate parking	1
Permit system doesn't account for customers	1
Unsure of process to get parking permit	1
Reduced road safety	1
Does not improve parking availability	1
Should not need a permit	1
Dangerous cycling	1
Noise pollution	1
Inconvenient for residents - unspecified	1
Other	10
Unspecified	3
Comment on survey	3
Dissatisfaction with Ealing Council	2
Support for LTNs	1
No Impacts	1
Suggestion	7
Allow guests/deliveries access	2
More/Improved cycle lanes	1
Enforcement - CCTV	1
Do not allow bicycles two-way on one-way street	1

School should provide parking	1
Enforcement - Barriers	1
Unrelated	5
Cyclists/E-scooters are dangerous	1
Against other road restrictions	1
Support for LTNs	1
Against traffic restrictions generally	1
Appreciative of refuse collectors	1
Positive	2
Overall street environment	1
Encourages walking/cycling	1

Q12	
Sentiment	Count
Negative	39
Congestion	4
General rejection	4
Scheme unnecessary	4
Reduced access - delivery drivers	3
Inconvenient for residents - unspecified	2
Increased journey times	2
Driving speeds are too high	2
Reduced access - residents	2
Does not reduce car usage	2
Reduced road safety - pedestrians	2
Reduced road safety - general	1
Reduced road safety - Cyclists	1
Inconsiderate parking	1
Negative impact on appearance of the street	1
Reduced parking available	1
Negative impacts moved elsewhere	1
Noise pollution	1
Does not teach road safety	1
Traffic displacement	1
Increased pollution	1
Confusion over alternative routes	1
Lack of enforcement / rules not followed	1
Positive	13
Encourages walking/cycling	3
General support	2
Improved air quality	2
Overall street environment	1
Reduced pollution	1
Reduced congestion	1
Fewer cars on street	1
Improves safety for residents	1
Improved road safety - pedestrians	1
Other	9

Unspecified	3
Unclear sentiment	2
No Impacts	2
Dissatisfaction with Ealing Council	1
Support for LTNs	1
Unrelated	5
Against other road restrictions	3
Support for LTNs	2
Suggestion	3
Allow guests/deliveries access	2
open up the entrance to Oaklands Road from Boston Manor	1

Table 46. St John's Primary School

Q7	
Sentiment	Count
Negatively	10
Congestion	2
Reduced road safety (general)	2
Increased journey times	2
Traffic displacement	1
Inconsiderate parking	1
Difficulties with access	1
Negative environmental impact (pollution)	1
Don't know / Can't say	1
Traffic displacement	1

Q10	
Sentiment	Count
Other	3
Comment on survey	2
Dissatisfaction with Ealing Council	1
Negative	2
Traffic displacement	1
Does not improve air quality	1
Unrelated	1
Against other road restrictions	1
Suggestion	1
More/Improved cycle lanes	1

Q11	
Sentiment	Count
Negative	1
Congestion	1

Table 47. St Mark's Primary School

Q7	
Sentiment	Count
Negatively	28
Difficulties with access	6
Congestion	6
Negative environmental impact (pollution)	3
Traffic displacement	2
Unspecified	2
Driver frustration/road rage	2
Reduced road safety - general	1
Inconsiderate parking	1
Reduced road safety (impact on pedestrians)	1
Increased speeding	1
Reduced parking available	1
Improve sign placement	1
Positive (general)	1
Don't know / Can't say	14
Difficulties with access	3
Improved road safety (impact on pedestrians)	2
No impact	2
Reduced car usage	1
Unclear sentiment	1
Reduced congestion	1
Unspecified	1
Quieter street	1
Cleaner streets	1
Positive (general)	1
Positively	2
Less traffic on residential streets	1
Improved access	1

Q10	
Sentiment	Count
Negative	15
Does not achieve aims	5
Does not improve road safety	2
Congestion	2
Reduced access - residents	1
Unspecified	1
Scheme unnecessary	1
No improvement in air quality	1
No improvement to street environment - general	1
Does not reduce pollution	1
Positive	5
Overall street environment	2
Improved road safety - pedestrians	1

Reduced pollution	1
Reduced inconsiderate parking	1
Unrelated	4
Against other road restrictions	4
Suggestion	3
Improve communication with residents	1
School should engage more with the community	1
Measures to prevent parents driving to school - unspecified	1
Other	2
Dissatisfaction with Ealing Council	1
Comment on survey	1

Q11	
Sentiment	Count
Negative	12
Congestion	3
Traffic displacement	2
Reduced access - residents	1
Idling	1
Reduced road safety - pedestrians	1
Reduces road safety - pedestrians	1
Does not encourage walking/cycling	1
Inconsiderate parking	1
Negative impacts moved elsewhere	1
Positive	2
Reduced inconsiderate parking	1
General support	1
Unrelated	1
Against other road restrictions	1
Suggestion	1
Improve communication with residents	1

Table 48. Vicars Green Primary School

Q7	
Sentiment	Count
Negatively	37
Difficulties with access	11
Inconsiderate parking	8
Congestion	3
Reduced access	2
Noise pollution	2
Increased idling	2
Negative environmental impact (pollution)	2
Reduced parking available	1
Reduced road safety (impact on pedestrians)	1
Reduced road safety (Impact on cyclists)	1
Driver frustration/road rage	1

Illegal parking	1
Tensions between parents/carers and residents	1
Increased speeding	1
Don't know / Can't say	2
Inconsiderate parking	1
Difficulties with access	1

Q8	
Sentiment	Count
Negatively	2
Increased journey times	1
Difficulties with access	1

Q9	
Sentiment	Count
Negatively	2
Increased journey times	1
Difficulties with access	1

