

Scrutiny Streets, Environment & Homes Sub- Committee Agenda



To: Councillor Sean Fitzsimons (Chair)
Councillor Jan Buttinger (Vice-Chair)
Councillors Robert Canning, Richard Chatterjee, Luke Clancy, Felicity Flynn
and Callton Young

Reserve Members: Clive Fraser, Karen Jewitt, Michael Neal,
Andrew Pelling, Helen Pollard, Joy Prince and Gareth Streeter

A meeting of the **Scrutiny Streets, Environment & Homes Sub-Committee** which you are hereby summoned to attend, will be held on **Tuesday, 6 November 2018 at 6.30 pm** in **Council Chamber, Town Hall, Katharine Street, Croydon CR0 1NX. A Pre-Meet for Members only will take place in room F4 at 6:00pm**

JACQUELINE HARRIS BAKER
Director of Law and Governance
London Borough of Croydon
Bernard Weatherill House
8 Mint Walk, Croydon CR0 1EA

Stephanie Davis
020 8726 6000 x84384
stephanie.davis@croydon.gov.uk
www.croydon.gov.uk/meetings
Monday, 29 October 2018

Members of the public are welcome to attend this meeting.
If you require any assistance, please contact the person detailed above, on the righthand side.

N.B This meeting will be paperless. The agenda can be accessed online at www.croydon.gov.uk/meetings

AGENDA – PART A

1. Apologies for Absence

To receive any apologies for absence from any members of the Committee.

2. Minutes of the Previous Meeting (Pages 5 - 12)

To approve the minutes of the meeting held on 9 October 2018 as an accurate record.

3. Disclosure of Interests

In accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, Members and co-opted Members of the Council are reminded that it is a requirement to register disclosable pecuniary interests (DPIs) and gifts and hospitality to the value of which exceeds £50 or multiple gifts and/or instances of hospitality with a cumulative value of £50 or more when received from a single donor within a rolling twelve month period. In addition, Members and co-opted Members are reminded that unless their disclosable pecuniary interest is registered on the register of interests or is the subject of a pending notification to the Monitoring Officer, they are required to disclose those disclosable pecuniary interests at the meeting. This should be done by completing the Disclosure of Interest form and handing it to the Democratic Services representative at the start of the meeting. The Chair will then invite Members to make their disclosure orally at the commencement of Agenda item 3. Completed disclosure forms will be provided to the Monitoring Officer for inclusion on the Register of Members' Interests.

4. Urgent Business (if any)

To receive notice of any business not on the agenda which in the opinion of the Chair, by reason of special circumstances, be considered as a matter of urgency.

5. Cabinet Member Question Time: Cabinet Member for Environment Transport and Regeneration

Question time with the Cabinet Member for Environment Transport and Regeneration, Councillor Stuart King.

6. Housing in Croydon: Social Housing

To discuss Social Housing provision in the borough. The Sub-Committee will receive briefings/presentations from the following Registered Providers of Social Housing and Providers of Housing Support:

- (i) Optivo

- (ii) Croydon Churches Housing Association
- (iii) CAYSH
- (iv) Thames Reach

7. Work Programme (Pages 13 - 16)

To note the Work Programme for the remainder of the 2018/19 municipal year.

8. Exclusion of the Press and Public

The following motion is to be moved and seconded where it is proposed to exclude the press and public from the remainder of a meeting:

“That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information falling within those paragraphs indicated in Part 1 of Schedule 12A of the Local Government Act 1972, as amended.”

Scrutiny Streets, Environment & Homes Sub-Committee

Meeting of held on Tuesday, 9 October 2018 at 6.30 pm in Council Chamber - Town Hall

MINUTES

Present: Councillor Sean Fitzsimons (Chair);
Councillor Jan Buttinger (Vice-Chair);
Councillors Robert Canning, Richard Chatterjee, Luke Clancy and
Callton Young

Also Present: Councillor Stuart Collins, Cabinet Member for Clean Green Croydon
Councillor Joy Prince

Steve Iles, Director of Public Realm
Tom Lawrence, Head of Environmental Services
Scott Edgell, Veolia

Apologies: Councillor Felicy Flynn sent her apologies, Councillor Joy Prince was in attendance in her absence.

PART A

26/18 Minutes of the Previous Meeting

The minutes of the meeting held on 26 June 2018 were agreed as an accurate record.

The Chair informed the Sub-Committee that a response to the letter of recommendations sent to the Department of Transport had been received following the meeting of 26 June 2018. This would be circulated to Members.

27/18 Disclosure of Interests

There were none.

28/18 Urgent Business (if any)

There were no items of urgent business.

29/18 Cabinet Member Question Time: Cabinet Member for Clean Green Croydon

Councillor Stuart Collins, Cabinet Member for Clean Green Croydon gave a presentation outlining the visions for his portfolio and the aims required to fulfil the intended outcomes.

During the course of the presentation it was noted that Croydon was a large and heavily populated borough with 24 Wards all different in character which presented a range of varying challenges. Croydon's recycling rate had been improving year on year, with 37.91% for 2017/18, and Q1 so far at 45.5% with 2019/20 targeted to achieve a rate of over 50%.

It was also noted that there were many areas of challenge and priorities which included the following:

- Croydon was looking to establish its leadership in effective waste management and sustainability by achieving a 50% plus recycling rate.
- A national campaign was needed on behavioural change in order to collectively tackle issues of fly tipping through an intelligence led approach. The Cabinet Member has written to separate ministers on this issue and would welcome support from Members about who else should be contacted directly on this matter.
- Opportunities to utilise the platform given by being part of the South London Waste Partnership (SLWP) to lobby the government on environmental issues were being considered.
- The Grounds Maintenance contract will be returning in-house and it was acknowledged that a lot of work was required to successfully manage the transition process.
- Further work was needed with Veolia on the prevention of bins on Croydon pavements.
- The process for the cutting of grass verges across the borough would be reviewed.
- The Free Bulky Waste service would be reviewed and take account of the financial implications for the Council.
- The Education Programme on recycling continued to be successful with 52 primary schools signed up. The target remained for all primary schools in the borough to be signed up by 2019/20.
- There had been a restructure within the 'Place Department' which included the merger of two existing posts and the amalgamation of frontline and operational services to ensure a more strategic approach to waste enforcement. An appointment had been made to the position of Director of Public Realm.

