



Report for:
ACTION

Item Number:

Contains Confidential or Exempt Information	NO
Title	Transport Programme 2022-23
Responsible Officer(s)	Darren Henaghan, Director of Housing
Author(s)	Russell Roberts, Principal Transport Planner
Portfolio(s)	Deputy Leader and Climate Action, Cllr Deirdre Costigan and Healthy Lives, Cllr Josh Blacker
For Consideration By	Cabinet
Date to be considered	13 July 2022
Implementation Date if Not Called In	26 July 2022
Affected Wards	All
Area Committees	All
Keywords/Index	Active Travel, Air Quality/Pollution, Bike Hangar, Climate and Ecological Emergency Strategy, Cycling, Elizabeth Line/Crossrail, Electric vehicle, Local Implementation Plan (LIP), Public Realm/Placemaking, Recovery, Road Safety, Sustainable Transport, School Travel, Traffic, Walking, West Ealing Liveable Neighbourhood

Purpose of Report:

This report sets out the Council's Transport Programme and seeks approval for two programmes of transport projects for 2022-23 including:

- Local Implementation Plan (LIP) grant and other Transport for London (TfL) grant funded programmes to be delivered during 2022-23,
- Transport projects programme funded by Section 106 (S106) contributions.

The report also seeks authority for the approval to expand the successful dockless cycle hire scheme within the borough.

1. Recommendations

It is recommended that Cabinet:

- 1.1 Notes and approves the proposed detailed revised 2022-23 Transport Programme funded by TfL grant, Parking Revenue Account and S106 contributions set out in Appendix A.

1.2 Notes and approves the proposed 2022-23 budget changes to the existing Highways capital specific scheme's budget as detailed in Section 4 which increases the budget by £8.375M and which consists of:

a) TfL grant funded budget	£4.999M
b) Parking Revenue Account	£2.127M
c) Other Capital Grants	£0.030M
d) S106 funded budget	£1.219M

1.3 Approves £1.787M increase in the revenue expenditure budget for Place Transport Planning projects in 2022-23 as detailed in Section 4 which consists of:

a) TfL grant	£1.315M
b) Fee Income from transport operators	£0.065M
c) Parking Revenue Account	£0.402M
d) S106 funded budget	£0.005M

1.4 Delegates authority to the Director of Housing to take the necessary steps to implement the schemes identified in the Transport Programme (which includes those schemes funded through S106 monies) as set out in Appendix A following consultation with the Portfolio Holders for Climate Action and Healthy Lives, subject to relevant detailed design and approvals and the outcome of any statutory consultation that may be required.

1.5 Delegates authority to the Director of Housing to approve a revised Transport Programme for 2022-23 should the level of confirmed TfL grant for the Council be lower than expected, following consultation with the Chief Finance Officer and the Portfolio Holders for Climate Action and Healthy Lives (see section 3)

1.6 Authorises the Director of Housing following consultation with the Portfolio holder for Climate Action, to authorise the Council enter into agreements with new operators to expand dockless cycles within the borough.

2. Reason for Decision and Options Considered

2.1 The proposed Ealing Transport Programme 2022/23 set out in Appendix A has been devised to meet the Council's transport priorities. The Ealing Transport Strategy and the Local Implementation Plan (LIP) 2019-22 also set out the transport strategy for Ealing Council and provide the rationale for the Council's spending decisions. The Council's transport priorities are to encourage sustainable travel for social (including health), environmental (including air quality) and economic (regeneration) reasons and the Transport Strategy and LIP reflect this.

2.2 The LIP covers several of the statutory duties that the Council is required to fulfil, including improving road safety and road network management (covering asset liability), plus responsibilities such as planning, public health, equality, crime and disorder.

- 2.3 The proposed Transport Programme 2022-23 also plays an important role in contributing to the Ealing Climate and Ecological Emergency Strategy. The Transport Programme will help the Council reach the net zero carbon target by 2030 by satisfying the three Travel Objectives of the Strategy:
1. Reduce number of vehicles travelling in and through Ealing,
 2. Increase active travel (mode shift) and,
 3. Encourage Cleaner motor vehicles
- 2.4 The LIP is required to be consistent with the Mayor's Transport Strategy (MTS) together with other emerging strategic transport initiatives across London and will implement these at the local level.
- 2.5 The Programme also allows further development and delivery of the Northolt Levelling Up scheme / Programme to build on the design and experimentation phases already completed. This significant programme will bring substantial, new grant investment to Northolt and seeks to improve the quality of life in the area with improvements including in streetscape/greening, parks and to encourage active travel.

