

REPORT TO:	Cabinet 16 November 2015
AGENDA ITEM NO:	11
SUBJECT:	STAGE 1: RECOMMENDATIONS ARISING FROM: STREETS AND ENVIRONMENT SCRUTINY SUB-COMMITTEE MEETING ON 29 SEPTEMBER 2015
LEAD OFFICER:	Borough Solicitor and Monitoring Officer, Director of Legal & Democratic Services
LEAD MEMBER:	Councillor Sean Fitzsimons Chair, Scrutiny and Strategic Overview Committee
WARDS:	All
CORPORATE PRIORITY/POLICY CONTEXT:	The constitutional requirement that Cabinet receives recommendations from scrutiny committees and to respond to the recommendations within two months of the receipt of the recommendations.

The Leader of the Council has delegated to the Cabinet the power to make the decisions set out in the recommendations contained within this report:

1. RECOMMENDATIONS

Cabinet is asked to:

- 1.1 Receive the recommendations arising from the meeting of the Streets and Environment Scrutiny Sub-Committee on 29 September 2015 and to provide a substantive response within two months (ie. Cabinet meeting on 18 January 2016)

2. EXECUTIVE SUMMARY

- 2.1 On 29 September 2015, the Streets and Environment Scrutiny Sub-Committee considered a number of items relevant to this report (**Network Rail – Brighton Mainline upgrade and Response to Recommendations to Cabinet**).
- 2.2 At that meeting the Streets and Environment Scrutiny Sub-Committee made recommendations.

- 2.3 The recommendations to Cabinet are contained in Section 3 of this report. Draft Minutes of the meeting are attached in order to give context to the recommendations.
- 2.4 The constitution provides for the recommendations of a scrutiny committee or sub-committee to be presented to the next convenient ordinary Cabinet meeting (i.e. not Council tax cabinet meeting) and for Cabinet to receive the recommendations.

In this report Cabinet is being asked to receive the recommendations.

The constitution requires that an interim or full response is provided within 2 months of this Cabinet meeting.

3. STREETS AND ENVIRONMENT SCRUTINY SUB-COMMITTEE RECOMMENDATIONS

MINUTE NUMBER A35/15 NETWORK RAIL – BRIGHTON MAINLINE UPGRADE (Agenda Item 6)

The Streets and Environment Scrutiny Sub-Committee **RESOLVED** to:

1. Recommend to Cabinet that it continues to support the Brighton Mainline upgrade including by lobbying government at the highest levels to ensure that funding is allocated to the project
2. Recommend to Cabinet that it continues to work with Network Rail, London Overground and Transport for London to ensure that opportunities for improvements to suburban services in the south London area and which would benefit Croydon residents are delivered as a result of the BML Upgrade
3. Recommend to Cabinet that the opportunity offered by current proposed revisions to the Croydon Local Plan is taken to ensure that BML upgrade proposals are protected as part of the planning process
4. That accessibility at Norwood Junction was a top priority and that the Committee recommends to Cabinet that it lobbies London Overground (which manages the station) and the Department of Transport (to allocate funding from its 'access for all' programme) in order to break the 'log jam' which has prevented action being taken on this in the past
5. Recommend to Cabinet that it supports the building of a new world class station at East Croydon including two new platforms and new accessible pedestrian entrances to the station

MINUTE NUMBER A38/15 RESPONSE TO RECOMMENDATIONS TO CABINET (Agenda Item 8)

The Streets and Environment Scrutiny Sub-Committee **RESOLVED** to note the report and to recommend to Cabinet that it:

- 1) Asks the Cross Party Constitutional Working to review the process for Cabinet responses to scrutiny recommendations with a view to speeding up the process and;
- 2) Provides scrutiny with more detailed information and implementation plans when responding to scrutiny recommendations

These recommendations and a timetable for response are attached as **Appendix A**.

4. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

Not relevant for the purposes of this report.

5. COMMENTS OF THE BOROUGH SOLICITOR AND MONITORING OFFICER

The recommendations are in accordance with the constitution. This requires that the Scrutiny report is received and registered at this Cabinet Meeting and that a substantive response is provided within 2 months (ie. Cabinet, 18 January 2016).