The Sub-Committee were advised that the borough was currently in week six of a twelve week roll out of the new waste service, which had been implemented as part of a drive to promote behavioural change and encourage more recycling. Prior to the roll out, notice of the changes had been sent to all residents. The initiative had been predominantly successful to date, with people within the waste and recycling industry commenting that it had been one of the most successful roll outs of a new scheme. There has been some

issues which was to be expected, but overall there had been minimal disruption to services, with missed collection rates under 1%. The contractor had been given this 12 week period to identify and address any issues, after which there were strict targets that would be challenging for Veolia and could result in sanctions if not met.

It was noted that all collection and recycling routes had been rescheduled and once the new timetable had imbedded, further disruption to services was not anticipated. The clinical waste service arrangements will continue to be provided by Veolia under the current arrangements with no planned changes.

In response to request for clarification about how the recycling figures for quarter one had been calculated, officers advised that the figures presented were always from the previous quarter so in effect were a quarter behind and over each quarter the figures evened out as typically recycling rates were higher in quarter one and two due to garden waste. The new bin roll out resulted in a 45% rate for September.

It was questioned why the presentation alluded to a £10m saving over a 10 year period from the reduction of landfill costs, when the SLWP report stated a figure of £2m over 10 years. Officers confirmed that the £2m was a net figure which took into consideration Landfill avoidance costs over a 10 year period.

All members of the Sub-Committee shared a concern about the possible withdrawal of the free bulky waste collection service, with it considered to be a detrimental step. The Cabinet Member confirmed that there were no plans to withdraw the service. It was also made clear that while it was acknowledged that it was a popular service for residents, it was always intended that it would be reviewed as was usual for all Council services, due to the amount of public money that was being spent. The Council had a responsibility to ensure that it was cost effective and achieved the results initially intended which was to reduce fly tipping.

It was suggested that the scope to coordinate the work of the fly tipping and bulky waste teams should be explored to improve collection times for bulky waste collection. Officers advised that it may be difficult to do so due to the differences in the types of material retrieved from each of the collection services, but welcomes the positive suggestion. Further assurance was provided that cost effective opportunities to improve the services would continue to be explored and all suggestions were welcomed.

A Member thanked officers for the informative and positive presentation and acknowledged that tangible benefits would be experienced in the longer term. A question was asked about what steps had been taken to ensure that streets were free of spillage after dust carts had collected rubbish. Officers replied that traditionally street cleansing took place after collection due to the potential for spillage, but it was expected that the new contained boxes would significantly reduce spillage. Additionally the new fleet had more measures in place to prevent spillage which would help to resolve street cleansing issues.

Members of the Sub-Committee raised concerns about the size of the new bins and questioned the decision made to provide the largest capacity bins. The Cabinet Member informed Members that the decision to implement the largest capacity bins available was taken to future proof the system and reduce the need for any further changes in years to come. Additionally 70% of household waste currently collected was recyclable and as such the decision was taken to deliberately reduce the size of waste bins in order to encourage more recycling. There is a national target to reduce waste and increase recycling and a recognised need to change the culture for environmental purposes.

It was further acknowledged that there would be some homes that had more items to recycle than others and by deploying the largest capacity bins allowed for this. Residents had been informed to contact the Council if they were experiencing issues with the smaller capacity waste bins. Officers also stated that there had been less than 1% complaints received regarding the new service and they had been working hard to rectify any issues highlighted. Veolia had been working to build its relationship and trust with residents by ensuring that services ran smoothly and through the continued review of any identified issues. Assisted collections for the elderly would continue with residents encouraged to contact the Council to arrange for this service where needed. Additionally Veolia officers worked with street champions and maintained the relationship in order to be kept aware of areas of required improvement.

It was noted that further increases in the recycling rate would be positive and Members would welcome information in the future on identified reasons behind the increase.

It was also questioned whether there would be any future changes to the frequency of collection services. Officers reassured Members that there were no plans to reduce the frequency of services. There was now stability in the service, residents have had to experience many changes over recent years and they can be reassured that there were no further changes planned.

Officers agreed that there were still many identified challenges to be resolved including collections from flats, with consideration to be given to the type of provision that would allow for access to recycling. Houses of multiple occupancy also presented challenges. The plan was to roll out a dedicated service for flats, with work underway to plan how this could be done effectively.

In response to questions about the monitoring of performance management of street cleaning, officers advised that there was a team of four monitoring officers who undertook inspections each month, sometimes in known hotspots in the borough but also on an ad-hoc responsive basis. Data was gathered and reported on a quarterly basis. As part of the contract there were penalties and sanctions for poor performance. Veolia had been informed that they must ensure that bins were taken back to the curtilage and not left on pavements,

which would be closely monitored. Street Cleansing had been successful with monitoring figures demonstrating that streets were being kept to the expected standards. Officers agreed to share street cleansing performance statistics with the Sub-Committee.

The Chair commented that the performance of the contractor used by Veolia for the delivery of the bins, Jett had been disappointing and that their performance should have been monitored more closely. Officers acknowledged that there had been challenges with areas of weakness identified and dealt with appropriately. Valuable lessons had been learnt.

The Sub-Committee learned that in order for savings to be realised for the boroughs in the SLWP, contractors had to adhere to strict performance targets, which were closely monitored. It was imperative to ensure that they were all getting the best value from the partnership, which resulted approximately £5m savings each year.

SLWP had discussed how to relay information to the public on the effectiveness of the recycling campaign and the journey of each recycling stream. Suggestions included side panels of collection vehicles being used to display information and information being uploaded to dedicated pages within each borough's website. Members commented on the importance of providing information to residents about the journey of the recycling and gave an example of food waste, which Veolia stated was sent to Anaerobic plants for processing. The Member stated that it was important for residents to know that their food waste was used to produce compost and turned into renewable energy, with a view that this knowledge could assist in changing attitudes and encourage more recycling.

A Member questioned what research had been carried out to identify the external factors that influenced fly tipping and what checks were carried out on licenced carriers to ensure that they were not involved in the practice. Officers advised that it was unusual for licenced carriers to fly tip due to the penalties and possible implications. The enforcement team worked closely with the police to conduct regular surveillance and it was very rare to catch a licenced carrier fly tipping. It was known that the most prolific offenders were people who were indifference to the fact that there was a free bulky waste collection service available that could be utilised.