Q10	
Sentiment	Count
Negative	8
Does not achieve aims	4
No improvement in air quality	1
Noise pollution	1
Does not encourage walking/cycling	1
Driving speeds are too high	1
Other	1
Unclear sentiment	1

Q11	
Sentiment	Count
Negative	7
Congestion	2
Noise pollution	1
Lack of enforcement / rules not followed	1
Idling	1
Reduced parking available	1
Inconvenient for residents - unspecified	1

Q12	
Sentiment	Count
Negative	13
Congestion	3
Traffic displacement	3
Reduced road safety - general	2
Illegal parking	2
Does not improve road safety	1

Lack of enforcement / rules not followed	1
Inconvenient for residents - unspecified	1
Suggestion	6
Introduce parking permits	2
Move planter/barrier location	1
Measures to prevent parents driving to school - unspecified	1
Extend closure area	1
Enforcement - unspecified	1
Positive	1
Improved road safety - pedestrians	1

Table 49. Willow Tree Primary School

Q7	
Sentiment	Count
Negatively	8
Difficulties with access	3
Reduced parking available	1
Increased journey times	1
Reduced road safety (impact on pedestrians)	1
Congestion	1
Inconsiderate parking	1
Don't know / Can't say	7
Difficulties with access	3
Reduced parking available	1
Unspecified	1
Inconsiderate parking	1
No impact	1
Positively	1
Improved access	1

Q10	
Sentiment	Count
Negative	6
Reduced road safety - pedestrians	2
Traffic displacement	1
Reduces accessibility	1
Reduced road safety - general	1
Congestion	1
Other	2
Unspecified	1
No Impacts	1

Q11	
Sentiment	Count
Negative	6
Inconsiderate parking	1
Reduced road safety - pedestrians	1
Inconvenient for residents - unspecified	1
Congestion	1
Accessing a permit is difficult	1
Does not reduce car usage	1
Other	2
Unspecified	1
No Impacts	1
Suggestion	1
Permits should be free	1

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Equalities Analysis Assessment



EAA Title	School Streets
Please describe your proposal?	Implementation of 10 permanent school streets schemes 12
Is it HR Related?	No
Corporate Purpose	Cabinet decision

1: Introduction

This Equalities Analysis Assessment (EAA) is for the London Streetspace Programme School Streets, including the Perivale scheme. It is an update to the EAA published with the officer report which recorded the decisions to make of the Experimental Traffic Orders (ETO) dated 26th October 2020 for LSP schemes and 2nd November 2020 for the Perivale scheme.

An EAA is a living document, ensuring the Council has a continuing consideration of its public sector equality duty, and should be reconsidered if new information comes to light or when any significant changes are made to the scheme it is assessing. The updated EAA is undertaken as part of the decision-making process for new Traffic Management Orders being proposed, with changes being made to the operation of the School Streets, namely

- limiting exemptions for Blue Badge Holders from the original general exemption to those:
Blue badge holders who are resident or work in the area can register with the Council to allow them access to the closure during operational times or.

Blue badge holders who are dropping off and collecting staff and pupils, or the parent of a blue badge holder that attends the school, will be exempt subject to them also applying to register with the Council to allow them access to the closure during operational times.
- Removing the exemption for school staff
- Camera enforcement to replace the barrier enforced design.

2. Proposal Summary Information

2a. What is the Scheme looking to achieve? Who will be affected?

School Streets is a scheme where the streets near a school are closed to most vehicles at school opening and closing times. Closing the streets to school and through traffic helps to achieve a safer, more pleasant environment for everyone using the streets whilst maintaining access for residents and businesses within the zone, and all pedestrians and cyclists.

School Streets are usually implemented to encourage active travel, improve air quality and reduce road danger outside of schools. However, a vital additional purpose for the COVID-19 recovery was to provide additional space outside of schools so that parents/carers could drop off and collect their children whilst safely social distancing. Schools helped with staggered start and end times, widening their entrances as much as possible and using additional entrances and/or one-way systems where possible.

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The Perivale scheme was implemented with funding from the Local Implementation Plan (LIP) and 11 further schemes were implemented using funding from the London Streetspace Plan (LSP), which is a central Government fund (administered by TfL) in response to the COVID emergency.

The 2020 schemes utilised an Experimental Traffic Order (ETO), allowing for monitoring of impacts and changes to the schemes during the experimental period.

These schemes were implemented using mobile barriers, managed by volunteers. It is now proposed that these School Streets be enforced by Automatic Number Plate Recognition (ANPR).

Exemptions currently apply to vehicles registered at residents and businesses within the zone, school staff, blue badge holders and all emergency service vehicles. Other vehicles, including parents, f and deliveries, are not permitted to access the School Street.

It is proposed to amend the exemptions as outlined in paragraph 1 above.

Signs at the entrances to the scheme inform drivers of the restrictions. Non-registered vehicles will not be allowed to enter the scheme during the times of operation.

Schools that were chosen to participate in these schemes had already tried other means of improving the road environment around the school gates. One of the selection criteria for this programme was that schools had achieved, or were working towards achieving, a TfL Stars accreditation, where they support safe and sustainable travel. Schools have continued to promote active travel and raise awareness of road safety for the school journey.

This EAA relates to 10 School Streets, the Perivale scheme and 9 LSP schemes which it is now proposed be made permanent. 2 LSP schemes are recommended to Cabinet for redesign.

2b. What will the impact of your proposal be?

