

Scrutiny Streets, Environment & Homes Sub- Committee Agenda



To: Councillor Sean Fitzsimons (Chair)
Councillor Jan Buttinger (Vice-Chair)
Councillors Pat Clouder, Patricia Hay-Justice, Joy Prince,
Donald Speakman and Phil Thomas

Reserve Members: Richard Chatterjee, Karen Jewitt, Oliver Lewis,
Stephen Mann, Michael Neal, Pat Ryan and Sue Winborn

A meeting of the **Scrutiny Streets, Environment & Homes Sub-Committee** which you are hereby summoned to attend, will be held on **Tuesday, 12 September 2017** at **6.30 pm** in **Council Chamber, Town Hall, Katherine Street, Croydon CR0 1NX**

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

Victoria Lower
020 8726 6000 x14773
victoria.lower@croydon.gov.uk
www.croydon.gov.uk/meetings
Monday, 4 September 2017

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 - 14)

To approve the minutes of the meeting held on 13 June 2017 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. Fiveways Croydon - A review of the design proposals subject to public consultation (Pages 15 - 34)

The report is presented to enable Scrutiny Sub-Committee to review the design of the 'Fiveways project' and provide observations / recommendations relating to the scheme.

6. Croydon's Growth Zone's Proposed Five Year Public Realm Programme (Pages 35 - 42)

This Scrutiny is focussed on the work of the Growth Zone Sub Group Place, Public Realm, Culture and Meanwhile, particularly informing the development of the Five Year Public Realm Programme.

7. Responses from Cabinet (Pages 43 - 48)

To note the responses from Cabinet to recommendations made by the Streets, Environment and Homes Scrutiny Sub-Committee.

8. Work Programme (Pages 49 - 52)

To note the work programme for the municipal year 2017/18.

9. 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.”

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Streets, Environment and Homes Scrutiny Sub-Committee

Meeting held on Tuesday 13 June 2017 at 6:30 p.m. in Council Chamber, the Town Hall, Katharine Street, Croydon CR0 1NX

MINUTES - PART A

Present: Councillor J Buttinger, Councillor S Fitzsimons, Councillor P Hay-Justice, Councillor J Prince, Councillor D Speakman, Councillor P Thomas

Also present: Councillor Stuart King, Cabinet Member for Transport and Environment,
Councillor Robert Canning, Deputy Cabinet Member for Transport and Environment
Heather Cheesbrough, Director of Planning and Strategic Transport
Stephen Tate, Director of District Centres and Regeneration
Rachel Flowers, Director of Public Health
Tom Sweeney, Programme Manager
Ian Plowright, Head of Transport
Neil Andrews, Wheels for Wellbeing
Craig Hollins, Bikeability
Paul Lowe, Bikeability
Austen Cooper, Croydon Cycling Campaign

Apologies: Councillor P Clouder

MINUTES - PART A

A22/17 Election of Chair

Councillor Jan Buttinger proposed Councillor Fitzsimons to be Chair of the Sub-Committee and Councillor Patricia Hay-Justice seconded the proposal. The Sub-Committee voted and **RESOLVED** to elect Councillor Sean Fitzsimons as Chair of the Streets, Environment and Homes Scrutiny Sub-Committee for the 2017/18 municipal year.

A23/17 Appointment of Vice-Chair

The Chair informed the Committee that Councillor Jan Buttinger would be appointed as Vice-Chair of the Streets, Environment and Homes Scrutiny Sub-Committee for the 2017/18 municipal year.

A24/17 Minutes

The Committee **RESOLVED** to approve the minutes of the last meeting held on Tuesday 28 March 2017 as a correct record.

A25/17 Disclosure of Interest

There were none.

A26/17 Urgent Business (if any)

There was no urgent business.

A27/17 Committee Membership

The Committee **NOTED** the Committee membership for the 2017/18 municipal year.

A28/17 Cycling Strategy

The Head of Transport introduced the report and gave a presentation to the Committee on the benefits and barriers to cycling. It was noted that the benefits of cycling were wide ranging, from health benefits to individuals to a reduction in congestion and pollutants. While it was noted that the centre of Croydon was difficult for people to travel through on a bike there were a number of opportunities to increase cycling in the borough.

Transport for London (TfL) reviewed people's concerns in regards to safety regularly and had found that safety perceptions had changed little in recent years. The biggest danger to cyclists was large vehicles, in particular lorries, however a number of initiatives had been introduced and it was hoped that the risk to cyclists would reduce.

Within Croydon it was noted that a barrier to cycling was the topography of the borough, however analysis of figures and modelling suggested that if electric bike (E-Bikes) were used more in the borough that cycling rates would increase. However the borough had the second lowest rate of ownership of bikes in the capital and this noted to be an area that needed to be addressed.

Cycle storage was also outlined as being a barrier to more people cycling as people were concerned about the security of their bikes. Within the borough a number of schemes for cycle storage were being introduced and new developments were required to provide cycle storage.