The proposals to reduce the number of cuts made to highway verges was questioned and in response officers advised that there was an opportunity to review how the service was delivered, as some areas had been identified as requiring more frequent maintenance than other.

The Chair commented on the increase in graffiti across the borough and lack of visibility of vacuum cleaners in Wards. Officers agreed to provide an update to Member on Council performance on both of these issues.

The Chair asked for an update on the interactive services and what had been done to ensure the interface of the systems promised for the last few years

had taken place. Officers advised that the Council was undergoing a review of its digital contracts, the new systems had not progressed as far as expected and the Director of Public Realm stated that this was an area of priority. The Chair stated that the response was disappointed and would be discussing with the Sub-Committee the possibility of extending an invite to the Chief Digital Officer to attend Scrutiny to discuss this in greater detail.

The Chair thanked the Cabinet Member and officers for their attendance and answers to questions.

In reaching its recommendations, the Sub-Committee reached the following **CONCLUSIONS**:

1. The Cabinet Member and officers were thanked for their presentation and report
2. Although the roll out of the bins had been successful in most areas, there were notable issues in some areas by Jett the company used to deliver the bins.
3. It was encouraging that Croydon residents were recycling 38% of their household waste.
4. There were concerns regarding the size of bins and the Council's decision of a one size fits all policy.
5. The Members were not convinced with the Cabinet Members response that the choice to use the largest capacity bin was a means of future proofing the service.
6. There had been a lack of communication with Councillors on decisions made surrounding the roll out. Councillors has not been consulted on the potential impact within their individual wards.
7. Further work was needed to raise awareness of assisted collections for members of the Community who required this service.
8. It was acknowledged that Veolia recognised the sporadic and often poor performance by Jett throughout this project and that their performance should be monitored.
9. That the Free Bulky Waste collection service should continue to be monitored to ensure that it fulfilled its initial purpose and was reviewed against the occurrences of fly tipping in order to mitigate potential environmental implications.
10. That the Scrutiny and Overview Committee add to its work programme an item on the Council's Digital Roll Out Programme. In particular the areas of Software Integration that should have been implemented as advised.
11. There appeared to be a reduction in the presence of Electric Vacuums Cleaners in some Wards.
12. Occurrences of Graffiti appeared to be on the rise, in particular on shop fronts in some Wards and more needed to be done to tackle this issue.

The Sub-Committee **RESOLVED** to:

1. Recommend to the Cabinet that the Sub-Committee fully supported the retention of the free Bulky Waste Collection service

2. Recommend to the Cabinet that the Council review its 'one size fits all' policy that has been adopted in deciding the capacity of bins, in particular for households who consistently produced a small amount of waste.
3. Recommend that the Cabinet Member for Clean Green Croydon confirm that there would be no further changes to the waste and recycling collection service timetable.
4. Recommend that the Council actively engaged with residents to promote the importance of recycling. In order to promote behavioural change the Council should focus on encouraging residents to recycle and working with them in a positive manner.
5. Recommend that the Council provides information to residents on the recycling programme, such as producing information on anaerobic digestion so that they were aware that the food waste they recycled was used to generate energy or processed into renewable natural gas and fuel.
6. Recommend to the Cabinet that a review of the Councils Digital Programme be conducted, as there were concerns that the programme which was promised several years ago had not occurred as described or as anticipated.
7. Recommend to the Council that officers report back to the Sub-Committee on the findings from the review of difficult properties, such as those above commercial premises in the bin roll out programme.
8. Recommend to the Council that an update on performance relating to the removal of Graffiti be provided to the Sub-Committee.
9. Recommend to the Council that an update on the roll out, performance and any changes in the use of Electric Vacuum Cleaners be provided to the Sub-Committee.

30/18 South London Waste Partnership Update

It was agreed that no further discussion would take place on this item as all discussion had taken place under the Cabinet Member Question Time section of the meeting.

The Sub-Committee **NOTED** the contents of the report.

31/18 Work Programme 2018/19

The Sub-Committee **NOTED** the work programme for the remainder of the 2018/19 municipal year.

32/18 Exclusion of the Press and Public

This was not required

The meeting ended at 9.30 pm

Signed:

.....

Date:

.....

For general release

REPORT TO:	Streets Environment and Homes Scrutiny Sub Committee 6th November 2018
SUBJECT:	Cabinet Member Question Time
LEAD OFFICERS:	Shifa Mustafa, Executive Director – Place Steve Iles, Director of Public Realm
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Environment, Transport & Regeneration
PERSON LEADING AT SCRUTINY COMMITTEE MEETING:	Steve Iles, Director of Public Realm

ORIGIN OF ITEM:	This item has been identified by the Streets, Environment and Homes Scrutiny Sub Committee as an area of scrutiny.
BRIEF FOR THE COMMITTEE:	The Sub-Committee is asked to consider the update on areas of the Cabinet Members portfolio and consider if it wishes to make any recommendations.

1 EXECUTIVE SUMMARY

- 1.1 This report sets out the current budget issues, a review of 2018/19 current issues, including any key decisions made in the last year and any future strategies and policies that will be worked on over the coming 12 months.
- 1.2 Provides a progress update and response to the conclusions and recommendations made at meetings concerning the areas of this portfolio

2 BUDGET ISSUES

- 2.1 The primary budget issue is arising from central government having ceased providing revenue support to Transport for London (TfL). In turn TfL has had to look critically at how it allocates its funding, including the support it provides to London local authorities. This resulted in TfL cutting all funding to local authorities for Bridge Strengthening and for Principal Road Maintenance (except for emergency works) last year and this year. This includes resurfacing and major maintenance works on the strategic road (A roads) network in the Borough. In recent years Croydon has received up to £1 million per annum from TfL for repairing our main roads. However, as Blackhorse Lane bridge works were already underway, TfL has continued to fund these. TfL's intention had been to begin to reinstate this funding from next year. However, with the delay to Crossrail opening and the associated revenue implications for TfL, the funding situation remains unclear.