6. HUMAN RESOURCES IMPACT

Not relevant for the purposes of this report.

7. EQUALITIES IMPACT

Not relevant for the purposes of this report.

8. ENVIRONMENTAL IMPACT

Not relevant for the purposes of this report.

9. CRIME AND DISORDER REDUCTION IMPACT

Not relevant for the purposes of this report.

CONTACT OFFICER:

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BACKGROUND DOCUMENTS:

Background document 1: Reports to the Streets and Environment Scrutiny Sub-Committee meeting, 29 September 2015

<http://egeprapwv01lc.lbcbau.croydon.net/akscroydon/users/demserv/admin/kab14.pl?operation=SUBMIT&meet=8&cmte=SES&grpId=demserv&arc=1>

Appendices:

A – Recommendations of the Streets and Environment Scrutiny Sub-Committee meeting, 29 September 2015

B – Draft minutes of the Streets and Environment Scrutiny Sub-Committee meeting held on 29 September 2015

APPENDIX A

SCRUTINY RECOMMENDATION	DEPARTMENT AND CABINET MEMBER RESPONDING	ACCEPT/ REJECT RECOMMENDATIONS (inc. reasons for rejection)	IDENTIFIED OFFICER	ANY FINANCIAL IMPLICATIONS	TIMETABLE FOR IMPLEMENTATION OF RECOMMENDATIONS IF ACCEPTED (ie Action Plan)	DATE OF SCRUTINY MEETING TO REPORT BACK
<p>The Streets and Environment Scrutiny Sub-Committee resolved to recommend to Cabinet that:</p>						
<p>NETWORK RAIL – BRIGHTON MAINLINE UPGRADE</p>						
<p>1) Recommend to Cabinet that it continues to support the Brighton Mainline upgrade including by lobbying government at the highest levels to ensure that funding is allocated to the project</p>						<p>Streets and Environment Scrutiny Sub-Committee</p> <p>2 February 2016</p>
<p>2) Recommend to Cabinet that it continues to work with Network Rail, London Overground and Transport for London to ensure that opportunities for improvements to suburban services in the south London area and which would benefit Croydon residents are delivered as a result of the BML Upgrade</p>						<p>Streets and Environment Scrutiny Sub-Committee</p> <p>2 February 2016</p>
<p>3) Recommend to Cabinet that the opportunity offered by current proposed revisions to the Croydon Local Plan is taken to ensure that BML upgrade proposals are protected as part of the planning process</p>						<p>Streets and Environment Scrutiny Sub-Committee</p> <p>2 February 2016</p>

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4) That accessibility at Norwood Junction was a top priority and that the Committee recommends to Cabinet that it lobbies London Overground (which manages the station) and the Department of Transport (to allocate funding from its 'access for all' programme) in order to break the 'log jam' which has prevented action being taken on this in the past						Streets and Environment Scrutiny Sub-Committee 2 February 2016
5) Recommend to Cabinet that it supports the building of a new world class station at East Croydon including two new platforms and new accessible pedestrian entrances to the station						Streets and Environment Scrutiny Sub-Committee 2 February 2016
RESPONSE TO RECOMMENDATIONS TO CABINET						
1) Asks the Cross Party Constitutional Working to review the process for Cabinet responses to scrutiny recommendations with a view to speeding up the process and;						Streets and Environment Scrutiny Sub-Committee 2 February 2016

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2) Provides scrutiny with more detailed information and implementation plans when responding to scrutiny recommendations						Streets and Environment Scrutiny Sub-Committee 2 February 2016

STREETS AND ENVIRONMENT SCRUTINY SUB-COMMITTEE

Minutes of the meeting held on Tuesday 29th September 2015 at 7:04pm
in the Council Chamber, Town Hall, Katherine Street, Croydon.