3. Key Implications

- 3.1 Ealing Council wants to create a low carbon, efficient and effective local transport network. A good transport network will improve people's health by cutting pollution and increasing active travel, reduce traffic congestion and provide people with better sustainable transport options (walking, cycling and public transport) for short trips. This will help the local economy in Ealing by creating a vibrant place which encourages local visitors and trade, plus reducing delivery and other costs of traffic delays.

Policy Implications

- 3.2 The Council has three core objectives outlined in the Transport Strategy and Local Implementation Plan (LIP) 2019-22 which are:
1. Mode Shift to more sustainable travel
 2. Reducing the Environmental Footprint of Transport
 3. Improving Road Safety
- 3.3 These three objectives are underpinned by four main principles: improve health and well-being, improve air quality and the environment, provide a more efficient and safe active transport network plus finally support good growth, and enhance the Borough's economy.
- 3.4 There are ten policy goals which detail how these objectives and principles will be implemented. The Ealing Transport Strategy and LIP also support the MTS goals, which are to support Healthy Streets, better public transport, and facilitate good growth.
- 3.5 In support of the Climate Change Emergency and the Ealing Climate and

Ecological Emergency Strategy 2021, these transport projects and programmes will contribute towards net zero carbon emissions in Ealing by 2030.

3.6 Following the priorities set out in the Corporate Plan 2021-22, Transport Strategy and LIP, the Transport Programme 2022-23 include the following projects:

- Uxbridge Road Walking and Cycling Corridor
- Northolt Levelling Up Scheme
- Completion of residual Corridors and Neighbourhood schemes
- Road Safety Measures
- Cycle Network Plan
- Supporting measures (School and Active Travel)
- Street Greening Package
- West Ealing Liveable Neighbourhood Scheme
- Electric vehicle charge point network rollout
- Bike hangar installations
- School Travel (including School Streets)
- Other discretionary sources of TfL grant funding
(Further details are provided in Appendix A)

Many of these schemes seek to enhance or extend the Borough's active transport network and/or provide the behavioural changes necessary to encourage the use of active travel.

3.7 The Council's successful School Travel programme encourages school children to walk and cycle short journeys to school and discourage parents using their cars for the school run. This programme helps children be more active and independent plus improves road safety, whilst reducing traffic congestion and vehicle emissions. A recent initiative are the School Streets projects which are community-based approaches used to increase the number of children choosing active travel for the school journey and improve road safety. The proposals include to temporarily close some roads around schools to limit unnecessary traffic at school opening and closing times. This is to encourage a reduction in the number of children driven to school and lead to an improvement in air quality at these times.

3.8 The Draft Travel in Ealing Charter, which will be presented to Cabinet in September, will ensure that future Transport Investment Programmes will be developed together with the communities that will benefit from them. The objectives of all our transport infrastructure investment is to support our communities to live healthy active lives and make it easy, safe and convenient for people to cycle, run, walk and scoot and reduce the impact of polluting vehicles on our communities. This will be done using the 'Whole streets approach' where designs consider all transport modes and include greening, sustainable drainage (to minimise flood risk) and safer junctions.

Resource Implications

3.9 Currently TfL is facing additional budgetary pressures owing to the pandemic

causing it to lose around 65% of its revenue in 2020 which previously came from public transport fares. Fare revenue is now growing as passenger trips increase generally and the Elizabeth Line has opened, however this revenue is still around 20% lower than pre-pandemic levels. Some revenue has been replaced by short-term government grants from the Department for Transport (DfT) to assist TfL to fulfil its duties including providing LIP and other grant funding to London boroughs to implement the MTS.