2.2 The same removal of revenue support to TfL resulted in TfL also cutting the LIP Corridors, Neighbourhoods and Supporting Measures funding by 15%. In 2017/18 this cut was more than made good, however in the current year, the cut was felt for the first time. The current year's LIP Corridors funded programme assumes a continuation of the 15% cut and the programme for the next three years in the draft LIP considered by Cabinet last month was prepared on the basis of the 15% cut remaining. That Cabinet report did also include an £8m to £10m bid to TfL for Liveable Neighbourhood funding to reconnect communities split by the Roman Way as well as enhance walking, cycling and the public realm. Croydon is also fortunate in having the Growth Zone enabling it to run what must be one of the biggest transport and public realm investment programmes in London outside of TfL.

2.3 Our current Highway Maintenance budget is £9.6M inclusive of significant internal investment to strengthen and replace some of our failing bridge infrastructure included our contribution to funding the major works at Blackhorse Lane.

3 REVIEW OF 2018, CURRENT ISSUES, INCLUDING KEY DECISIONS MADE IN THE LAST YEAR AND ANY FUTURE STRATEGIES AND POLICIES THAT YOU WILL BE WORKING ON THE NEXT 12 MONTHS

3.1 Key Decisions made in the last 12 months

3.1.1 Parking Charges 2018 / 19 – (Ref 2018/ETR)

3.1.1.1 This report considers the parking charges for the coming year and is requesting comments on proposals that all permit charges remain at 2013/14 levels. It is proposed that residential parking bay suspension and dispensation charges and shop mobility charges also remain the same but the on and off-street parking charges are increased by a minimum of 10p for each 30 minute and 1 hour duration for on and off-street parking respectively.

3.1.2 Draft Suburban Design Guide - Supplementary Planning Document (SPD2) – Consultation (Ref 2518/ETR)

3.1.2.1 To provide design guidance for suburban residential developments and extensions and alterations to existing homes across the borough, while assisting in the delivery of the borough's housing targets and providing clarity to communities, stakeholders, developers and planning officers.

3.1.3 Timebridge Community Centre and Fieldway Family Centre (Ref 2518/ETR)

3.1.3.1 to approve the award of contract for the design and build of the new Timebridge Community Centre for a contract term of 2 years at a maximum contract value of £4m, inclusive of the option to incorporate a temporary modular build to facilitate decant of the facilities at an estimated value of £200k subject to project requirements and funding, being agreed.

3.1.4 Delivering The Croydon Growth Zone (Ref 1418CAB)

3.1.4.1 This report seeks approval for funding projects in the Growth Zone programme that will be delivered between now and March 2023 or where financial commitments will be made to secure future delivery

3.1.4.2 The Growth Zone programme comprises 46 projects and a budget of £4m was approved by Cabinet in December 2017 to develop these projects further and begin implementation from April 2018.

3.1.5 The third Local Implementation Plan (LIP3) & Liveable Neighbourhoods BID

3.1.5.1 Approve the draft LIP3 core components at appendices A to D of this report as the basis of the draft LIP3 to be finalised the LIP3 document for submission to the Mayor of London for his approval by the February 2019 deadline.

3.1.5.2 Approve the submission of the Liveable Neighbourhood funding bid to the Mayor of London and TfL.

3.2 **Mayor of London's Transport Strategy (MTS)**

The Mayor published his Transport Strategy in March 2018. The Strategy sets out how:

- Transport has the potential to shape London, from the streets Londoners live, work and spend time on, to the Tube, rail and bus services they use every day.
- By using the Healthy Streets Approach to prioritise human health and experience in planning the city, the Mayor wants to change London's transport mix so the city works better for everyone.

Three key themes are at the heart of the Strategy.

- Healthy Streets and healthy people

Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.

- A good public transport experience

Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.

- New homes and jobs

More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

3.3 Key Croydon Labour Manifesto Commitments

The Croydon Labour May 2018 election manifesto contained a series of connected and mutually supporting commitments relating to 'Healthy Streets', mode shift, better public transport etc. all of which work with the grain of the MTS. The following section briefly summarises (in bullet point form) progress on; and issues, opportunities and tensions relating to a some of our key commitments.

Healthy Streets

'Working with the Mayor of London, to make the following areas a priority:

- **Healthy and safer streets that encourage more walking to tackle our obesity crisis'**

In response we have major programmes including:

- Walking and Cycle Route implementation focussed on the Growth Zone (£25m)
- Public Realm improvement in the Growth Zone (£44m)
- A Major Liveable Neighbourhoods bid (£8m) for the Western side of the Growth Zone to connect people and places across the Roman Way and aid cycling and walking along it.
- Healthy Schools Neighbourhoods is a major part of the emerging Local Implementation Plan 3 (LIP3) and programme within it.
- Continuing cycle training programme

Opportunity Croydon is the London Borough with the greatest potential for both walking and cycling

Strength Significant funding especially via the Growth Zone

Tension Trying to improve the walking and cycling environment whilst the Growth Zone undergoes its major reconstruction phase

Tension Reallocating carriageway space from general traffic and car parking to cycle lanes etc. when the levels of Cycling in Croydon are currently extremely low.

Weakness The car orientated environment engineered in the past and the forecast increase in car ownership in the borough

Mode Shift

'Working with the Mayor of London, to make the following areas a priority:

- **Reducing the number of short car journeys that could be walked, cycled or taken on public transport'**

In October, Cabinet consider both our draft LIP3 and the Growth Zone investment programme (see appendices). Both are our primary means of meeting the above manifesto commitment (and many more of them) and of implementing the MTS in Croydon.

Opportunity TfL estimates that over 400,000 motorised trips made in Croydon could be readily cycled if conditions were put right.

Better Public Transport

‘Working with the Mayor of London, to make the following areas a priority:

- **Introducing new bus routes to help better connect people or places**

Work with TfL and Network Rail to improve public transport links to our local centres (includes introducing new bus routes to help better connect people or places)’

In addition to the actions and investment outlined in the sections above we are:

- Working with TfL to review bus services in response to recent and planned growth particularly in the south of the Borough.
- Investigating best means of introducing dockless bike hire including e-bikes.
- Working with TfL to investigate potential for small autonomous public transport vehicles and Demand Responsive Public Transport in the south of the Borough.
- Working with Network Rail to deliver the Brighton Mainline Upgrade. The council successfully lobbied DfT to provide funding to develop the proposals and the Strategic Business Case. Currently out to public consultation.
- Lobbying the Deputy Mayor for Transport and TfL to work with us to extend the tram network.
- Working to extend bus routes including into the Tollers Lane Estate on which we and TfL are about to launch a public consultation.