The overall benefits of Schools Streets are:

- Reduced school related parking and congestion at the school gates, within the school street zone,
- Improved environment for safe and sustainable travel to school
- Raised awareness of active travel and encouraging walking, scooting and cycling by the school community
- Improved mental and physical health and well-being by increasing active travel
- Reduced air pollution through the reduction in car use

The scheme will help to achieve the 3 core objectives of the LBE Transport Strategy:

- Modeshift – *increasing active travel*
- Reducing the environmental footprint of transport – *improve air quality*
- Improving road safety – *reduce road safety incidents*

Whilst these are the first School Streets in Ealing these schemes have been successfully implemented in many Local Authorities in London and nationally, including industry leaders Hackney, Camden, Birmingham, Solihull and Edinburgh, using various types of enforcement. The result is a reduction in

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traffic around the school gates and more children walking, cycling or taking public transport to their school, instead of being dropped off by car, at the school gate.

Resources and research supporting the implementation of School Streets to increase active travel can be found on this website: <http://schoolstreets.org.uk/resources/> This includes a review of 16 existing School Streets, showing that these closures can improve the number of children walking, cycling and wheeling to school without creating road safety problems. <https://www.napier.ac.uk/about-us/news/school-street-closures>

The school run makes up over a quarter of London's morning traffic. In Ealing 85% of primary pupils live up to 1 mile but only 69% travel actively to school. The proportion of car journeys (totalling 23%, down from 25% in 2016/17) 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 cycleable.

Residents in surrounding streets may be concerned that there will be increased congestion for them. We will be working with school communities to identify and promote locations away from schools where parents can park; this should disperse the cars over a wider area than at present. Experience from other Boroughs shows that residents in surrounding roads are not adversely affected as parking by families who chose to drive will be dispersed over a much wider area.

A research report has been published by Edinburgh Napier University on displacement of traffic and road safety following the implementation of school streets <https://www.napier.ac.uk/about-us/news/school-street-closures> The findings show traffic displacement doesn't cause road safety issues in neighbouring streets.

In January 2021 TfL published an evaluation of School Streets and found there is a good level of support for these schemes <https://content.tfl.gov.uk/school-streets-evaluation-report-website.pdf>

A GLA study published in March 2021 found that School Streets reduced nitrogen dioxide by up to 23 per cent during morning drop off. The air quality monitoring report can be found here: <https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/school-streets-air-quality-study>

3. Impact on Groups having a Protected Characteristic

AGE: *A person of a particular age or being within an age group.*

Positive and negative impact

Describe the Impact

CONSTRUCTION

Construction is the installation of road signs and cameras. These will be fixed to existing poles where possible, or new poles installed if required. There will be no significant noise or obstruction. The impact is, therefore considered to be **neutral**.

OPERATION

If a particular resident is wholly or mostly dependent on car or vehicular travel (e.g. older people with a significant mobility impairment), the operation of the finished scheme will have **no additional impact** as all residents of the school street, including those with mobility issues, will be able to apply for a permit allowing access during the closure time.

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Older non-residents who have mobility issues and are dependent on car or vehicular travel may have a **slight negative impact** with possible longer journey times at defined periods of the day during school closing and opening times.

No buses are routed through any of the School Street schemes.

The impact on older pedestrians, those with disabilities and children and their families is expected to be **positive**. Road safety in the residential area is expected to be improved with lower traffic volumes allowing more walking and cycling in the area. No buses are routed through any of the School Streets.

For those who are able to walk and cycle and choose to utilise active travel modes, the scheme is expected to be **positive**. The expected reduction in traffic in the residential area is expected to make it more conducive to walking and cycling with an associated lower road safety risk.

Access will be maintained for emergency vehicles through Automatic Number-plate Recognition (ANPR) cameras. As the School Street is a low traffic zone and unauthorised vehicles will not be able to enter the area, Emergency Services may find the School Streets provide unhindered access for their vehicles which could help response times which would be a **positive impact**.

Officers have consulted and continue to work with the emergency services to resolve any significant issues, therefore, it is concluded that there will be **no significant impact**.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

Describe the Mitigating Action

All residents within the scheme will receive a permit. Residents can apply for additional permits for carers. Their visitors and deliveries are not permitted to enter the zone and will be asked to arrive outside of the closure times.

DISABILITY: A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day to day activities¹.

Positive, negative and neutral impacts

Describe the Impact

CONSTRUCTION

Construction is the installation of road signs and cameras. These will be fixed to existing poles where possible, or new poles installed if required. There will be no significant noise or obstruction. The impact is, therefore considered to be **neutral**.

OPERATION

No street furniture will be placed on the footway or block any desire lines at junctions, therefore, operation of the implemented scheme would be **neutral** for visually impaired people.

¹ Due regard to meeting the needs of people with disabilities involves taking steps to take account of their disabilities and may involve making reasonable adjustments and prioritizing certain groups of disabled people on the basis that they are particularly affected by the proposal.

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Blue badge holders who are resident or work in the area can register with the Council to allow them access to the closure during operational times. It is also proposed that any blue badge holders dropping off and collecting staff and pupils should also be exempt subject to them also applying to register for dispensation. Officers will advise the school of the application process in order to support these registrations.

Parents or carers of a child with a blue badge can register with the Council to allow them access to the closure during operational times. Applications for temporary permits will be considered if access is an issue due to short term health or mobility issues.

Approved providers of Special Needs Transport will be permitted to enter the zone.

The operation of the proposed permanent scheme will have **no additional impact** on the above groups as they can apply for an exemption.

Operation of the implemented scheme is likely to generate a **slight positive impact** on an unknown number of people with breathing difficulties if traffic volumes within the residential area reduce and traffic volumes on the boundary roads remain broadly similar to pre-COVID volumes as expected due to reduced air pollution.

Operation of the finished scheme is likely to generate a **positive impact** on an unknown number of pedestrians and cyclists with mobility issues due to reduced traffic volumes making for a more pleasant, safer walking and cycling environment.