The Director of Planning and Strategic Transport stressed the need to normalise cycling within society and to change behaviours so people used their cars less for short journeys and accepted that cycling was a relatively quick form of transport. Cycle parking was further noted to be an important area of focus as people needed to be sure their bikes would be secure when storing them and that adequate facilities were available.

The Cabinet Member for Transport and Environment confirmed that the Strategy contained within the agenda papers was not the final version and it was intended to gain the views of stakeholders and Members before the final version was agreed.

Representatives of the Bikeability scheme in Croydon informed the Committee that the programme was backed by the Department for Transport to train people to cycle. In Croydon, 2945 children were trained in the previous year, which was relatively good for an outer London borough. There were also adult courses which ran with Public Health and had around 35 people attending during the summer.

The adult cycle training courses looked to encourage people to cycle by building their confidence. It was noted that there was a huge potential demand to increase the number of people completing short journeys by bike.

The Director of Public Health informed the Committee of the health benefits associated with cycling, many of which people were unaware of including improved chances of surviving breast cancer and reducing the effects of dementia. It was stated that there was concentration of road casualties rather than the number of lives saved by cycling. There was a need to overcome all the barriers associated with cycling including the persons of residents with regards to safety.

The representative of the Croydon Cycling Campaign stated that the Strategy was welcomed and it was hoped that there would be positive outcomes from it being adopted. It was noted that many cyclists struggled to travel across the borough to reach the established cycle routes and segregated lanes, and there was a need to enable transport choice across the borough.

It was felt that there was a need to focus on the town centre to enable people to cycle to and through it which would facilitate ensuring the town centre did not grind to a stop due to the volume of traffic. It was further suggested that the council should re-bid for a Mini Holland scheme and ensure TfL felt confident the council would use the funding effectively and there was cross-party support for improve cycle infrastructure.

A representative from Wheels for Wellbeing informed the Committee that the organisation had been founded in 2007 and provided inclusive cycling sessions for disabled people aged from 2 to 102. The organisation had become increasingly a campaign group which sought better infrastructure and facilities for disabled cyclists. It was stated that there was not only a need for improved facilities there was a need for a change in culture and recognition of disabled cyclists.

The Committee were informed that Wheels for Wellbeing had

undertaken an audit of cycling strategies across London had noted that only 1% of mentions in the strategies were in reference to non-standard bikes. It was felt that it was important to recognise that not all disabled people were car drivers or used public transport, and that quite often bikes were a mobility aid. Furthermore it was stated that there was a need for legislative changes to recognise bikes as a mobility aid and to not caution those who used tricycles in non-cycling areas as a mobility aid. It was felt that there was a great potential to increase cycling among disabled people.

The Committee suggested there was a need for more specific figures which related to Croydon and for the Strategy to contain specific targets to encourage residents to start cycling. Members further suggested there needed to more consideration given to work of organisations such as Wheels for Wellbeing which also assisted the elderly and helped to combat isolation.

Members noted the need for a culture change as in some communities it was seen as a status symbol to drive a car and it was suggested that this may be one of the factors for the fact the cycling community did not reflect the population of London. It was felt that further work needed to be undertaken to engage those communities where driving was aspirational.

The Cabinet Member stressed that one factor which needed to be taken into consideration was the resources that were available and ensuring those resources were used effectively to tackle the areas of greatest potential and to success achieving the quick wins.

It was noted that improved infrastructure in the town centre was the focus as it was where the quickest gains could be made, however a number of BAME communities lived around the town centre and there was a need to engage with these communities to increase cycling figures in the borough.

The Director of Public Health stated at present Croydon needed to develop the infrastructure and to establish a starting point from which engagement with different communities could be done. The London Borough of Hackney was mentioned as an area that had seen increased cycling figures in recent years and this was due to the council initially starting very small and then building up to larger infrastructure and engagement programmes. Officers felt that it was pertinent to start with the quick wins which it was hoped would begin the process of normalising cycling within the borough and making it more inclusive and reflective of the borough.

The Head of Transport informed the Committee that the draft Strategy did include a suggestion to undertake individual travel plans for households around the town centre, which it was hoped would facilitate in informing residents of the transport options that were available to them and encourage residents to be less reliant on cars.

In response to the aim of making cycling inclusive representatives of

the Bikeability scheme noted that 70% of participants in the adult courses were females, whereas women only made up around 20% of cyclists on the road. It was noted that there was a need to make the most of the enthusiasm for cycling by tackling the barriers that mean people do not cycle regularly. It was further noted that cycling instructors had also previously worked with the Lake Foundation to increase BAME cycling in the area.

The Croydon Cycling Campaign representative stressed there was need to move around the idea that cyclists are middle aged men in lycra only and invest in infrastructure to make it more inclusive and safer. It was noted that Croydon had the benefit of learning lessons from elsewhere in London when implementing new infrastructure.