Opportunity Major funding through the Growth Zone for walking, cycling, buses and trams.

Opportunity Much of the growth planned within the Growth Zone which has excellent public transport connections

Tension Growth Zone has some of the poorest walking and cycling environments

Tension Away from the Growth Zone considerable growth is planned for areas currently with low public transport accessibility

Tension Tramlink is a major asset to the Borough but does not seem to have the importance it should within TfL and hence TfL does not currently share Croydon’s ambitions for the system

Working with the Mayor of London, to make the following areas a priority:

- **A reliable public transport system that ensures safe and convenient travel**

Related to a section 3.6 above our programme and actions include:

- Bus reviews, bus priority measures, Growth Zone bus funding
- Lobbying for Brighton Mainline Upgrade and Tram extensions
- Working to deliver brand new stations at East and West Croydon and a much improved and step-free Norwood Junction, including working with Arriva to make our own Access for All funding recommendation to the DfT for West Croydon Station.
- Working with GTR to include Waddon and Reedham Stations within its Access for All nominations to the DfT

Improved Air Quality

Working with the Mayor of London, to make the following areas a priority:

• Improving air quality, especially at or near schools

Our current major and award winning initiative is ‘School Pedestrian Zones’ which we will be rolling out further following the experimental trials. The LIP3 propose building on this success with ‘Healthy Schools Neighbourhoods’ aiming to improve the environment around clusters of schools for the benefit of the whole neighbourhood. In addition, we will be continuing our programme of school travel planning, our ‘anti-idling’ campaign and related travel behaviour change activities.

Croydon’s Air Quality Action Plan (AQAP) has been produced as part of our duty to London Local Air Quality Management. It outlines the action we are taking to improve air quality in Croydon between 2017-2022.

Our priorities are:

- To control emissions from new developments. Tackling emissions from construction sites and construction vehicles through compliance with the Council’s Town Centre Construction Logistics Plan.
- Tackling emissions due to servicing and freight vehicles, and so have completed a feasibility in reducing deliveries to the Council and also investigate setting up a delivery consolidation centre in congestions with other South London Boroughs
- To reduce exposure to air pollution and to raise awareness for residents and those who work in Croydon. By working with Public Health we want to raise awareness through school projects, local community projects and local businesses.

Major Station Improvement

Work with partners to bring significant improvements to stations in our borough, including:

- two additional platforms at East Croydon to ease overcrowding and speed up journeys;
- re-opening the entrance/exit at Norbury to ease congestion and overcrowding at peak periods;
- improving step-free access at Norwood Junction to make it fully accessible and
- campaigning for Waddon Station to be fully accessible

Most importantly, we are working with Network Rail to develop proposals / designs for a new world class East Croydon Station and an accessible Norwood Junction Station. I have recently written to TfL's Director of City Planning to express my profound disbelief and displeasure at TfL's failure to include Norwood Junction within its nominations to the DfT for Access for All funding despite the fact that they ranked it the 6th highest priority station access scheme in London. However, we are using TfL's recommendations to highlight to the DfT the urgency of making Norwood Junction step free and hence the need to ensure that the Brighton Mainline Upgrade is funded and delivered as soon as possible and the making Norwood Junction step-free is an early will in that Upgrade.

Other activities include:

- Working with GTR to include Waddon Station within its Access for All nominations to the DfT
- £11m Growth Zone Funding for West Croydon Station, the preparation of a development brief for the Station nearing completion, and working with Arriva to make our own Access for All funding recommendation for the Station.

Expansion of the Tram network

Continue to press for TfL to fund an expansion of the tram network to link central Croydon to Crystal Palace

The Cabinet Member for Environment, Transport & Regeneration recently brought Heidi Alexander, Deputy Mayor for Transport, to Croydon to make the case directly for TfL to work with the council on Tram extensions. TfL is keen to work with us and all other local authorities to investigate the benefits that might be derived from demand management measures.

Electric Vehicle Charging Points (EVCPs)

Install 400 electric vehicle charging points over a four year period

Currently:

- Through the 'Source London' network agreement our first 30 Blue Point London charging points are going in at busier/high demand locations with more to follow.
- A number of Rapid Charging Points are to be implemented with the help of the Go Ultra Low Cities (GULCs) funding.
- We are investigating the optimum means of introducing EVCPs (cost, street clutter etc) in residential roads lacking off-street parking.

Opportunity Lamp columns are looking like a means of introducing a significant proportion of the charging points in residential streets whilst minimising additional street clutter.

Tension It is looking like we will require a further £1m (yet to be identified) to deliver the 400 target.

Fiveways

Working with the Mayor of London, to make the following areas a priority:

• Making sure that TfL delivers on the Fiveways scheme

In brief:

- Croydon Council is a partner on the project board
- TfL has revised the design in the light of consultation held in 2017, (in particular it listened to us and others, and has improved the design significantly from a cyclists perspective)
- Executive Director Place has endorsed the revised design with authority delegated from Cabinet
- Detailed design process continuing
- A further £5m Growth Zone contribution (principally for the additional cycling infrastructure included in the revised design) has been agreed bringing the Council's contribution to the project to £25m

Making our LIP3 to implement the MTS in Croydon

A draft of our LIP3 was presented to Cabinet in October. It sets a series of local transport objectives drawing on both the MTS and local priorities including those in our manifesto and the Corporate Plan. It includes a three year programme based on the funding that TfL has indicated it will provide to support delivery of the LIP3 plus a much more ambitious and longer term programme based predominately on Growth Zone funding. Appendix 1 provides the three year indicative programme

The report to October Cabinet recommending the draft core components of the LIP3 also included a recommendation for a 'Liveable Neighbourhood' bid for the Roman Way/Old Town area of the order of £8m. Work will continue on the bid to be submitted at the end of this month. The making of the LIP three will continue to our major policy/plan making activity for the rest of the year and well into next.

Growth Zone Transport Programme

The Growth Zone is our means of investing in transport and improving the public realm at our Town centre in order to support the planned growth and to ensure we deliver good growth. Cabinet considered a report (see appendix) last month agreeing allocation of funding

A number of the projects remain in the early stages of scheme development. Subsequently, much of the recent work has focused on the progression of concept / developed design options, with project delivery scheduled over the next 4 years. In addition, a key component of the current programme has focused on Croydon's project management input into schemes led by external partners - the Brighton Main Line Upgrade Project (led by Network Rail) and two TfL-led projects: Transforming Fiveways & Tram Capacity Improvements. Certain project areas are at a more advanced stage, in particular the Cycle Programme, and this has been the main focus of scheme delivery during the current financial year.