- 3.10 Since the start of the pandemic, supporting grant funding from the DfT to TfL and consequently TfL funding to boroughs, has only been provided in a series of short-term announcements that have only been adequate for typically a maximum of four months, and in some cases only a few weeks. For example, funding arrangements to date covering the 2021-22 financial year only covered the periods from 26 February to 24 June 2022 and from 25 June to 13 July 2022. At the time of writing TfL funding from the DfT beyond 13 July 2022 was the subject of ongoing negotiations.
- 3.11 The Mayor of London and Ealing Council have been and continue to lobby the government for a longer term funding agreement that provides for a properly funded transport network in the capital. It is essential London receives the sustained long-term Government funding that is vital for the coming years if a period of 'managed decline' of London's transport network is to be avoided. TfL remains in discussion with the Government and hope that a resolution can be confirmed shortly.
- 3.12 TfL LIP Guidance issued to London Boroughs for the 2022-23 LIP grant specifies that authorities should prepare a programme for the same level of funding originally allocated in the 2019-20 year before the pandemic. This allocation was £2.637M LIP grant with £0.1M Local Transport fund plus discretionary funding. Accordingly, officers prepared and submitted the draft programme shown in Tables 1 and 2 and detailed in Appendix A to TfL in November 2022. TfL are expected to confirm Ealing's 2022-23 LIP programme once funding has been agreed with the UK government.
- 3.13 Should reduced levels of funding be allocated to TfL by DfT, the expected amount of TfL LIP grant to the Council may also be reduced in future years. In such circumstances, officers will prepare a revised annual Transport Programme in accordance with the policies and targets of the Ealing Transport Strategy, the Climate and Ecological Emergency Strategy and LIP 2019-22. The recommendations in this report allow for reduced funding scenarios. Therefore, it is proposed that approval of the revised budget allocations for each scheme in a revised Transport Programme 2022-23 be delegated to the Director of Housing following consultation with the Chief Finance Officer and the Portfolio Holder for Climate Action for sign-off accordingly.

Programme development

- 3.14 The Transport Programme 2022-23 seeks to build on and complement the street asset renewal programme detailed in the Highway Investment Programme 2022-23 approved by Individual Cabinet Member Decision (ICDM) in May 2022. The Transport Programme 2022-23 is focused on enhancement

of the borough highway network to grow active travel modes, improve disabled access, reduce emissions and support public transport, whilst the Highway Investment Programme 2022-23 seeks to renew life expired highway assets (carriageways, footways, drainage and structures). The Council wants to complete many residual corridor and neighbourhood scheme which had already been consulted on and designed and had been paused owing to the hiatus in TfL funding caused by the recent pandemic.

- 3.15 The Uxbridge Road Walking and Cycling corridor is a priority for the Council to improve active travel provision, road safety and bus services through the central spine corridor of the Borough. Previously commenced elements will be completed together with new elements such as road safety and public realm enhancements at Iron Bridge Southall.
- 3.16 A number of new schemes are also included where resources permit. These are: the Tentelow Lane/Windmill Lane Corridor, Road Safety Measures, Vision Zero (including South Ealing Corridor), Cycleways and Bus Priority Measures.
- 3.17 The West Ealing Liveable Neighbourhood (WELN) programme is developing a wide range of highway infrastructure, public realm and behaviour change projects in line with TfL's Healthy Streets initiatives. The programme has already piloted a number of initiatives and aims to help residents to live more active and healthy lives and choose active travel modes.
- 3.18 The fee income from EV charge point operator Source London Mobility Solutions Ltd will be reinvested in the further provision of EV charge points in order to reduce private and commercial vehicle emissions in accordance with the Transport Strategy and Climate and Ecological Emergency Strategy.
- 3.19 Transport projects to mitigate the impacts of new developments, such as active travel, road safety and parking, will be funded by S106 planning obligations as shown in Appendix A. These projects will also be integrated with schemes detailed in the LIP and the Highway Investment Programme to provide economies of scale and value for money.
- 3.20 Dockless cycle hire has been operating in Ealing for the past four years. The current operator, Lime, has been successfully operating e-bikes for hire since 2018. Usage figures in the last 12 months illustrate recent growth with the numbers of trips made increased from 175 trips in June 2021 to 270 daily trips in May 2022 (with 360 daily trips on 17 May 2022). The average fleet size deployed in Ealing has also grown from 62 bikes per day in June 2021 to 88 bikes per day in May 2022, with 122 bikes present on 15 April 2022. The Council has received nine complaints to date regarding Lime cycle hire, four of these related bikes left in an obstructive position, whilst another four were from users unable to access bikes when the operation was temporarily suspended during the 2020 lockdown and one complaint related to the operational boundary being moved inadvertently. All these complaints were resolved by Lime following notification by Council officers. Dockless cycles open up access to cycling for people who don't currently own a cycle or those wanting to cycle to destinations such as stations who do not wish to leave their cycle in a public place.

3.21 This report seeks authority for the expansion in size of the dockless cycle hire scheme by authorising the Council to entering into further agreements with existing operator Lime, plus two new operators Tier and Dott. The agreements will require that specify operational standards to be met such as moving obstructing cycles, provision of lights on cycles and servicing standards in line with emerging best practice.