Members agreed that safety was the area of greatest importance and some Members suggested that if a cycle lane was introduced there should be a requirement that cyclists use it rather than other routes. It was further noted that it was important that cyclists wore appropriate clothing and maintained the lights on their bikes.

The Head of Transport informed Members that TfL estimated that around 645,000 bike trips were undertaken each day in London which equated to around a fifth of daily tube trips. Croydon equated to around 1% of that figure and TfL data suggested that this figure could be increased significantly with the right infrastructure.

The Committee considered the topography of the borough and the barrier to cycling this could be for some residents and noted that there was the option to walk up hills pushing bikes if necessary or E-Bikes were available that assisted cyclists to cycle uphill when necessary. The Chair suggested that the council run an event and encouraged councillors to trial E-Bikes and encourage residents to use them also.

The Director of Planning and Strategic Transport agreed that the south of the borough was particularly challenging due to the topography of the area and that a promotional event on the benefits of E-Bikes would be of assistance to encourage greater uptake of the bikes.

In response to Member questions officers confirmed that the Mayor's transport strategy was due to be published on 19 June 2017 and would be reviewed by officers once published.

The Committee noted that with higher number of cyclists there should be fewer cars producing pollutants, however queried whether the current air quality was discouraging people from cycling. It was noted that recent reports had suggested that being a passenger in a car was more dangerous in regards to pollutants than walking or cycling. The health benefits from cycling were still better even on days of high pollution levels.

Bike security was discussed by the Committee as an important area

of consideration as many cyclists were concerned about possible theft or vandalism of their bikes. Members were concerned that many bike garages or hangers were not sufficiently secure and suggested there should be a requirement to make them have the same security as the front door of developments.

The Cabinet Member confirmed that security was an important factor and was an element of the Strategy. Furthermore, the Cabinet Member confirmed that he had spoken to the Mayor of London Walking and Cycling Commissioner in regards to specific concerns around the East Croydon station bike storage and the need for a secure cycle hub.

The Committee raised concerns that there was not a strong emphasis in the Strategy on encouraging young people to start riding a bike as it was felt that if young people were used to cycling they were more likely to continue in later life. Members recognised it was sometimes difficult to engage all schools due to the majority no longer being local authority run, but stressed the need to work towards achieving 100% coverage for the Bikeability scheme.

In response the Cabinet Member confirmed that he would expect hard objectives within the delivery plan that work could be measured against. There was a recognition that encouraging young people to cycle was important.

Representatives from the Bikeability scheme in Croydon noted that a lot of work had been undertaken to include cycling as part of the national curriculum which would improve participation figures, however it remained a conversation to have with schools on an annual basis due to turnover of teachers in the schools.

Members noted that many children who had undertaken the training had found it to be very helpful. Having more independent children was seen as positive, however it was necessary to address the safety concerns of parents and for there to be some flexibility to enable those young people who did not do the course still undertake training.

In response the representatives of the Bikeability scheme informed Members that courses did run through the summer holidays during which around 160 participant were trained annually. Concerns were raised by the Croydon Cycling Campaign about the number of parents who drove their children to school and suggested showing parents the proposals to improve infrastructure and query whether that would encourage them to no longer drive.

Officers confirmed that work was continuing on refining the Mini-Holland proposal, as shown at appendix 2 of the report, which included the use of some Greenways through parks. These Greenways it was felt would be the easiest routes to implement. The proposals also sought to link to established and planned cycle routes outside the borough to enable residents to have a linked up route in

and around the area.

Members further noted that many people would look to use the parks to increase their confidence in cycling, however the byelaws that were in place restricted this. It was felt that these should be lifted to enable safe cycling as long there were appropriate speed restrictions and requirements for cyclists to be courteous to other park users. Officers confirmed that the review of parks byelaws was being undertaken and work was being undertaken to implement 2km of cycling routes in parks initially. A review of the 2km would be undertaken before the remaining 24km of routes would become cycle routes.

In response to Member questions officers confirmed that they were looking at the Yorkshire Bicycle Library and reviewing whether a similar scheme would be appropriate in Croydon to provide a bike hire service in the borough.

Members noted that another 34 cycle hangers were planned and queried where the funding was coming from for these and were informed that initially the funding came from TfL, however they were now funded out of s106 monies.

In response to Members concerns in regards to the tramlines officers confirmed that proposals to improve cycle safety when crossing tramlines had been reviewed by TfL and Tramlink, however there were no readily available options which could be retrofitted. Officers were, however, working closely with TfL to ensure the second town centre loop would be safe for cyclists by having a segregated cycle lane down Dingwall Road.

In conclusion the Cabinet Member noted that there was growing cross-party support for cycling from the outer London boroughs who regularly made the case for TfL to provide funding for cycle infrastructure, and this would continue.