Growth Zone Public Realm Programme

Improvements to the streets in the Town Centre are required to turn the Town Centre into a walkable and enjoyable place. Befitting of a modern, prosperous city centre,

business district, high density residential location and education, arts and cultural hub.

Delivered precursor projects include the Croydon Arts Store; Ground Art installations; 'College Square' installation; the College Road 'Street Park'; and the High Street experimental pedestrianisation (including a series of installations such as Ground Art pieces, a parklet, light art trail, further greening and a cultural programme). The projects provided an important platform for collaborations, began to change patterns of behaviour and use of places – vital components of long term sustainable growth, regeneration and improving perceptions.

Design briefs for Minster Green and Thomas Turner path have been produced. For the Minster the brief will frame the regeneration of the area immediately around the Minster, and is a step towards creating a space that will raise the profile of Croydon's rich heritage within and outside the borough while catering for the local community today. For Thomas Turner path, the brief sets out how this key link between the retail core and the civic centre (and the future Town Hall Square) is to be improved to both encourage footfall but also create a pocket space.

As a consequence of the recent investment in the public realm at East Croydon and West Croydon through the Connected Croydon programme, the wider Croydon Opportunity Area will now be the focus for the next stage and in particular the Fairfield area and the Mid Croydon area (extended to include North End/Crown Hill). Appendix 2 Investment via Growth Zone funding in Transport and Public Realm over the next 5 years

Highways Asset Maintenance and Investment

Croydon manages and maintains the highway assets falling within its 726km of highway network. We are responsible for ensuring that our highway assets are fit for purpose and able to fulfil their functions in an efficient and sustainable manner.

Croydon's vision aims to enhance its public space, improve residents' experience and quality of life, and develop a truly unique Croydon solution, which will reshape the way that people travel in the borough.

Croydon has adopted asset management practices to ensure the biggest benefit for the whole community is achieved. Asset management best practices require a look into long-term investments to make best use of resources and ensure right interventions are implemented at the most effective time to ensure a safe highway, a statutory requirement

Our current 2018/19 budget is £9.6M inclusive of significant internal investment to strengthen and replace some of our failing bridge infrastructure included our contribution to Blackhorse Lane.

Croydon will however continue to inspect and maintain the Principal Road Network with a reactive approach in order that we can maintain our statutory defence against highway claims.

To help us deliver the abovementioned programmes we have recently awarded a New Highways Contract

Following a comprehensive procurement exercise and evaluation process, Cabinet approved appointment of FM Conway to provide Croydon's Next Generation Highways Maintenance and Improvement Works over an initial 7 year period with the option to extend by a further 3 years at a total value of £130m.

The scope for the new contract is a core service that will deliver an ongoing highway network maintenance service of routine preventative maintenance and non-routine network repairs, with the added facility to call-off professional services, network improvement and capital delivery works.

FM Conway demonstrated the ability to meet the Council's requirements relating to Social Value. Their offering met and in most cases exceeded our minimum requirements particularly in areas such as their plans for apprenticeship, employment and work placement opportunities to Croydon residents (including those within the priority groups).

4 RESPONSE TO THE CONCLUSIONS AND RECOMMENDATIONS MADE AT MEETINGS CONCERNING THE AREAS OF YOUR PORTFOLIO

REF	RECOMMENDATION	UPDATE
1.	Recommend to the Cabinet Member for Transport and Environment that the Council join calls for a new Clean Air Act which responds to the challenges of the 21st century	The Cabinet Member has on a number of occasions lent his voice to those calling for a new Clean Air Act.
2.	Recommend to the Cabinet Member for Transport and Environment not to proceed with congestion charging, but to review whether the Croydon Parking Policy needs amending to discourage use of worst polluting diesel cars;	Currently developing ways of encouraging residents to reduce their reliance on the car and exploring ways to incentivise drivers to switch to low emission vehicles and move away from high polluting vehicles. Looking to bring forward future strategies during 2019.
3.	Recommend to the Cabinet Member for Transport and Environment ban bonfires in the borough, other than at times of festivals;	Initial legal advice was that the best way to do this would be by PSPO rather than create a bye law, subsequent advice is that this may not be possible for private land, discussions are ongoing. for either option we need to consult and this is planned for early 2019
4.	Recommend to the Cabinet Member for Transport and Environment that regulations on the use of wood burning stoves and chimneys, and the type of fuel used, be extended to cover the entire borough;	Our smoke control area only covers the north of the borough, we need to look into either revoking this and implementing a new one for the whole borough, or implementing a second one for the south – either way we need to apply to the secretary of state.

5.	Recommend to the Cabinet Member for Transport and Environment that trees be replanted across the borough with a particular focus on the most polluted areas	<p>Embarking on a five year project to plant 3,500 new street trees. Historically Croydon, like other authorities, loses trees due to old age, disease or development. This leaves large numbers of empty tree planting pits in the footpath or streets with only a couple of trees where once there were dozens. This project plans to not only replant many of these vacant tree pits, restoring the green street scene but to also focus this planting in areas of poor air quality, which is predominantly in the more urbanised north of the Borough. A fixed term Tree Planting Officer has just been employed to develop and roll out this project, seeking new planting opportunities and funding streams to enhance this vital scheme.</p> <p>190 trees have been planted during the spring and a further 536 trees planned for November – March giving a total 726.</p>
6.	Recommend to the Cabinet Member for Transport and Environment that proactive work be undertaken to tackle the issue of idling vehicles, in particular taxis around East Croydon station;	This has started with several exercises being carried out in idling hotspots. The behaviour team hub are assisting with designing road markings to be implemented in these hotspots.
7.	Recommend to Cabinet Member for Children, Young People and Learning and Cabinet Member for Transport, and the Cabinet Member for Homes, Regeneration and Planning to carry out a review of the effectiveness of School Travel Plans, whether they are currently "fit for purpose" in regards pupil safety, public health, congestion, and air quality, and report back on how they can be improved;	The Council have reviewed the STP process and consider that it is 'fit for purpose' but there are potentially ways in which it can be improved. These include finding ways to encourage or compel schools to engage on the STARS programme; encouraging schools to introduce cycling clubs; resources be sought to provide the 'bike it plus' programme in schools; set the STARS accreditation as mandatory for inclusion in any Healthy School Neighbourhoods project; and for schools to have a 'home-to-school' agreement with new families to state that they will travel actively or sustainably to school where possible.
8.	Recommend to the Cabinet Member for Transport and	Officers have developed and introduced an engagement plan for all