MINUTES – PART A

Present: Councillor Sean Fitzsimons (Chair)
Councillors Jeet Bains, Karen Jewitt, Stephen Mann, Donald Speakman
and James Thompson

Also in attendance for all or part of the meeting:
Councillor Kathy Bee, Cabinet Member for Transport and Environment
Councillor Robert Canning, Deputy Cabinet Member for Transport and
Environment

A29/15 APOLOGIES FOR ABSENCE

Apologies had been received from Councillor Sara Bashford.
Councillor Jeet Bains was present as her reserve.

A30/15 MINUTES

The minutes of the meetings held on 30th June 2015 and 7th September
2015 were agreed by the Sub-Committee and signed by the Chair.

A31/15 DISCLOSURE OF INTERESTS

There were none.

A32/15 URGENT BUSINESS

There was none.

The Chair did however inform all those present that copies of the
presentations made during the meeting were available and that other
information circulated during the course of the meeting would be added
to the council website at:

[http://egeprapwv01lc.lbcbau.croydon.net/akscroydon/users/demserv/ad
min/kab14.pl?operation=SUBMIT&meet=8&cmte=SES&grpId=demserv
&arc=1](http://egeprapwv01lc.lbcbau.croydon.net/akscroydon/users/demserv/admin/kab14.pl?operation=SUBMIT&meet=8&cmte=SES&grpId=demserv&arc=1)

A34/15 EXEMPT ITEMS

There were none.

**A35/15 NETWORK RAIL – BRIGHTON MAINLINE UPGRADE
(Agenda Item 6)**

The Committee was asked to consider items relating to:

- Brighton Mainline Upgrade
- The closure of the line between East Croydon and Redhill over Christmas and New Year 2015

These were dealt with separately at the meeting and have therefore been given separate Minute numbers.

Present for this item:

Ben Craig, Senior Programme Development Manager, Network Rail
James Collier, Regeneration Manager, London Borough of Croydon

The Senior Programme Development Manager, Network Rail gave a presentation on the Brighton Mainline Upgrade (BML) which has been added to the website.

Included in the presentation was information about the constraints along the line including the bottleneck at East Croydon station. He stated that the proposed works at the station would add 2 extra platforms, grade separation and the redevelopment of the station. The plans were at concept stage and represented significant merits over the current arrangements though they were subject to survey work and funding.

Should the plans go ahead, Croydon would see benefits including:

- A peak hour uplift in train services of one third
- Suburban train services uplift
- The flexibility to enable additional Metro services
- Improved train performance

In answer to Members questions, he provided the following information:

- The project was not confirmed as central government funding was needed and its go-ahead would be a political decision
- Network Rail was not working on the project known as Brighton Mainline 2 (BML2) and although most of the project was not believed to offer value for money the electrification of the stretch between Lewes and Uckfield would offer benefits along the whole line
- Network Rail was developing plans for the proposed high level line at Selhurst and that it was unlikely to be visible from a distance
- The Hendy Review was scrutinising current project delivery and the BML proposals did not therefore form part of its remit

- The increase in capacity and improvements to train performance resulting from the BML upgrade would make it credible and deliverable within the next 10 years
- The line has not been remodelled for 30 years and many of the constraints have been a factor for a number of years but that pressure on capacity has made the need for an upgrade necessary
- London Bridge and Gatwick had been constraints in the south east in the past but these were being addressed and the BML upgrade had therefore been raised up the list of priorities
- The BML proposals had not been finalised, plans for crossovers will be continually reviewed and there may be opportunities for other improvements to be included at a later date
- The scheme is buildable and it was intended that disruption to train users and residents alike would be kept to a minimum
- The proposals will alleviate infrastructure constraints on both long distance and suburban line services and would enable the negotiation of additional suburban services to be undertaken with train operators
- There were no easy solutions to trains working inconsistently on platforms 4 and 5 at East Croydon station
- Six trains per hour to West Croydon could not be delivered in isolation, would need to be a combination of services by Southern and London Overground and the BML proposals could only help increase capacity
- Network Rail was aiming not to put in place anything that would prevent the future grade separation at Gloucester Junction
- The BML upgrade would bring more flexibility to the Croydon area but was not funded currently
- The Croydon area represented the most significant constraint on the BML
- Network Rail was working closely with Transport for London (TfL) on the plans
- The footbridge at East Croydon station with its exit on Cherry Orchard Road would become central to the redevelopment of East Croydon station
- There were a number of planning applications which have taken place or were likely to come to fruition which could conflict with this scheme and that Network Rail was working with Croydon officers in relation to this

The Regeneration Manager stated that the East Croydon station scheme does allow the footbridge exit on Cherry Orchard Road to be installed and the developer was working on a detailed scheme.