4. Financial Implications

4.1 The table below sets out the proposed revised transport programme capital scheme budgets funded by TFL grant, S106 contribution and Parking Revenue Account.

Table 1 - Capital Expenditure

Place Capital Programme	Proposed Capital Budget 2022-23	Existing Approved Capital Budget 2022-23	Proposed 2022-23 Budget Changes to be Approved
	£M	£M	£M
Uxbridge Road Walking & Cycling Corridor	1.909	0.000	1.909
Greenford Town Centre & Ruislip Rd/Greenford Rd Corridors	0.152	0.000	0.152
Northolt Mandeville Road Corridor /Levelling Up Project	0.150	0.000	0.150
New Tentelow Lane/Windmill Lane Corridor	0.175	0.000	0.175
North Greenford Neighbourhood	0.200	0.000	0.200
Northolt West End Neighbourhood	0.150	0.000	0.150
Uxbridge Road corridor WELN contribution	0.100	0.000	0.100
New Road Safety Measures, Vision Zero (including South Ealing Corridor)	0.165	0.000	0.165
Cycle Network Plan	0.160	0.000	0.160
Bike hangars	0.208	0.208	0.000
School Streets	0.356	0.356	0.000
Traffic Enforcement Package (Road Safety)	0.050	0.000	0.050
Crossrail Complementary Measures	1.425	0.000	1.425
Principal Road Maintenance	0.500	0.000	0.500

West Ealing Liveable Neighbourhood (WELN)	0.300	0.000	0.300
Bridges	0.090	0.000	0.090
New Cycleways	1.080	0.000	1.080
New Bus Priority	0.550	0.000	0.550
New S106 Works	1.219	0.000	1.219
Total Capital Expenditure Budget	8.939	0.564	8.375
Funded by:			
TfL*	4.999	0.000	4.999
Parking Revenue Account	2.127	0.000	2.127
Approved Mainstream Borrowing	0.564	0.564	0.000
Other Capital Grants	0.030	0.000	0.03
S106 Works	1.219	0.000	1.219
Total Funding	8.939	0.564	8.375

* The grant funding will come from: TfL LIP and TfL discretionary grants to be spent within the 2022-23 period to implement the Mayor's Transport Strategy.

Approved by 2022/23 Budget Amendment, Cabinet Report, May 2022

4.2 Below Table 2 provides the detail budget allocation of Revenue Transport Planning Programme Projects.

Table 2 - Revenue Expenditure

Place Revenue Programme Projects	Proposed Revenue Budget 2022-23	Existing Approved Revenue Budget 2022-23	Proposed 2022-23 Budget Changes to be Approved
	£M	£M	£M
Bike hangars#+	0.029	0.029	0.000
Active Travel Infrastructure	0.050	0.000	0.050
Accessibility Package	0.100	0.000	0.100
Cycle Services	0.190	0.000	0.190
School Streets#+	0.049	0.049	0.000

School Travel	0.292	0.000	0.292
All Corridors Future Feasibility (Studies & Monitoring)	0.050	0.000	0.050
Transport project management costs	0.375	0.000	0.375
WestTrans contribution	0.025	0.000	0.025
Data and Monitoring	0.100	0.000	0.100
Active Travel Communications & Promotion	0.035	0.000	0.035
Street Greening Package	0.200	0.000	0.200
Climate Change Package	0.150	0.000	0.150
Traffic Enforcement Package (Road Safety)	0.100	0.000	0.100
E-Scooter Trial	0.015	0.000	0.015
Local Transport Fund	0.100	0.000	0.100
S106 Travel Plans	0.005	0.000	0.005
Total Revenue Expenditure Budget	1.865	0.078	1.787
Funded by:			
TfL*	1.315	0.000	1.315
Private Operator Fee Income	0.065	0.000	0.065
Approved Revenue Budget	0.078	0.078	0.000
Parking Revenue Account	0.402	0.000	0.402
S106	0.005	0.000	0.005
Total Funding	1.865	0.078	1.787

* The grant funding will come from: TfL LIP and TfL discretionary grants to be spent within the 2022-23 period to implement the Mayor's Transport Strategy.

Approved by 2022/23 Budget Amendment, Cabinet Report, May 2022

+ Treasury Management cost of financing relating to the capital scheme

5. Legal

5.1 Under S159 of the Greater London Authority Act 1999, TfL may give financial assistance to the Council where they consider it would be conducive to the

provision of safe, integrated, efficient and economic transport facilities or service to, from or within Greater London. This financial assistance is bound by terms and conditions that funds can only be spent on projects that contribute directly towards the goals of the MTS. TfL Guidance also specifies that London Boroughs are required to provide cycle training services using this financial assistance.