	<p>Environment that consideration be given to how best to improve communication with the public on future bridge repairs; and</p> <p>Request that the next Cabinet Member bulletin for the Council meeting in April 2017 include updates on car clubs and playstreets.</p>	<p>bridge repairs and replacement plans, this includes a stakeholder map which covers statutory consultees, local residents, elected members and businesses. The plan is designed to be tailored by location.</p> <p>Both car clubs and play streets did feature in the cabinet member bulletin for April 2017</p>
<p>9</p>	<p>The Cycling Strategy be adopted;</p> <ul style="list-style-type: none"> a. Greater emphasis be given to the health benefits of cycling and the lives that could be saved from cycling; b. A promotional campaign be undertaken to inform residents of the benefits of E-Bikes and an event be arranged to encourage councillors to trial them; c. Greater emphasis be given to schemes to promote cycling among young people and encourage all schools to participate in the Bikeability scheme; d. Consider encouraging schools to introduce cycling clubs and competitions; and e. The review into byelaws of all parks continue and to ensure the right balance be found to ensure cycling in parks was found to ensure safe cycling and enjoyment of parks for all. 	<ul style="list-style-type: none"> a. Following the Scrutiny Sub-Committee's recommendations, a greater emphasis was placed on the health benefits of cycling in the revised draft of the Cycling Strategy. The Strategy was adopted by Cabinet in January. b. An E-bike trial session was organised for Croydon Councillors. E-bikes were supplied by (and help and advice given by) Coulsdon based 'Cycling Made Easy' and 'Brompton Electric'. Consultants have been commissioned to advise on the optimum route to providing dockless hire bikes in Croydon including dockless E-bikes. As a scheme is nearing implementation, there will be a promotional campaign, including the benefits of E-bikes. c and d Over many years the Council has provided in school cycle training for those schools that want it and a wider programme of training for children and adults. The Council's Cycle Training programme is currently out to tender to re-procure a cycle training provider as part of improving our offer to schools and young people. The draft LIP3 proposes a number of Healthy Schools Neighbourhoods. In these areas, the schools will be the focus for engagement activity regarding action that might be taken to help people walk and cycle more within

		<p>the neighbourhood including to school. The intention is to be able to make the streets within the neighbourhood more conducive to walking and cycling. In parallel it is intended that there be an intensive programme with the schools to help more walk and cycle including Bike It Plus training and activities https://www.sustrans.org.uk/our-services/projects/bike-it-plus-london encouraging cycle clubs within the cluster schools will be one strand of the initiative.</p> <p>e A privilege to cycle in the Connect2 parks on certain routes has been granted under the Parks Byelaws. Granting similar privileges elsewhere will be pursued but our main focus currently is delivering the major Growth Zone focused and funded cycle infrastructure programme. Currently the Byelaws are not enforced against people cycling considerately within our parks.</p>
--	--	--

CONTACT OFFICER: Steve Iles, Director of Public Realm Place
Department. Telephone: Extn 52821

BACKGROUND DOCUMENTS: None

APPENDICES: Appendix 1 Three-year indicative programme of investment for the period 2019/20 to 2021/22 employing TfL LIP funding

Appendix 2 Investment via Growth Zone funding in Transport and Public Realm over the next 5 years

This page is intentionally left blank

Appendix 1 Three-year indicative programme of investment for the period 2019/20 to 2021/22 employing TfL LIP funding

TfL BOROUGH FUNDING 2019/20 TO 2021/22 FOR CORRIDORS, NEIGHBOURHOODS & SUPPORTING MEASURES	Programme budget		
	Allo cate d 201 9/2 0	Indi cati ve 202 0/2 1	Indi cati ve 202 1/2 2
Construction & Freight Traffic Management	75	0	0
Borough Traffic Reduction Strategy	180	90	75
Bus Accessibility Reviews	20	20	0
Walking & Pedestrian Improvements	400	330	330
Cycling Strategy Delivery	579	540	500
Urban Mobility & EVs	60	60	60
Active Travel Behaviour Change	205	205	205
Healthy School Neighbourhoods	165	270	470
School Travel Planning	150	130	130
Vision Zero – Safer Streets	230	425	300
Vision Zero – Safer Speeds	150	150	150
Vision Zero – Safer Fleets	6	0	0
Vision Zero – Safer Behaviours	165	165	165
Sub-total	£23 85k	£23 85k	£23 85k

This page is intentionally left blank

Appendix 2 Investment via Growth Zone funding in Transport and Public Realm over the next 5 years

Growth Zone Workstream	(A) GZ funding approved 2018/19 (£000's)	(B) GZ funding approved 2019-2023 (£000's)	(C) Total funding (£000's)
Transport	1,000	115,748	116,748
Public Realm	400	44,363	44,763
TOTAL	1,400	160,111	161,511

Project Breakdown

Project / Initiative	GZ funding – 2019/23 (£000's)
Trams – 1st Phase Network Enhancements and additional studies	26,775
Trams - George Street Tram Stop	1,081
Rail – West Croydon Station	11,410
Rail - Brighton Main Line (CARS), including East Croydon Station	1,000
Buses – Bus Priority	4,900
Buses – Bus Route Upgrades	10,000
Walking & Cycling Programme	14,194
Traffic Management/Variable Message Signs	1,000
Streets – A232 Chepstow Rd / Addiscombe Rd	4,120
Streets – Brighton Road Corridor	4,900
Streets – London Road Corridor	8,280
Streets – Mitcham Road Corridor	6,503
Streets - Fiveways	19,985
Streets - Wellesley Road Crossing	1,500
Delivery & Servicing Management	100
TOTAL	115,748

	GZ Funding 2019/23 £000's
P1 – Old Town Public Realm	5,715
P2 – Mid Croydon Public Realm (incl. North End & Crown Hill)	22,662
P3 – East Croydon Public Realm	4,586
P5 – West Croydon Public Realm	1,400
P8 – Fair Field Gardens	10,000
TOTAL	44,363