Access will be maintained for emergency vehicles through Automatic Number-plate Recognition (ANPR) cameras. As the School Street is a low traffic zone and unauthorised vehicles will not be able to enter the area, Emergency Services may find the School Streets provide unhindered access for their vehicles which could help response times which would be a **positive impact**.

However, the operation of the proposed permanent scheme will have some **negative impact** on those with disabilities reliant on car or vehicle travel during the defined periods of the day at school opening and closing times as those vehicle (including taxis collecting or dropping off someone with a disability) will not be permitted to enter the road closure.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

Describe the Mitigating Action

Disabled residents and business employees within the scheme will receive a permit. Residents can apply for additional permits for carers. Their other visitors are not permitted to drive into the zone during the defined periods of the day and will be asked to arrive outside of the closure times or park in alternative streets.

Blue badge holders who are resident or work in the area can apply for a permit. Also, blue badge holders dropping off and collecting staff and pupils, and parents or carers of a child with a blue badge can apply for a permit. Officers will provide support to schools and applicants.

Approved providers of Special Needs Transport will be permitted to enter the zone.

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Ensure residents are continued to be made aware of the School Streets schemes so that alternative arrangements (e.g. new routes) are known.

GENDER REASSIGNMENT: *This is the process of transitioning from one sex to another. This includes persons who consider themselves to be trans, transgender and transsexual.*

Neutral impact

Describe the Impact

There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

Describe the Mitigating Action

Not applicable.

RACE: *A group of people defined by their colour, nationality (including citizenship), ethnic or national origins or race.*

Neutral Impact

Describe the Impact

There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

Describe the Mitigating Action

Not applicable.

RELIGION & BELIEF: *Religion means any religion. Belief includes religious and philosophical beliefs including lack of belief (for example, Atheism). Generally, a belief should affect a person's life choices or the way you live for it to be included.*

Neutral impact

Describe the Impact

If an attendee of a religious building is wholly or mostly dependent on car or vehicular travel (e.g. a person with a significant mobility impairment or wheelchair users), the operation of the School Street may generate a **low negative impact** initially. However, this is not specific to any religious belief so is covered more fully in the disability section of this EEA.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

Describe the Mitigating Action

Not applicable

SEX: *Someone being a man or a woman.*

Neutral impact

Describe the Impact

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Women are more likely to do most of the work involved in looking after children and other family members. In lockdown, mothers in two-parent households were only doing, on average, a third of the uninterrupted paid-work hours of fathers. <https://www.ifs.org.uk/publications/14861>

According to the [2014 National Travel Survey](#), trips to escort children to school are more likely to be made by women aged 30 to 49.

The School Streets may impact an unknown number of parents who drop children and school and go on to work and are therefore constrained by time. This may have a **low negative impact**.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

Describe the Mitigating Action

Parents who feel they need to drive can park legally nearby and walk the last part of the journey. If available, information will be provided on locations where parents can park, such as supermarket, leisure centre car parks or Park & Stride areas. In Ealing, 84% of pupils live within 1 mile of their school. This is a 20 minute walk. 62% live within a ten minute walk.

SEXUAL ORIENTATION: *A person's sexual attraction towards his or her own sex, the opposite sex or to both sexes.*

Neutral impact

Describe the Impact

There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

Describe the Mitigating Action

Not applicable.

PREGNANCY & MATERNITY: *Description: Pregnancy: Being pregnant. Maternity: The period after giving birth - linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, including as a result of breastfeeding.*

Neutral impact

Describe the Impact

Greater reliance on car - little time impacts
 Emergency services will be able to access the road closures meaning that response times are expected to be largely unaffected. This may be perceived as a slight negative impact, but officers have consulted and continue to work with the emergency services to resolve any significant issues. As the School Street is a low traffic zone and unauthorised vehicles will not be able to enter the area, Emergency Services may find the School Streets provides unhindered access for their vehicles which would be a **positive impact**.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

Describe the Mitigating Action

If required a temporary permit can be requested.

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MARRIAGE & CIVIL PARTNERSHIP: <i>Marriage: A union between a man and a woman, or of the same sex, which is legally recognised in the UK as a marriage</i> <i>Civil partnership: Civil partners must be treated the same as married couples on a range of legal matters.</i>
Neutral impact
Describe the Impact
There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.
Alternatives and mitigating actions which have been considered in order to reduce negative effect:
Describe the Mitigating Action
Not applicable.

4. Human Rights²

4a. Does your proposal impact on Human Rights as defined by the Human Rights Act 1998?

Articles 1 and Article 8 of the Protocol to the European Convention of Human Rights (which are enshrined in the 1998 Act) confirm as follows

Article 1 "Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and the general principles of international law. The preceding provisions shall not, however, in any way impair the right of the state to enforce such laws as it deems necessary to control the use of property in accordance with the general interest...."

Article 8 "Everyone has the right to respect for his private and family life, his home and his correspondence. There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country. For the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others'.

To the extent that Articles 1 and/or 8 applies it is considered that the decision to traffic orders to create school streets is justified in the public interest given the anticipated positive outcomes outlined above.

4b. Does your proposal impact on the rights of children as defined by the UN Convention on the Rights of the Child?

Yes, the proposed School Streets scheme specifically considers the impact on children and the impact on their physical safety and well-being and aims to improve their well being.

4c. Does your proposal impact on the rights of persons with disabilities as defined by the UN Convention on the rights of persons with disabilities?

Yes, the proposed School Streets scheme does impact on some persons with disabilities who are not entitled to an exemption. It is considered that this is justified in the public interest given the anticipated positive outcomes outlined above.

² For further guidance please refer to the Human Rights & URNC Guidance on the Council Equalities [web page](#).