Charles King informed Members that:

- BML2 was unaffordable but that electrification between Lewes and Uckfield would benefit Croydon
- Improvements to Norwood Junction would enable trains to be turned when necessary but that this was not part of the current proposals

- The proposals for a flyover or flyunder at Coulsdon North in close proximity to the well-used footbridge were of concern
- Six trains per hour at West Croydon would bring significant benefits to the borough

Councillor Kathy Bee, Cabinet Member for Transport and Environment stated that the proposals and the opportunities offered by the development of East Croydon station were exciting. She added that she was very keen that Norwood Junction station gets better accessibility in the near future.

Following the presentation by the representative from Network Rail and questions from Members on the Brighton Mainline (BML) upgrade, the Committee reached the following conclusions:

- That the rail infrastructure 'bottleneck' at East Croydon offers an opportunity for Croydon to benefit from a world class station, significant improvements to capacity and train performance and reductions in overcrowding for passengers
- That the infrastructure upgrades proposed are not funded as yet and that further work needs to be done to secure the necessary funding but that Network Rail was encouraged by announcements in the 2015 summer budget which provided some support for the BML upgrade
- That there would be significant problems ahead for Croydon, its residents, businesses and rail passengers if the BML upgrade does not go ahead as train performance has already declined in recent years
- The London Borough of Croydon needs to ensure that the right processes are in place to support the scheme including that ensuring that reference to BML upgrade plans are material to planning applications
- The Committee welcomes potential improvements to suburban services as a result of the BML upgrade
- The Committee recognised that there would be disruption to passengers and those who live and work in Croydon during work to upgrade the BML, that this needs to be managed and that lessons from the disruption at London Bridge station in early 2015 needed to be taken into consideration when timetabling and planning is taking place
- The council should liaise with Network Rail to monitor design proposals for the Coulsdon flyover as they are developed
- Although the Committee did not receive detailed information on BML2 proposals, Members accepted the advice that it did not present value for money although the electrification of the Lewes to Uckfield section would be worth doing and would bring benefits to Croydon passengers
- The Committee recognised that improving accessibility at Norwood Junction was not a key element of the BML upgrade but that this was a significant concern of Members

- That Members would seek to consider accessibility at Croydon stations at a future meeting of the Committee

RESOLVED – To:

- 1) Recommend to Cabinet that it continues to support the Brighton Mainline upgrade including by lobbying government at the highest levels to ensure that funding is allocated to the project
- 2) Recommend to Cabinet that it continues to work with Network Rail, London Overground and Transport for London to ensure that opportunities for improvements to suburban services in the south London area and which would benefit Croydon residents are delivered as a result of the BML Upgrade
- 3) Recommend to Cabinet that the opportunity offered by current proposed revisions to the Croydon Local Plan is taken to ensure that BML upgrade proposals are protected as part of the planning process
- 4) That accessibility at Norwood Junction was a top priority and that the Committee recommends to Cabinet that it lobbies London Overground (which manages the station) and the Department of Transport (to allocate funding from its 'access for all' programme) in order to break the 'log jam' which has prevented action being taken on this in the past
- 5) Recommend to Cabinet that it supports the building of a new world class station at East Croydon including two new platforms and new accessible pedestrian entrances to the station

A36/15 NETWORK RAIL – CHRISTMAS AND NEW YEAR LINE CLOSURE (Agenda Item 6)

Present for this item:

Sandra Zandler, Short Term Time Tabling Manager, Southern GTR
Yvonne Leslie, Stakeholder Manager, Southern GTR

The representatives from Southern GTR gave a presentation on the 10-day Christmas and New Year blockade which was necessary to enable Network Rail to undertake essential engineering works in the area.