- a. Money paid to the Council pursuant to a S106 obligation can only be applied for the purposes set out in the relevant agreement.
- b. Money held on the Parking Revenue Account can only be applied in accordance with the requirements of section 55 of the Road Traffic Regulation Act 1984

5.2 The Highways Act 1980 places a duty on highways authorities to improve highway safety, and the Greater London Authority Act 1999 requires authorities to implement projects and programmes that contribute to the Mayor's Transport Strategy. The Road Traffic Regulation Act 1984 and the Traffic Management Act 2004 give powers and duties on the Public Highway to manage traffic (including pedestrians and cycles) to secure that safe and expeditious movement of traffic. The WELN programme will deliver improvements in line with these duties and powers. Under the Traffic Management Act 2004, TfL has the power to approve or reject changes on Uxbridge Road that impact on capacity and buses

5.3 The Highways Act 1980 also places a duty on highway authorities to maintain the highway asset or network and a Code of Practice for Maintenance Management (Delivering Best Value in Highway Maintenance) gives information about the standards to be achieved. There are various Audit Commission Performance Indicators that give monitoring information of highway conditions.

5.4 Where schemes are introduced by exercising powers under the Road Traffic Regulation Act 1984 by virtue of section 122 of the Act the Council must exercise such functions '(so far as practicable...) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway...' and having regards to matters including the desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected and any other matter appearing to the Council to be relevant.

6. Value for Money

6.1 The Council's framework consultants and term contractors, who were engaged on the basis of competitive tendering, would carry out the design and implementation works.

7. Risk Management

7.1 Such operations have been carried out annually and it is not expected that there are any potential major risks associated with the options and the proposed

course of action. The main risk to the schemes arises from formal objections received at the statutory consultation stage that cannot be justifiably overturned, delays preventing implementation during the time frame of available funding and unforeseen problems on site. Processes are in place to minimise the impact of any such eventualities. Non-delivery of schemes may result in loss of funding.

- 7.2 The Northolt Levelling Up Scheme carries a variety of risks related to its scale, combination of traditional highway engineering and transport planning projects and bespoke urban realm schemes. A Steering Group consisting of directors and councillors has been established to monitor and advise officers on appropriate risk mitigation actions.

8. Community Safety

- 8.1 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.

9. Links to the 3 Priorities for the Borough

- 9.1 Creating good jobs. Transport links throughout the Borough will be improved, particularly sustainable modes and orbital journeys. This will help local people access jobs and employers attract local people more effectively.
- 9.2 Tackling the climate crisis. As part of all transport schemes the Council will ensure that transport emissions, road safety and personal security issues are investigated and addressed. The LIP will manage traffic by supporting and promoting sustainable modes. This will reduce emissions of carbon and other pollutants. Appropriate maintenance and improving the quality of the street environment are key components of schemes to encourage walking and cycling. Transport links throughout the Borough will be targeted for improvement, particularly sustainable modes (walking, cycling and public transport) and orbital journeys. The focus on sustainable modes will not substantially increase wear on carriageways and footways, therefore maintaining an adequate lifespan of these Council assets before replacement is required
- 9.3 Fighting inequality. Transport links throughout the Borough will be improved, particularly sustainable modes and orbital journeys. This will help local people access education, health and other services more effectively. Transport links throughout the Borough will be targeted for improvement, particularly sustainable modes and orbital journeys. This will help local businesses and people access jobs and markets more effectively. This will also provide people with access to jobs, education and services more effectively including those with disabilities and without access to a car. As part of all transport schemes the Council will ensure that road safety and personal security issues are investigated and addressed.

10. Equalities and Community Cohesion

10.1 An Equality Impact Assessment has been undertaken on the proposed programme of works. In addition, all schemes detailed in this report will be designed in accordance with current disability and equality guidelines.

10.2 An Equalities Impact Assessment has been completed for the LIP 2019-22 which covers all projects contained within this report and was included within the Cabinet Report on 12 February 2019.

11. Staffing/Workforce and Accommodation implications

11.1 There are no staffing/workforce and accommodation issues as the design and works involved are carried out by consultant and contractors employed by the Council.

12. Property and Assets

12.1 This Report is concerned with the refurbishment enhancement and improvement of footways, carriageways and parks in the Borough, which are significant and key assets of the Council.