Equalities Analysis Assessment

5. Conclusions and Data

5a. Conclusions

There are not expected to be any significant negative impacts on any group. It is anticipated that there will be positive impacts for children. Any negative impacts will be closely monitored and any on-going adverse impacts will taken into account as appropriate in the decision on whether to make the scheme permanent or not.

5b. What evidence, data sources and intelligence did you use to assess the potential impact/effect of your proposal? Please note the systems/processes you used to collect the data that has helped inform your proposal. Please list the file paths and/or relevant web links to the information you have described.

- Data available from Office of National Statistics
- Evidence from other School Streets installations - <http://schoolstreets.org.uk/resources/>
- Evidence from research of School Street installations - <https://www.napier.ac.uk/about-us/news/school-street-closures>
- Evidence from evaluation of School Streets - <https://content.tfl.gov.uk/school-streets-evaluation-report-website.pdf>
- Evidence from air quality monitoring report - <https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/school-streets-air-quality-study>

6. Action Planning: *(What are the next steps for the proposal please list i.e. when it comes into effect, when mitigating actions³ will take place, how you will measure impact etc.)*

Action	Outcomes	Success Measures	Timescales/ Milestones	Lead Officer (Contact Details)
Set up and communicate a feedback mechanism	Allow residents, businesses and stakeholders to report any issues that may impact an equalities group	<ul style="list-style-type: none"> • School Streets inbox open and receiving emails 	Set up in August 2020 and in place for the duration of the scheme	Transport Planning Service
Letter regarding scheme to all properties regarding statutory consultation on TRO	Allow residents to consider alternative modes or routes for journeys, advise deliveries etc.	<ul style="list-style-type: none"> • Delivery of letters 	Prior to making of new TRO	Highways
Provide permits to allow access for residents, business vehicles within the scheme and others who are exempt	Exempt vehicles have access to the School Street at all times	<ul style="list-style-type: none"> • Residents receive instructions on how to apply for a permits in their information pack • Residents and others apply for permits via an online portal (LBE website). These 	From August 2021 for the duration of the scheme	Transport Planning Service /Parking Services

Equalities Analysis Assessment

		are processed within 5 working days		
Walk to school maps are provided, if available. And active travel is promoted by the schools	Families have information on walking routes and suitable Park & Stride locations. Schools are engaged in STARS programme	<ul style="list-style-type: none"> PDF versions of the maps are provided for schools to share with families on their websites Schools achieve or maintain STARS accreditation 	Maps available on Ealing Grid for Learning STARS accreditation is approved in Summer term	Transport Planning Service
Implement monitoring regime	Scope, obtain or survey items for monitoring (mode of travel data, photographic evidence before/after.) Seek feedback from school community on implementation of the scheme	<ul style="list-style-type: none"> Collection of data Collection of feedback 	All data to be collected prior to final review report. Ongoing feedback collected via dedicated mailbox	Transport Planning Service
Use of industry standards and guidelines in design	Minimise any negative impacts on any equalities group	<ul style="list-style-type: none"> Undertake audit 	2 months after TRO published	Highways
Consult with Emergency Services	Ensure awareness of the School Streets and mitigate any concerns. Continual monitoring on operations	<ul style="list-style-type: none"> No on-going concerns raised by emergency services 	In accordance with statutory timeframes and prior	Highways
Consider all impacts on equalities group as part of the design	Avoid adding to/ removing elements which specifically and significantly negatively impact on any equalities group	<ul style="list-style-type: none"> Undertake audit 	2 months after installation	Highways
Additional Comments:				
None.				

7. Sign off: *(All EAA's must be signed off once completed)*

Equalities Analysis Assessment

Completing Officer Sign Off:	Service Director Sign Off:	<i>HR related proposal (Signed off by directorate HR officer)</i>
Signed:	Signed:	Signed:
Name (Block Capitals): CHRIS COLE Date: XX	Name (Block Capitals): DIPTI PATEL Date: XX	Name (Block Capitals): Date:
For EA's relating to Cabinet decisions: received by Committee Section for publication by (date)		

Appendix 1: Legal obligations under Section 149 of the Equality Act 2010:

- As a public authority we must have due regard to the need to:
 - a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- The protected characteristics are: AGE, DISABILITY, GENDER REASSIGNMENT, RACE, RELIGION & BELIEF, SEX, SEXUAL ORIENTATION, PREGNANCY & MATERNITY, MARRIAGE & CIVIL PARTNERSHIP
- Having due regard to advancing equality of opportunity between those who share a protected characteristic and those who do not, involves considering the need to:
 - a) Remove or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - b) Take steps to meet the needs of persons who share a relevant characteristic that are different from the needs of the persons who do not share it.
 - c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- Having due regard to fostering good relations between persons who share a relevant protected characteristic and persons who do not, involves showing that you are tackling prejudice and promoting understanding.
- Complying with the duties may involve treating some people more favourably than others; but this should not be taken as permitting conduct that would be otherwise prohibited under the Act.

Contains Confidential or Exempt Information	YES (Part) Appendix B contains Exempt Information by virtue of Paragraph 3 of Schedule 12A to the Local Government Act 1972	13
Title	Fielding Primary School ARP Award of contract	
Responsible Officer	Tamara Quinn, Assistant Director Planning, Resources & Service Development, Ext. 8444, E-mail: TQuinn@ealing.gov.uk	
Author	Laurence Field, Ext. 5425, E-mail: FieldL@ealing.gov.uk	
Portfolio	Councillor Nagpal, Cabinet Member for a Fairer Start	
For Consideration By	Cabinet	
Date to be Considered	13 th July 2021	
Implementation Date if Not Called In	26 th July 2021	
Affected Wards	Northfield	
Keywords/Index	Fielding Primary School; Schools Capital Programme; award contract.	