In response to questions from Members, the representatives from Southern GTR provided the following information:

- Network Rail was leading the communications to the media, Members of Parliament and other key stakeholders
- Each station team was making plans to build additional staff capacity and to develop crowding plans

- Standby buses will be in place should the numbers of passengers needing transportation exceed predictions
- Buses running between Redhill and Horsham are expected to relieve pressure at East Croydon station
- As the works are planned there is no provision to pay season ticket holders any compensation
- The number 68 bus stop at East Croydon station will be used by TfL buses during the blockade
- Southern GTR will be working with TfL on using the rear entrance at East Croydon station as an interchange for rail replacement bus services
- Southern GTR was in negotiation with bus and tram operators in relation to rail ticket acceptance on their services
- There had been suggestions about diverting trains to Sutton but this was not possible though there were proposals for using Sutton station for standby buses
- Southern GTR was in negotiations with Gatwick airport about the operational and communications aspects of the blockade as it will affect airport staff as well as travelling passengers
- With regard to social media, Southern GTR does not use facebook presently though it will reconsider this and will use twitter to cascade messages about the blockade
- Parts of London Bridge will be closed at the same time though this will not affect Southern GTR customers
- The plans for the blockade were based on the previous closure in 2013 which had been handled successfully

Charles King stated that although he appreciated the difficulty of the task facing Southern GTR in planning for the engineering works, he had concerns about crowding at the Dingwall Road entrance to East Croydon station, the number of rail replacement buses needed and how these would interact with TfL bus services. Diverting trains to Sutton would help relieve pressure at East Croydon station and there was a readymade bus station with step free access there too. He also stated that he hoped that rail tickets would be valid on all bus routes in the south of the borough.

In forming its conclusions, the Committee noted that:

- Although Network Rail is delivering the rail improvement works, Southern GTR is making the arrangements for train diversions and bus replacement services throughout the area affected
- Southern GTR has a number of plans in place and in development and is using the knowledge gained as a result of a blockade over the Christmas period in 2013 to inform these
- Members' local knowledge of East Croydon Station and the particular limitations of Dingwall Road had resulted in concerns that the arrangements being made for rail replacement buses, their pick-up and drop-off points and the potential for conflict with existing bus services were not adequate

- Southern GTR is responsible for the delivering communications messages across a number of media and that it will be co-ordinating these with the activities of other interested parties including Network Rail and Transport for London
- Communicating information about the blockade over Christmas and New Year to as many rail users as possible in advance and at the time is crucial
- The impact on rail passengers to and from Gatwick airport including staff and travellers will be particularly important as journey times to and from the airport will be lengthened considerably as a result of the blockade
- Although the plans for the blockade were based on the previous closure in 2013 which had been handled successfully, the Committee was concerned about the potential impact to rail users should the engineering works over-run

RESOLVED – To note the information received from Southern GTR and to:

- 1) Ask that the operator provides the Committee with further information (at its meeting on 24th November 2015) about contingency plans for work over-runs, equipment failures, bad weather etc which may prevent Network Rail from completing the work in time for normal train services to resume at 0400 on Monday 4 January 2016 and that in this event, the operator will ensure that sufficient bus replacement services will be in place to manage expected demand given that this date will be the first day many people return to work after the Christmas break
- 2) Note that communicating information about the blockade is crucial and to ask that the operator uses as many communications routes as possible to inform rail users about the closure including facebook, twitter, Oystercard user communications (via TfL) and a media campaign via Network Rail
- 3) Ask the operator to note that the Committee felt that starting the communications campaign 8-weeks before Christmas would not provide rail users, particularly those travelling to and from Gatwick airport, with enough time to make alternative travel arrangements
- 4) Ask Southern GTR to revisit the arrangements being made at East Croydon station, notably in relation to drop-off and pick-up points for bus replacement services at Dingwall Road, as Members were concerned that narrow access points will cause particular difficulties for rail passengers with shopping bags, buggies or suitcases
- 5) Ask Southern GTR to consider making arrangements for shelters for passengers waiting for bus replacement services in inclement weather