In reaching its recommendations, the Committee made the following **CONCLUSIONS:**

- Endorsed the Strategy and the areas of focus to overcome the barriers and to normalise cycling within the borough;
- Acknowledged the need to shift concentration from traffic incidents involving cyclists to the lives saved from cycling;
- There was an opportunity to increase the number people of cycling through the use of E-Bikes;
- Welcomed the commitment of the Cabinet Member for Transport and Environment and the Director of Planning and Strategic Transport to promote E-Bikes, such as through a councillor led event;
- Endorsed the focus on improving cycle facilities and infrastructure in town centres to reduce the number of short car journeys made;

- Welcomed the work of organisations such as Wheels for Wellbeing, the Lake Foundation and the Bikeability scheme to engage all communities to start or return to cycling;
- Noted the opportunity to encourage young people to cycle to school through School Travel Plans and encouraging schools to participate in the Bikeability scheme;
- Welcomed the review of parks byelaws and the importance of ensuring that a right balance was found between cyclists and other park users;
- Welcomed the Cabinet Member for Transport and Environment raising concerns regarding bike storage at East Croydon station and requests a review of the whole station area; and
- Welcomed the work of officers to review bike hire schemes such as a Bike Library and suggested the introduction of cycling clubs and competitions within schools.

The Committee **RESOLVED** to recommend to Cabinet that:

1. The Cycling Strategy be adopted;
2. Greater emphasis be given to the health benefits of cycling and the lives that could be saved from cycling;
3. 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;
4. Greater emphasis be given to schemes to promote cycling among young people and encourage all schools to participate in the Bikeability scheme;
5. Consider encouraging schools to introduce cycling clubs and competitions; and
6. 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.

A29/17 Responses from Cabinet

The Sub-Committee noted the responses from Cabinet following the recommendations made at the meeting held on 22 November 2016 and Members stated they had been unable to find any additional information on the council's website with regards to disposing of paint cans. The Chair suggested that officers be requested to provide a copy of the information that had been circulated at Neighbourhood Recycling Centres and the link to the relevant webpage.

The Sub-Committee **NOTED** the work programme for the 2016/17 municipal year.

A30/17

**[The following motion is to be moved and seconded as the
“camera resolution” where it is proposed to move into part B of
a meeting]**

Not required

MINUTES - PART B

None

The meeting finished at 8.28pm

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For general release

REPORT TO:	Streets, Environment & Homes Scrutiny Sub-Committee 12 September 2017
SUBJECT:	Fiveways Croydon – A review of the design proposals subject to public consultation
LEAD OFFICER:	Heather Cheesbrough – Director of Planning & Strategic Transport
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
PERSON LEADING AT SCRUTINY COMMITTEE MEETING:	Ian Plowright – Head of Transport Richard Lancaster – Transport Projects Manager

ORIGIN OF ITEM:	This item has been identified by Streets, Environment and Homes Scrutiny Sub-Committee as an item of Scrutiny
BRIEF FOR THE COMMITTEE:	To review the design proposals that are currently subject to public consultation as part of the Fiveways Project

1. EXECUTIVE SUMMARY

- 1.1 The report is presented to enable Scrutiny Sub-Committee to review the design of the 'Fiveways project' and provide observations / recommendations relating to the scheme. It is intended that the recommendations of the Committee are treated as a project consultation response and any specific design observations will be reviewed and considered as part of the next stage of scheme development.
- 1.2 The Croydon Opportunity Area Planning Framework (2013) identified the A23/A232 intersection as a key congestion hotspot predicted to worsen without intervention as a result of growth in Croydon Town Centre and surrounding areas. Subsequently, the Council and TfL entered into a Transport Infrastructure Agreement to deliver improvements to the A23.
- 1.3 Traffic congestion in the area remains high, bus passengers frequently experience delays during peaks, and there is poor provision for cyclists and pedestrians. The existing Waddon Station bridge is also forecast to require replacing / upgrading by 2023.
- 1.4 The proposals will make Fiveways junction simpler and increase capacity to accommodate expected traffic changes arising from population and economic

growth in the area. The project will also improve conditions for walking and cycling, with better cycle links between central Croydon and Sutton, and simpler pedestrian journeys and new public spaces. The proposals aim to make the streets more accessible and people-friendly, in line with some of the key objectives of the Mayor's emerging Transport Strategy, and also support the development of a future masterplan for the area to help shape a new local centre for Waddon.

- 1.5 From the early stages of the design process, and in line with the project requirements which were set out and agreed by TfL and LB Croydon, TfL has sought to ensure that the design proposals improve conditions for east/west cycle movement to and from the Croydon Opportunity Area. More recently, as Croydon Council has begun to develop proposals for a network of cycle Quietways and other routes, the importance of aiding cycling through all parts of the scheme has become clearer. Hence, as part of the most recent Croydon Council decision associated with the scheme on 29th June 2017, supporting the current public consultation, an additional recommendation was included to ensure that TfL seek to include further cycling facilities in their scheme proposals, along with the flexibility to bring about additional improvement post-implementation.
- 1.6 This additional recommendation has been included to ensure that the cycle-ability through all parts of the scheme area are accounted for as far as feasible within the existing design, and to retain the flexibility (subject to the detailed design process) to provide cycling facilities between Epsom Road and Fiveways Corner in the future.