Purpose of Report:

To obtain authority to award a contract for the Fielding Primary School ARP building works further to the decision to invite and evaluate tenders by Cabinet dated 19th January 2021.

The award of contract for this work was previously approved by Cabinet dated 25th May 2021 but the contractor subsequently withdrew their tender.

1. Recommendations

It is recommended that Cabinet:

- i. awards a contract in the sum of £1,382,371.08 to H Carolan Construction Limited for the Fielding Primary School ARP works to be funded from the existing approved Schools SEN Expansion Programme budget as set out in the Capital Programme 2021/22 to 2025/26.

2. Reason for Decision and Options Considered

2.1 The Council has a statutory duty to secure sufficient school places and to promote high educational standards, ensure fair access to educational opportunity and promote the fulfilment of every child's educational potential. The Council must also promote choice and diversity.

2.2 Cabinet authorised the Executive Director for Children, Adults and Public Health, in consultation with the Portfolio Holder, to invite and evaluate tenders for the main works contracts, and any enabling works contracts, required for the provision of the ARP at Fielding Primary School at an estimated value of £1.500m, on 19th January 2021.

2.3 Cabinet approved the award of contract for this work previously in May 2021 but the successful tenderer subsequently withdrew their tender prior to entering into contract. It is now recommended to award the contract to H Carolan Construction Ltd's whose tender is the most economically advantageous tender to the Council.

2.4 Awarding the building contract for the Fielding Primary School ARP works will create facilities for an additional 24 pupils with an Education, Health and Care Plan and support their needs within a mainstream school environment.

2.5 The relevant background report, Determination of Statutory Proposals for Fielding Primary School ARP and Children's Services Capital Approvals, which was presented to Cabinet on the 19th January 2021, can be accessed via the following link:

<https://ealing.cmis.uk.com/ealing/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/6520/Committee/3/Default.aspx>

3. Key Implications

3.1 Cabinet, on 19th January 2021, approved the invitation and evaluation of tenders for Fielding Primary School ARP at an estimated value of £1.500m.

3.2 Competitive tenders were sought for the Fielding Primary School ARP. Tenders were submitted on 25th March 2021. The tenders were evaluated, by the Council's Quantity Surveyors, on the basis of the most economically advantageous tender to the Council using an Evaluation Matrix approved by the Council's Commercial Hub. H Carolan Construction Limited submitted the most economically advantageous tender to the Council as set out in Appendix A. The tender evaluation report is included in Confidential Appendix B.

4. Financial

4.1 A schedule of costs for the Fielding Primary School ARP building works is contained in Appendix A. The total cost of the ARP works at Fielding Primary School is estimated at £1.706m which will be funded from the existing approved Schools SEN Expansions Programme budget as shown in Table 1 below.

Table 1: Funding Stream for Fielding Primary School ARP (Adapted from February 2021 Budget Strategy and MTFs 2021/22 to 2023/24 Cabinet Report Appendix 7 Capital Programme 2020/21 to 2025/26)

The Cabinet report is available on the Council's website at the following address: <http://ealing.cmis.uk.com/ealing/Home.aspx>

Item Ref.	Scheme	Budget 2021/22	Budget 2022/23	Budget 2023/24	Total Budget 2020/21-2023/24
		£m	£m	£m	£m
0027	Schools SEN Expansion Programme	2.855	1.750	-	4.605

4.3 The contract will be managed by the Council's internal Projects Delivery Unit (PDU). Schools Service budgets, DSG usage and the Council's capital programme are monitored as part of the Council's budget monitoring process.

5. Legal

5.1 The contract for the Fielding Primary School ARP has been tendered and is being let in accordance with the Council's Contract Procedure Rules and the Public Contract Regulations 2015 (as amended) as applicable.

5.2 Section 14 of the Education Act 1996 establishes that the Council has a statutory duty to ensure that there are sufficient school places in their area, to promote high educational standards, to ensure fair access to educational opportunity and to promote the fulfilment of every child's educational potential. They must also ensure that there are sufficient schools in their area and promote diversity and increase parental choice.

5.3 The School Standards and Framework Act 1998 places a statutory duty on the Council to maintain the fabric of the premises of a maintained and community schools. Further, the Council has statutory duties to provide school places and to comply with the School Premises (England) Regulations 2012.

6. Value For Money

Competitive tenders were sought for the Fielding Primary School ARP works contract. The Council's Quantity Surveyors evaluated the tenders using the evaluation matrix approved by the Council's Commercial Hub to determine the most economically advantageous tenders to the Council. The proposals as submitted by H Carolan Construction Limited have been fully examined by the Council's Quantity Surveyors and are considered to represent value for money.

7. Sustainability Impact Appraisal

The proposals will include an assessment of the impact on sustainability as outlined within the Council's procurement policies.

8. Risk Management

There are established processes for managing Capital projects and risks are identified as part of the project management process. A Risk Register will be prepared for the project, and this will be updated and managed until completion of the project.

9. Community Safety

None

10. Links to the 3 Priorities for the Borough

The project is linked to 'Opportunities and living incomes' and 'A healthy and great place' priorities.

11. Equalities, Human Rights and Community Cohesion

An Equalities Analysis Assessment has been carried out for the project described in this report and is set out in Appendix C.

12. Staffing/Workforce and Accommodation implications:

N/a.

13. Property and Assets

This report deals with schools' property and assets.

14. Any other implications:

None

15. Consultation

Extensive consultations were carried out with Fielding Primary School. Consultation has also taken place with the Portfolio Holder and with the wider school community, including statutory consultation.