- 6) Ask Southern GTR to ensure that it liaises with other organisations including highway agencies and utilities companies regarding any plans they have for programmed works over the Christmas and New Year period that may impact on smooth running of bus replacement services
- 7) Ask Southern GTR to ensure that its arrangements for ticket acceptance on buses and trams are extended to all routes in the area affected by the blockade

A37/15 CABINET MEMBER QUESTION TIME: COUNCILLOR KATHY BEE, CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT (Agenda Item 7)

Present for this item:

Councillor Kathy Bee, Cabinet Member for Transport and Environment
Councillor Robert Canning, Deputy Cabinet Member for Transport and Environment
Steve Iles, Director of Streets

Councillor Kathy Bee made a short presentation about her vision for the portfolio, its successes, delivery of services and the pressures facing it, and then answered wide-ranging questions from Members. As a result, she provided the following information:

Parking

- The Parking Charges Review would set charges for the next few years, would see some increase and others decrease in order for a more consistent approach to charging to take effect
- The council was aware of concerns about off street parking charges
- The closure of Lime Green Road car park had caused problems although the planning permission for its redevelopment had been given by the previous administration. Additional parking bays had been made available and when it became clear that these were not sufficient the CALAT car park had been opened

The Director of Streets added that lessons had been learned about the regeneration effects of parking and that this would be at the forefront of Purley redevelopment.

Speed enforcement

- Speed recorders with number plate recognition will be put in place shortly
- PCSOs will write to people who speed regularly and warn them that a fine will follow if speeding continues
- Data will come from new speed visors and Roadwatch

20mph consultation

- In consulting on the first 20mph area the council had been keen to use electronic methods but residents wanted forms and so these will be available next time
- There had been duplication of paper and electronic votes
- A leaflet drop to every household had been done half way through the consultation period but this would be done at the beginning of the process for the second area
- Consultation on 20mph areas will be rolled out over the next three years though specific neighbourhoods seeking 20mph limits (such as the Tollis Lane Estate) can seek it earlier if there is a road safety issue

Public transport

- The council would lobby for accessibility changes to Norwood Junction and Selhurst stations
- BML2 did seem to be very expensive but the council would talk more to everyone involved
- The bridge on Selhurst Road which is maintained by Network Rail needed maintenance
- The countdown system at bus stops helps safety and if they form part of School travel plans are eligible for LIP funding
- The responses to the Bakerloo line alternatives are due in a few months
- The favoured option for an extension of the tram line is to Crystal Palace

The Cabinet Member undertook to provide Members with information about when changes to New Addington bus services will be taking place.

Quietways

- The proposals for quietways is for routes to go through residential roads
- How raised crossings will be managed on main roads form part of quietways proposals

Flooding

- All Members need to inform officers when there are issues with gullies in order to help prevent surface flooding

Roads and pavements

The Director of Streets informed Members that it would cost £100 million to get all roads and pavements in the borough in to a good state and that £20-30 million was needed now. This was a national issue and that resealing roads was being considered as an alternative to reconstruction. In response to the specification of materials for road surfacing, he said officers would investigate the state of Sundridge

Road which Members had reported was breaking up following recent re-surfacing. All roads were inspected visually every six months, but there were plans to move towards a regime of assessing levels of risk and that this would be done in conjunction with 7 other boroughs.

Charlie King informed the Committee that:

- Funding for countdown systems at bus stops can be funded from s106 contribution
- Selhurst station has been added to the Access for All (Department for Transport) programme and the preliminary inspection has already taken place

The Director of Streets responded to questions submitted by members of the public in advance of the meeting on behalf of the Cabinet Member for Transport and Environment. These questions and answers are supplied in the appendix to these minutes.

RESOLVED – To thank Councillor Kathy Bee for her presentation and the information provided during the question and answer session.