2. FIVEWAYS DESIGN JOURNEY

Background

- 2.1 The Council entered into a Transport Infrastructure Agreement with TfL to support growth in the Croydon Opportunity Area, agreeing to provide £20m towards improvement on the A23. Croydon officers have been working in partnership with TfL to develop design proposals which seek to enhance highway capacity through the A23/A232 intersection and deliver pedestrian, cycle and public realm improvements to support the development of a local centre in Waddon and wider Croydon growth.
- 2.2 Two proposals were developed (proposal 1- an elevated link road between Croydon Road and Duppas Hill Road, and proposal 2 – widening of the existing bridge over Waddon Station) and consulted on in early 2015. At its December 2015 meeting, Croydon's Cabinet agreed Proposal 2 as the preferred option expressing a strong preference for further design work on this option to ensure the retention of the Waddon Hotel (Minute ref:A121/15). The main features of Proposal 2 were:
 - to widen the bridge which carries A23 and A232 traffic over the railway by Waddon Station; and

- to make the A232 Epsom Road two way for general traffic and cyclists.

Cabinet also agreed to delegate to the Executive Director of Place (acting in consultation with the Cabinet Member for Transport and Environment) authority to take such steps as are deemed appropriate and necessary to assist TfL to implement Proposal 2 (Minute ref:A121/15).

More Recent Design Development and Recommended Design

- 2.3 TfL has continued design development since the Cabinet decision. The design proposals now retain the Waddon Hotel, widening to the north side of the road instead of the south. In addition, responding to feedback received during the first stage consultation (which suggested more could/should be done to improve Fiveways Corner itself), TfL's design now turns Fiveways into a simplified four arm junction. This achieves additional general traffic and bus journey time benefits and significantly improves pedestrian crossing facilities and public realm at the junction.
- 2.4 TfL has also undertaken further 'optioneering' to select a preferred solution and alignment for the new / widened bridge carrying the A23/A232 traffic over Waddon Station bridge. As part of this work TfL procured Ramboll UK and Taylor Woodrow (bridge design engineers) to complete the concept level design of the proposed widened bridge over Waddon Station. They have undertaken a thorough assessment of a series of options for widening / replacing the bridge carrying the A23/A232 over the railway. Much of this information is summarised in Ramboll's 'Concept Design Option Appraisal Report' produced in Spring 2017 to inform TfL and Croydon Council of the costs/benefits of proceeding with each option. This information was then considered as part of a wider appraisal including but not limited to land take requirements and deliverability/network impact during construction, which was presented for full consideration at the Fiveways Project Board (attended by LB Croydon) in April 2017. Twelve options were originally developed as part of a long list appraisal. From this, three options were shortlisted for further development.

The shortlisted options were as follows:

- Option 1 – closely matching the 'Proposal 2' bridge alignment reflected in the 2015 consultation
 - Option 2 (intermediate between options 1 and 3) – a similar bridge alignment to Option 1, but slightly further west to minimise the land take requirements.
 - Option 3 – relocating the bridge alignment further to the west so as to avoid any impact on Network Rail infrastructure, aid constructability (ie less utility diversions and reduced Health and Safety risk in constructing the new bridge offline compared to working on a partially demolished structure) and minimising construction phase impacts on traffic movement.
- 2.5 Following appraisal of the shortlisted options, TfL's recommendation (with TfL Project Board endorsement (including LB Croydon representation), was for

Option 3 be taken forward to consultation and beyond. Croydon Council endorsed the overall design proposals, including the preferred bridge alignment, prior to public consultation via a Delegated Decision on 29th June 2017.