For general release

REPORT TO:	Streets Environment and Homes Scrutiny Sub-Committee 6 November 2018
SUBJECT:	HOUSING IN CROYDON
LEAD OFFICER:	Julia Pitt, Director of Gateway Services
CABINET MEMBER:	Cllr Alison Butler, Deputy Leader and Cabinet Member for Homes and Gateway Services
PERSON LEADING AT SCRUTINY COMMITTEE MEETING:	Julia Pitt, Director of Gateway Services

ORIGIN OF ITEM:	Housing in the Borough has been identified as a priority in the Sub-Committee work programme for 2018-19 and this report forms part of that work.'
BRIEF FOR THE COMMITTEE:	The Sub-Committee is asked to consider the briefings from the Registered Providers of Social Housing at the meeting and consider whether it wishes to make any recommendations

1. EXECUTIVE SUMMARY

- 1.1. The Streets Environment and Homes Scrutiny Sub Committee intends to include in this year's work plan a regular examination of housing provision in Croydon. In this first session, the Sub-Committee will look at registered providers of social housing, and their various roles as social landlords, housing developers and providers of housing related support.
- 1.2. The Sub-Committee has invited four registered providers to address the meeting, and take questions from the Sub-Committee. Those invited include
 - Optivo
 - Croydon Churches Housing Association
 - CAYSH
 - Thames Reach

2. HOUSING IN CROYDON

SESSION 1: REGISTERED PROVIDERS

- 2.1. The Streets Environment and Homes Scrutiny Sub Committee intends to include in this year's work plan a regular examination of housing provision in Croydon. In this first session, the Sub-Committee will look at registered providers of social housing, and their various roles as social landlords, housing developers and providers of housing related support.

- 2.2. Social housing in England is subject to regulation under the [Housing and Regeneration Act 2008](#), and this regulatory role is carried out by the Homes and Communities Agency¹. The role of the regulator is to regulate private registered providers of social housing to promote a viable, efficient and well-governed social housing sector able to deliver homes that meet a range of needs. Private registered providers of social housing are largely housing associations, although they also include local authorities and other housing providers.
- 2.3. According to the HCA's [Statistical Data Return for 2017/18](#) there are 1,432 private registered providers of social housing in England, which provide (own) 2,812,320 units of social housing. This provision includes:
- General needs housing (2,146,281)
 - Supported housing (135,288)
 - Housing for older people (264,594)
 - Social leased (175,221)
 - Non-social rented (42,454)
 - Non-social leased (48,482)
- 2.4. The Sub-Committee has invited two registered providers of social housing with social housing stock in Croydon to address this meeting, and two providers of housing related support.

Optivo

Social housing landlord and developer
Officer attending: Jane Porter – Chief Operating Officer
Social housing stock in Croydon:

Croydon Churches Housing Association

Social housing landlord and developer
Officer attending: Tracy Cullen – Chief Executive
Social housing stock in Croydon:

CAYSH

Youth Homelessness Service Provider
Officer attending: Anne Tighe – Chief Executive
Housing related support provider (support and accommodation)

Thames Reach

Rough sleepers service provider
Officer attending: Gary Langston – Lead Manager Croydon Reach
Rough sleepers outreach and resettlement service

¹ The Homes and Communities Agency is an executive non-departmental public body sponsored by the [Ministry of Housing, Communities and Local Government](#).

CONTACT OFFICER: Dave Morris – Gateway Transformation Programme Lead

BACKGROUND DOCUMENTS: None

APPENDICES: None

This page is intentionally left blank

Agenda Item 7

REPORT TO:	STREETS ENVIRONMENT AND HOMES SCRUTINY SUB- COMMITTEE 6 November 2018
SUBJECT:	WORK PROGRAMME 2018-19
LEAD OFFICER:	Simon Trevaskis, Senior Democratic Service and Governance Officer- Scrutiny
CABINET MEMBER:	Not applicable

ORIGIN OF ITEM:	The Work Programme is scheduled for consideration at every ordinary meeting of the Streets Environment and Homes Scrutiny Sub - Committee.
BRIEF FOR THE COMMITTEE:	To consider any additions, amendments or changes to the agreed work programme for the Committee in 2018/19.

1. EXECUTIVE SUMMARY

- 1.1 This agenda item details the Committee's work programme for the 2018/19 municipal year.
- 1.2 The Sub-Committee has the opportunity to discuss any amendments or additions that it wishes to make to the work programme.

2. WORK PROGRAMME

2.1 The work programme

The proposed work programme is attached at **Appendix 1**.

Members are asked to note that the lines of enquiry for some items have yet to be confirmed and that there are opportunities to add further items to the work programme.

2.2 Additional Scrutiny Topics

Members of the Sub-Committee are invited to suggest any other items that they consider appropriate for the Work Programme. However, due to the time limitations at Committee meetings, it is suggested that no proposed agenda contain more than two items of substantive business in order to allow effective scrutiny of items already listed.

2.3 **Participation in Scrutiny**

Members of the Sub-Committee are also requested to give consideration to any persons that it wishes to attend future meetings to assist in the consideration of agenda items. This may include Cabinet Members, Council or other public agency officers or representatives of relevant communities.

3 RECOMMENDATIONS

3.1 The Sub-Committee is recommended to agree the Scrutiny Work Programme 2018/19 with any agreed amendments.

3.2 The Sub-Committee is recommended to agree that topic reports be produced for relevant substantive agenda items in the future.

CONTACT OFFICER:

Stephanie Davis
Democratic Services and Governance
Officer- Scrutiny
020 8726 6000 x 84384

BACKGROUND DOCUMENTS:

None

APPENDIX 1

Work Programme 2018/19 for the Streets Environment and Homes Scrutiny Sub-Committee.

Streets, Environment and Homes Sub-Committee

Meeting Date	Item
26 June 18	- Network Rail – New Timetable
9 October 18	- Cabinet Member Q&A, Clean Green Croydon - South London Waste Partnership
6 November 18	- Cabinet Member Q&A Environment Transport & Regeneration - Croydon Social Housing
22 January 19	- Cabinet Member Q&A, Homes & Gateway Services - Brick by Brick- Update - HRA Budget 2019/2020
19 February	- Trams Update - Utilities Update
19 March 19	- Private Housing Sector Review

This page is intentionally left blank