A38/15 RESPONSE TO RECOMMENDATIONS TO CABINET (Agenda Item 8)

Present for this item:

- Councillor Kathy Bee, Cabinet Member for Transport and Environment
- Solomon Agutu, Head of Democratic Services and Scrutiny

Members commented that there had been a significant delay of one year between some of these recommendations being made and the response to be received back from Cabinet and that this was not acceptable.

RESOLVED – To note the report and to recommend to Cabinet that it:

- 3) Asks the Cross Party Constitutional Working to review the process for Cabinet responses to scrutiny recommendations with a view to speeding up the process and;
- 4) Provides scrutiny with more detailed information and implementation plans when responding to scrutiny recommendations

A39/15 STREETS AND ENVIRONMENT SCRUTINY SUB-COMMITTEE WORK PROGRAMME 2015-16 (Agenda Item 9)

Present for this item:

Solomon Agutu, Head of Democratic Services and Scrutiny

The Head of Democratic Services and Scrutiny introduced the item stating that there were some suggested amendments to the work programme for Members to consider.

RESOLVED – To agree the scrutiny work programme for the Streets and Environment Scrutiny Sub-Committee 2015-16 as attached as an appendix to the report with the following amendments:

- 1) **Rail services in Croydon** to be added to the agenda of the meeting on 5th April 2016 and that this should include:
 - a. **South London Metro Service** (Transport for London)
 - b. **Accessibility at Croydon stations** (including relevant train operators, Network Rail, Department of Transport, Croydon Council, Transport for London)
 - c. **Performance – Southern and Govia Thameslink** (Southern and Govia Thameslink)

- 2) **Public realm design guide** (was 5th April 2016) to be considered as part of the Metropolitan centre co-ordination and delivery item scheduled for 1st March 2016

- 3) **Flooding update** (was 5th April 2016) to be considered later in 2016, date to be confirmed

PART B

None

The meeting concluded at 9:57pm.

QUESTIONS FROM MEMBERS OF THE PUBLIC

Questions 1&2 (from FC):

Why has the area in which the permits are permitted reduced over the years and been handed to another company?

Answer: The South Norwood CPZ has actually increased in size over the 20 years since the Permit scheme was introduced. There has been no reduction in the boundaries and in Albert Road the boundary has remained unchanged. Permits are issued by Croydon Council staff and Enforcement also is by Croydon Council staff – this arrangement has not changed since permits were first introduced in the Borough in the early 1990s.

Why as residents are we not given the 5 – 10 minutes free parking like some areas?

Answer: There is no free parking within any of the shared-use Permit / Pay & Display bays in the Borough and in these roads drivers who are not resident permit holders must obtain a ticket or use the Pay by Phone arrangements immediately upon arriving at the parking bay to avoid receiving a Penalty Charge Notice. Free 30 minutes parking is available in district centre shopping areas such as the parking bays in Portland Road but drivers are required to obtain a ticket from the nearest machine to display on the vehicle before leaving their vehicle.

Question 3 (AC):

I am writing to you for your help with parking in Southbrook Road, Colebrook road and surrounding roads in Norbury, our homes are near Norbury Train Station, therefore we are having commuters parking everyday for 8 to 10 hours, sometimes the whole week, if they have gone away! Our lives are a nightmare, I suffer with Angina and sometimes have to park a few roads away and carry heavy shopping! Please can we have some kind of permit parking, even if it is they can't park between certain times, to stop the all day and weekend parking, please help!

Answer: We are aware that there is parking stress in the Southbrook Road/ Colebrook Road area of Norbury, mainly due to commuter parking. Unfortunately previous consultation with residents in this area asking views on extending the Norbury Controlled Parking Zone has resulted in an overall negative response. However, this was a few years ago now and we would welcome residents views on parking controls. In order to instigate the consultation process we would request that a petition is undertaken by residents in the area (signed by a minimum of 50% of residents) to show that there is a need from residents for a scheme. Petitions are reported to the Traffic Management Advisory Committee who would normally agree to consult residents and we would recommend proceeding if more than half the residents vote in favour within the area (or part of the area) consulted.