Option 3

- 2.6 In all scenarios Network Rail requires the new bridge deck to be higher than the existing, to ensure that sufficient clearance is in place over the railway. This makes the vertical tie-in with Epsom Road difficult to achieve in Options 1 and 2 which are sited closer to Epsom Road. Placing the new bridge to the west of the current alignment alleviates this issue.
- 2.7 Option 3 has considerable construction benefits including:
- 'Off-line' construction allowing much of the work to be completed whilst traffic continues to use the existing structure before 'switch over';
 - Options 1 and 2 would require the new bridge to be constructed and the existing bridge to be demolished incrementally which would see a reduction in the number of lanes from 4 to 2 for large phases of the build programme. This would increase Health and Safety risks compared to Option 3 due to live traffic continuing to run adjacent to major construction work;
 - Option 3 may also enable the building of the new bridge, alongside the highway works at Fiveways Corner, rather than in series, potentially shortening the overall construction programme.
- 2.8 Option 3 has been assessed as providing greater general traffic and bus benefits compared to the other two options.
- 2.9 Delivery of all of the options would require acquisition of some land and property (including commercial), which (if it cannot be acquired by agreement) will require compulsory purchase.
- 2.10 Elements of the proposals, including the proposed bridge structure, will require planning permission and may potentially require an Environmental Impact Assessment (EIA) and Statement. Subsequently, it is the intention to submit a planning application for the whole scheme. As part of the planning process, Croydon Council will need to consider the effects and acceptability of the proposals (in the light of all material considerations) in its role as the Local Planning Authority.
- 2.11 The strategic fit of the scheme with the Mayor's Draft Transport Strategy and Healthy Streets programme has been reviewed and further information on this is provided in Appendix 1.

3. CONSULTATION

- 3.1 The public consultation relating to the scheme is currently open, running from 10th July to 18th September 2017. The consultation provides the general public and stakeholders with the opportunity to comment on the detailed proposals

before the concept design is finalised and prior to any planning application or land acquisition to support delivery of the scheme. The consultation material has been jointly badged as that of TfL and Croydon Council. Council officers have also joined TfL officers to staff 6 public consultation exhibitions / events on the following dates:

Tuesday 18th July 2017
Thursday 20th July 2017
Saturday 29th July 2017
Saturday 12th August 2017
Thursday 7th September 2017
Saturday 9th September 2017

- 3.2 In addition, two invite-only drop-in sessions were arranged for residents either directly affected (ie where acquisition of property may be required) or affected (ie those impacted by the realignment of the bridge with it moving closer to their properties), with the first for certain Lynwood Gardens and Wrangthorn Walk residents on Monday 17th July 2017 and the second for residents of Bradley Court on Wednesday 19th July 2017. Bradley Court, which contains 15 residential flats, form all of the directly affected residential properties, with the block needing to be completely demolished to facilitate the modifications at Fiveways Corner, particularly the realignment of Denning Avenue.
- 3.3 Letters were also sent to the impacted Commercial landowners (Skoda and Porcelanosa) offering an opportunity to attend a meeting with the project team to discuss their individual circumstances, and meetings have taken place early in the consultation period.
- 3.4 The proposals have also been presented to specific interest groups including Croydon's Place Review Panel on 25 April 2017 and the Croydon Cycle Forum on Thursday 24th August 2017. In addition, the project went before Croydon's Mobility Forum on 6th September 2017. The consultation also included:
- Residents letter (detailed letter to those in circa. 500m of the site)
 - Leaflet to approx. 12000 local residents
 - Stakeholder email (to c.30,000 people)
 - Local newspapers (Croydon Advertiser, Croydon Guardian)
 - Website: tfl.gov.uk and consultation website as appropriate
 - Fiveways email address for consultees to contact with any specific enquiries throughout the consultation
 - Croydon comms channels (Twitter, email, e-bulletins, website banner, 'Your Croydon' magazine)
 - 3D visualisations / CGIs
 - Physical 3D model of bridge option (exhibitions)

4. SCHEME DETAILS

4.1 Overview

- 4.1.1 The scheme has been developed to address some of the key challenges

currently presented by the road network in this area. Currently congestion is high, bus passengers frequently experience delays, and there is poor provision for cyclists and pedestrians.

4.1.2 The proposals are intended to make the Fiveways junction simpler and increase capacity to accommodate the anticipated growth in traffic arising from population and economic growth in the area. The project is also designed to improve conditions for walking and cycling, with better cycle links between central Croydon and the London Borough of Sutton, simpler pedestrian journeys and new public spaces. Detailed information relating to the proposed changes is included in sections 4.2 – 4.6.

4.2 Road Layout Changes

A23 Purley Way

4.2.1 The proposals include realigning and widening Waddon Station bridge. This proposal provides an opportunity to replace the bridge, which would otherwise require a significant intervention (either maintenance or full replacement) by 2023. The proposals also include:

- An increase the number of traffic lanes from two to three in each direction
- The introduction of two-metre wide cycle lanes in both directions on the A23 bridge, with segregation at junctions for left turns, improving cycling connections
- The creation of footways with a minimum of two metre width on each side of the carriageway

Figure 1 A23 Purley Way / Waddon Station bridge - Existing



Figure 2: Artist's impression of A23 Purley Way / Waddon Station bridge



Figure 3: A23 Purley Way with A232 Croydon Road – Existing



Figure 4: Artist's impression of junction of A23 Purley Way with A232 Croydon Road