16. Timetable for Implementation

Table 3: Fielding Primary School ARP Contract Timetable for Implementation

Approval to Award Contract	13 July 2021
Contracts Signed and Sealed	July/August 2021
Construction Work Commences on Site	August 2021
Construction Work Completes on Site	Summer term 2022
Accommodation Opens	September 2022

17. Appendices

- A. Financial Implications
- B. Tender Evaluation Report (Confidential Appendix)
- C. Equalities Analysis Assessment

18. Background Information

18.1 Reports to Cabinet in October 2020 and January 2021.

The above reports are available on the Council's website at:

http://www2.ealing.gov.uk/services/council/committees/agendas_minutes_reports/cabinet/index.html

Consultation

Name of consultee	Post held	Date sent to consultee	Date response received	Comments appear in paragraph:
Internal				
Cllr. Kamaljit Kaur Nagpal	Portfolio Holder, A Fairer Start	29/6/21	29/6/21	Throughout
Judith Finlay	Executive Director Children, Adults & Public Health	29/6/21	29/6/21	Throughout
Tamara Quinn	Assistant Director Planning, Resources & Service Development	29/6/21	29/6/21	Throughout
Justin Morley	Head of Legal Services (Social Care and Education)	29/6/21		
Craig McDowell	Category Lead (People)	29/6/21		
Russell Dyer	Assistant Director Finance	29/6/21		
Stephen Bell	Finance Manager – Children and School Services	29/6/21		
Chuhr Nijjar	Senior Contracts Lawyer	29/6/21		
External				
	eg voluntary organisation			

Report History

Decision type:	Urgency item?
Key decision	No
Report no.:	Report author and contact for queries:
	Laurence Field, Programme Manager; Ext. 5425

Appendix A – Fielding Primary School ARP Financial Implications

The total expenditure to be approved is as follows:

Ref.	Item	13 £
1	Recommended tender for acceptance: H Carolan Construction Limited	1,382,371.08
2	Building Control Fees	2,500.00
3	Planning Fees	1,873.00
4	CDM Advisor Fees	4,500.00
5	Design & Project Management Fees	192,642.53
6	Site investigations and surveys	13,850.00
7	Loose Furniture and Equipment	36,000.00
8	Sensory Room and Calm Room	22,000.00
9	ICT Equipment	36,000.00
10	Highways Compliance	12,000.00
11	Decanting / Removal Works	2,000.00
12	ESTIMATED TOTAL COST [exc. VAT]	1,705,736.61

Equalities Impact Assessment

1. Proposal Summary Information	
EAA Title	Fielding Primary School ARP Award of Contract
Please describe your proposal?	Scheme: Award the contract for construction of an ARP (Additionally Resourced Provision) at Fielding Primary School providing facilities for children aged 4-11 with an Education Health and Care Plan with needs on the Autistic Spectrum or related Speech, Language and Communications needs.
Is it HR Related?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Corporate Purpose	Cabinet Decision

1. What is the Initiative/Function/Policy/Project/Scheme (pick one) looking to achieve? Who will be affected?
<p>Seeks Cabinet approval to award the contract for construction of an ARP (Additionally Resourced Provision) at Fielding Primary School providing facilities for children aged 4-11 with an Education Health and Care Plan with needs on the Autistic Spectrum or related Speech, Language and Communications needs.</p>

2. What will the impact of you proposal be?
<p>The impact of the Fielding Primary School ARP proposal is to ensure sufficient specialist Special Education Need and Disability (SEND) school places are available to serve the local community.</p>

Equalities Impact Assessment

2. Impact on Groups having a Protected Characteristic

AGE: *A person of a particular age or being within an age group.*

State whether the impact is positive, negative, a combination of both, or neutral: Positive

Describe the Impact

The proposal is part of the Council's programme to provide sufficient school places including for High Needs places to serve the local community has a positive impact on those who are of school age. If there are insufficient school places in an area then not all children of a particular age will be able to have the option of attending school as close as possible to their homes unless there is an expansion of school provision. If there are not sufficient specialist SEND school places in an area then pupils may not be able to access provision most appropriate to meet their needs. There is inequality between those of the same age living in the same area as some children either have to remain in a mainstream school with additional support at a higher cost than an ARP or will be offered places in an ARP (if available) much further away.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

Describe the Mitigating Action

No negative effect identified.

DISABILITY: *A person has a disability if s/he has a physical or mental impairment which has a substantial and long term adverse effect on their ability to carry out normal day to day activities¹.*

State whether the impact is positive, negative, a combination of both, or neutral: Positive

Describe the Impact

It is considered that this will have a positive impact for children and young people with Special Educational Needs, specifically with needs on the Autistic Spectrum or related Speech, Language and Communications needs.

The ARP accommodation is designed to meet the needs of people with disabilities by taking steps to take account of their disabilities and making reasonable adjustments. The proposal prioritising the needs of pupils on the Autistic Spectrum or related Speech, Language and Communications needs on the basis that they are particularly affected by the proposal.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

¹ Due regard to meeting the needs of people with disabilities involves taking steps to take account of their disabilities and may involve making reasonable adjustments and prioritizing certain groups of disabled people on the basis that they are particularly affected by the proposal.

Equalities Impact Assessment

Describe the Mitigating Action
No negative effect identified.

GENDER REASSIGNMENT: <i>This is the process of transitioning from one sex to another. This includes persons who consider themselves to be trans, transgender and transsexual.</i>
State whether the impact is positive, negative, a combination of both, or neutral: Neutral
Describe the Impact
Neutral impact. Persons who are undergoing gender reassignment or consider themselves to be trans, transgender and transsexual may have children at, or intending to attend, the school.
Alternatives and mitigating actions which have been considered in order to reduce negative effect:
Describe the Mitigating Action
No negative effect identified.