13. Any other implications

13.1 By investing in the infrastructure will ensure that footways and carriageways are fit for purpose in the future and lead to a reduced need for reactive maintenance of those items.

14. Consultation

14.1 There are three usual stages of consultation for schemes of the type detailed in this report. These are:

- (i) Consultation with residents and businesses in the scheme area by way of posted letter drop, Council website posting and online consultation platform;
- (ii) Statutory advertising of any necessary Traffic Management Orders, using on-street notice boards, information in the London Gazette and in the local newspaper, prior to implementing a scheme. Any formal objection received at the statutory consultation stage that cannot be justifiably overturned could delay the implementation of the scheme. There is no other known potential risk at present.
- (iii) Publishing of Notices under Section 58 of the New Roads and Street Works Act which places certain restrictions upon statutory undertakers in excavating new surfaces.

14.2 In addition, the emergency services and bus operators are consulted where appropriate during scheme development.

14.3 Specific schemes developed through the LIP programme would be subject to

further public consultation during their detailed development and prior to any approved implementation.

15. Timetable for Implementation

15.1 The outline timetable shows indicative milestones for schemes that are funded to the end of the 2022-23 financial year. Where schemes extend beyond one financial year, the date of each project lifecycle will be increased accordingly reflecting the size and complexity of each project.

Project Lifecycle	Date
Request new project budgets and associated cost codes	April 2022
Set up cost codes and budgets on finance systems	April – May 2022
Cabinet approval	July 2022
Preliminary design	July – September 2022
Consultation	September - November 2022
Design	November – December 2022
Works commencement on site	December 2022 – January 2023
Works completion	March 2023

15.2 The proposed programme is indicative and may vary subject to:

- constraints that may be identified at the preliminary design stage requiring additional study to obtain scheme approvals;
- issues raised by Members or the public at consultation stage which may require design changes;
- unresolvable objections being received at the statutory consultation stage;
- approvals by other boroughs on cross Borough schemes;
- approvals required by TfL where relevant; and
- alterations to programme through mutual agreement with TfL.

15.3 The Transport Schemes listed in Appendix A are at varying stages of development across their respective project lifecycles. Some are at relatively early concept stages whereas others have already been designed and are merely awaiting funds for construction.

16. Appendices

- Appendix A – Transport Programme 2022-23 Map
- Appendix B - Transport Programme 2022-23 Finance

17. Background Information

- Highways Improvement Programme 2022-23, ICDM, May 2022

- 2022/23 Budget Amendment, Cabinet Report, May 2022
- Corporate Plan 2021-22
- Ealing Climate and Ecological Emergency Strategy, Cabinet report, January 2021
- Active travel and social distancing measures in response to Covid-19 Cabinet report, June 2020
 - London Streetspace Plan, TfL, 2020: <http://content.tfl.gov.uk/lsp-interim-borough-guidance-main-doc.pdf>
- Local Implementation Plan (Transport) 2019-22 – Cabinet Report, February 2019
- Transport Strategy, Cabinet Report, June 2018
- Mayor’s Transport Strategy – Mayor of London, 2018
- Relevant S106 Agreements

18. Report Consultation

Name of consultee	Department	Date sent to consultee	Response received from consultee	Comments appear in report para:
Cllr Peter Mason	Leader of the Council	27/06/22	28/06/22	Section 4, Appendices A & B
Cllr Dierdre Costigan	Deputy Leader and Cabinet Member for Climate Action	06/06/22	21/06/22	Throughout
Cllr Josh Blacker	Cabinet Member for Healthy Lives	06/06/22		
Darren Henaghan	Director of Housing	06/06/22	16/06/22	Section 3
Gina Cole	Assistant Director Parking, Highways and Transport	06/06/22		
Chris Cole	Head of Transport Planning	06/06/22	16/06/22	Sections 3 & 4
Tony Singh	Head of Highways	06/06/22	16/06/22	Section 4 & Appendix A
Jackie Adams	Head of Legal (Commercial)	06/06/22	09/06/22	Throughout
Russell Dyer	Assistant Director, Accountancy	06/06/22		
Yalini Gunarajah	Senior Finance Business Advisor	06/06/22	09/06/22	Section 4 & Appendix A

Report History

Decision type: Key decision	Urgency item? No
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Report no.:	Report author and contact for queries:
	Russell Roberts, Principal Transport Planner x9430

Appendix A

Map: Transport Programme 2022-23