Epsom Road

4.2.2 The scheme proposals include:

- Opening up Epsom Road to two way traffic. This would remove A232 traffic from the junction at Fiveways Corner. The carriageway would be widened to the north side impacting some property frontages
- Introducing new 1.5 metre wide 'stepped' cycle lanes in both directions on Epsom Road to provide a new east-west cycle link from Croydon Road to Duppas Hill Road
- Removing the parking bays from Epsom Road to provide space for two-way traffic and new cycle lanes
- Allowing southbound vehicles to turn left from the A23 (Purley Way) into Epsom Road and making access to the A232 more direct. This would reduce the amount of traffic using Stafford Road and reduces congestion at the Fiveways Corner junction

Epsom Road / Stafford Road junction

4.2.3 The scheme proposals include:

- Banning the left turn from Stafford Road into Epsom Road, providing a simpler junction with realigned pedestrian crossing facilities on the key desire line. This would bring the crossing closer to the station and make it easier for pedestrians to access Waddon Station
- Improving journey times by allowing for more time for the green signal phase

Figure 5: Epsom Road at Waddon Station - Existing



Figure 6: Artist's impression of Epsom Road at Waddon Station



Stafford Road

4.2.4 The proposals include

- Introducing a new northbound bus lane on Stafford Road, operating from Monday to Saturday between 07.00 and 10.00, and 16.00 and 19.00. Cyclists, motorcyclists, and taxis would be able to use the bus lane

- Relocating southbound bus stop 'WB', served by routes 154 and 157, approximately 60 metres north on Stafford Road, to a new position opposite Fernleigh Close
- Changing 58 metres of parking bay on the northbound side and 76 metres on the southbound side of Stafford Road to be inset into the footway. This would allow cycles to pass parked cars whilst staying within the bus lanes. 10 metres of parking bay on the southbound side would be removed

Figure 7: Stafford Road (towards junction with Epsom Road) – Existing



Figure 8: Artist's impression of Stafford Road (towards junction with Epsom Rd)



Fiveways Corner

4.2.5 The existing road layout at Fiveways Corner is complicated. The junction was not designed for the levels of traffic that currently passes through it. This contributes to long wait times for all road users, including pedestrians.

4.2.6 To improve the junction for all users, it is proposed to:

- Realign Denning Avenue to remove it from the Fiveways Corner junction, re-routing it to join the A23 opposite the retail park (entrance to Morrisons). This would reduce the number of arms on the junction from five to four, introducing a crossroads arrangement which would simplify the junction and improve road capacity. This would decrease the number of signal phases required at the junction reducing waiting times for traffic on all approaches to the junction
- Create a new, attractive public space for people to sit and rest, supporting Croydon Council's aspirations for Waddon to have a local centre at Fiveways
- Upgrade all pedestrian crossing facilities to provide signalised controlled facilities at all arms around the junction. Crossings facilitating north-south cycle movements along the A23 would be upgraded to 'toucan' cycle friendly crossings.
- Provide new cycle facilities, including cycle parking, and Advanced Stop Lines.
- Introduce a left turn lane on Stafford Road (southern arm) for northbound traffic for the A23 to improve capacity at the junction
- Allow the right turn for southbound traffic on Stafford Road (northern arm) into the northbound A23 Purley Way

Figure 9: Fiveways Corner (looking south to A23 Purley Way) – Existing



Figure 10: Artist's impression of Fiveways Corner (looking south to A23 Purley Way)



4.3 New and updated cycle facilities

4.3.1 The scheme would provide new and enhanced cycle facilities which link in with the existing local cycle network as well as creating a new east-west cycling route through the scheme area. The proposals are intended to provide a safer environment for cycling by introducing the following changes:

- New 1.5 metre wide cycle lanes in both directions on Epsom Road, to provide a new east-west cycle link from Croydon Road to Duppas Hill Road. The cycle lanes would be 'stepped', meaning they would be at a height of approximately 75mm above the road level, and 75mm below the footway
- New 2 metre wide cycle lanes in both directions on the A23 Purley Way bridge, with segregation at junctions for left turns. This would improve the connection for cyclists and remove the barrier to east-west cycle movement currently formed by the A23
- Separate phases for northbound cyclists and left-turning traffic at the junction of A23 Purley Way with Croydon Road, including early release signal arrangements
- New eastbound cycle lane on Croydon Road on the approach to the A23
- New Advanced Stop Lines at the junction of Stafford Road with Epsom Road and on Stafford Road at Fiveways Corner
- Partially inset parking bays on both sides of Stafford Road, to allow cycles to pass parked cars whilst staying within the bus lane.
- Toucan crossing style shared pedestrian / cyclist signals and crossings at each of the signal controlled junctions

- New cycle parking facilities

4.4 Pedestrian and Public Space Improvements

4.4.1 The proposed public space and pedestrian improvements include:

- Creating new public spaces at Fiveways Corner and on the A23 (Purley Way) Waddon Bridge
- Creating attractive places for pedestrians to sit and rest
- Tree-planting and introducing new green spaces
- Relocating the pedestrian crossing on Epsom Road from its junction with Duppas Hill Road to opposite the Waddon Hotel, to provide more direct access to Waddon Station
- Introducing signalised pedestrian crossing facilities on A23 Purley Way junctions with A232 Croydon Road, and Epsom Road
- Signalised crossings on all arms of Fiveways Corner and more direct crossings