RACE: <i>A group of people defined by their colour, nationality (including citizenship), ethnic or national origins or race.</i>
State whether the impact is positive, negative, a combination of both, or neutral: Neutral
Describe the Impact
Neutral impact. Places at the school are available to all, and there is no discrimination by race, ethnic origins or nationality.
Alternatives and mitigating actions which have been considered in order to reduce negative effect:
Describe the Mitigating Action
No negative effect identified.

RELIGION & BELIEF: <i>Religion means any religion. Belief includes religious and philosophical beliefs including lack of belief (for example, Atheism). Generally, a belief should affect a person's life choices or the way you live for it to be included.</i>
State whether the impact is positive, negative, a combination of both, or neutral: Neutral
Describe the Impact
The school is open to young people of all religions and beliefs, and there would be no negative impact to people of any faith or belief as a result of this proposal.
Alternatives and mitigating actions which have been considered in order to reduce negative effect:
Describe the Mitigating Action
No negative effect identified.

SEX: <i>Someone being a man or a woman.</i>
State whether the impact is positive, negative, a combination of both, or neutral: Neutral
Describe the Impact
Neutral effect identified in terms of the above recommendations.

Equalities Impact Assessment

Alternatives and mitigating actions which have been considered in order to reduce negative effect:
Describe the Mitigating Action
No negative effect identified.

SEXUAL ORIENTATION: <i>A person's sexual attraction towards his or her own sex, the opposite sex or to both sexes.</i>
State whether the impact is positive, negative, a combination of both, or neutral: Neutral
Describe the Impact
No differential impact on people based on sexual orientation so neutral impact identified.
Alternatives and mitigating actions which have been considered in order to reduce negative effect:
Describe the Mitigating Action
No negative effect identified.

PREGNANCY & MATERNITY: <i>Description: Pregnancy: Being pregnant. Maternity: The period after giving birth - linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, including as a result of breastfeeding.</i>
State whether the impact is positive, negative, a combination of both, or neutral: Neutral
Describe the Impact
There should be a neutral impact on pregnancy & maternity.
Alternatives and mitigating actions which have been considered in order to reduce negative effect:
Describe the Mitigating Action
No negative effect identified.

MARRIAGE & CIVIL PARTNERSHIP: <i>Marriage: A union between a man and a woman. or of the same sex, which is legally recognised in the UK as a marriage</i> <i>Civil partnership: Civil partners must be treated the same as married couples on a range of legal matters.</i>
State whether the impact is positive, negative, a combination of both, or neutral: Neutral
Describe the Impact
There should be a neutral impact on marriage & civil partnership.
Alternatives and mitigating actions which have been considered in order to reduce negative effect:
Describe the Mitigating Action
No negative effect identified.

Equalities Impact Assessment

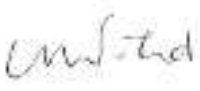

3. Human Rights²
4a. Does your proposal impact on Human Rights as defined by the Human Rights Act 1998? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
4b. Does your proposal impact on the rights of children as defined by the UN Convention on the Rights of the Child? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
4c. Does your proposal impact on the rights of persons with disabilities as defined by the UN Convention on the rights of persons with disabilities? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
The proposal links to article 28 (right to education) as defined by the UN Convention on the Rights of a Child. The Act facilitates the education of the most educationally and physically disabled children. It supports high aspirations and plans around the child. This provision will enhance the education and life chances of such children.

4. Conclusion				
The proposals will not disadvantage any group or individual with a protected characteristic. The proposal will have a positive impact for children with Special Educational Needs, specifically with needs on the Autistic Spectrum or related Speech, Language and Communications needs.				
4a. What evidence, data sources and intelligence did you use to assess the potential impact/effect of your proposal? Please note the systems/processes you used to collect the data that has helped inform your proposal. Please list the file paths and/or relevant web links to the information you have described.				
SEN Code of Practice; Special Educational Needs and Disability Regulations 2014; Children and Families Act 2014; Early Years Census Data reports; Connexions data on attendance at Ealing Youth Centres.				
5. Action Planning: (What are the next steps for the proposal please list i.e. what it comes into effect, when migrating actions³ will take place, how you will measure impact etc.)				
Action	Outcomes	Success Measures	Timescales/ Milestones	Lead Officer (Contact Details)
Additional Comments:				
No mitigating actions to be taken.				
6. Sign off: (All EAA's must be signed off once completed)				

² For further guidance please refer to the Human Rights & URNC Guidance on the Council Equalities [web page](#).

³ Linked to the protected characteristics above

Equalities Impact Assessment

Completing Officer Sign Off:	Service Director Sign Off:	<i>HR related proposal (Signed off by directorates HR officer)</i>
Signed:  Name (Block Capitals): L M FIELD Date: 22 nd April 2021	Signed:  Name (Block Capitals): T QUINN Date: 22 nd April 2021	Signed: Name (Block Capitals): Date:
For EA's relating to Cabinet decisions: received by Committee Section for publication by (date):		

Appendix 1: *Legal obligations under Section 149 of the Equality Act 2010:*

- As a public authority we must have due regard to the need to:
 - a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
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- The protected characteristics are: AGE, DISABILITY, GENDER REASSIGNMENT, RACE, RELIGION & BELIEF, SEX, SEXUAL ORIENTATION, PREGNANCY & MATERNITY, MARRIAGE & CIVIL PARTNERSHIP
- Having due regard to advancing equality of opportunity between those who share a protected characteristic and those who do not, involves considering the need to:
 - a) Remove or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - b) Take steps to meet the needs of persons who share a relevant characteristic that are different from the needs of the persons who do not share it.
 - c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- Having due regard to fostering good relations between persons who share a relevant protected characteristic and persons who do not, involves showing that you are tackling prejudice and promoting understanding.

Complying with the duties may involve treating some people more favourably than others; but this should not be taken as permitting conduct that would be otherwise prohibited under the Act.