4.4.2 It is also the intention to introduce the following changes:

- Localised improvements to the general appearance of Stafford Road and Epsom Road
- Improved lighting, decluttering, and repaving where required

4.5 Changes to bus services

4.5.1 It is the intention to change the location of two existing stops in Fiveways Croydon:

- Bus stop 'WB', served by routes 154 and 157, would be moved approximately 60 metres north on Stafford Road, to a new position opposite Fernleigh Close.
- Bus stop 'WD', served by routes 119 and 663 would be moved to match the new alignment of Denning Avenue

There will be no reductions in services as part of the scheme.

4.6 What changes would there be to traffic flow?

4.6.1 The scheme has been modelled to 2031 and the proposals are anticipated to result in changes to journey times for all road users. It is anticipated that there will be a net positive impact on journey times for vehicles travelling in and around the Fiveways area. Furthermore, as Epsom Road is opened up to two way traffic movements, it is expected that the A232 traffic which presently travels down the A23 and along Stafford Road will re-assign to Epsom Road, thus reducing the overall traffic flow at Fiveways Corner and on Stafford Road, enabling the significant changes proposed at the southern extent of the scheme.

5. EQUALITIES IMPACT

5.1 An Initial Equalities Analysis was undertaken to analyse any potential impact that Proposal 2, as the preferred design proposal for the A23/A232 Fiveways

project, would have had on protected groups compared to non-protected groups. This concluded that whilst there are differences between people of different groups that share a “protected characteristic” (Disability, Race/ Ethnicity, Gender and Age) and those who do not share a ‘protected characteristic’ in terms of access to the car and travel modes used, that by recommending / selecting one design proposal over the other will not affect any protected groups more significantly than non-protected groups.

- 5.2 However in undertaking the detailed design of the selected option, there will be the opportunity to maximise the accessibility of the public realm and hence help the Council in advancing equality of opportunity between people who belong to certain protected groups (in particular people with certain disabilities) and those who do not. An access audit will be undertaken as part of the detailed design process to help ensure that the opportunity is taken and maximised.
- 5.3 Option 3 (subject of this consultation) minimises the gradient of Epsom Road at its western end. Epsom Road is the route to Waddon Station. Any further increase in gradient would impact on those people with impaired mobility accessing the station and those using buggies etc.
- 5.4 The scheme has been presented at Croydon’s Mobility Forum on 6th September and Mobility Forum representatives have also attended the public consultation events.
- 5.4 The council is separately investigating the possibility of achieving direct access to the northbound platform at Waddon Station via the car park adjacent to McDonalds. However, this does not form part of the scope of this project.

6. ENVIRONMENTAL IMPACT

- 6.1 An Environmental Impact Assessment will potentially be required, subject to a screening assessment. The screening opinion is planned to be submitted in September / October 2017 once post-consultation design changes have been incorporated.
- 6.2 TfL has prepared an Environmental Evaluation Report which outlines the anticipated noise, air quality and visual impacts of the proposal.

Air Quality

- 6.3 NO₂ concentrations at 31 of 40 modelled sensitive receptors are predicted to reduce. There is predicted to be slight to moderate adverse impact on the remaining 9 receptors. The overall changes to PM₁₀ concentrations across the scheme extents are predicted to be negligible.

Noise

- 6.4 The net noise effect of the scheme is predicted to be negative. 7 properties (at various locations around the scheme extents) are currently predicted to experience a significant increase in noise levels. TfL’s preference is to stop the noise at source and so as design progresses TfL will be looking to maximise the noise protection that can be provided (i.e. via baffling).

Visual

- 6.5 Some residents of Lynwood Gardens and the very eastern end of Croydon Road will have a close view of the new bridge structure. Residents of Wrangthorn Walk will be in close proximity to the new stretch of road linking Denning Avenue with the A23. At each location optimum screening will need to be provided.

7. CRIME AND DISORDER REDUCTION IMPACT

- 7.1 TfL's Community Safety and Crime Prevention team looked at both of the initial proposals during feasibility design and provided a series of 'Main observations and recommendations'. These include the recommendation that the project be used to promote natural surveillance and activity in the area. The observations and recommendations also included regular pruning of trees; safe and secure cycle parking; street lighting; CCTV; and seating. TfL will undertake an assessment for the current proposals including the preferred bridge alignment option.

8. SUMMARY

- 8.1 The Croydon Opportunity Area Planning Framework (2013) identified the A23/A232 intersection as a key congestion hotspot predicted to worsen without intervention as a result of growth in Croydon Town Centre and surrounding areas. Subsequently, the Council and TfL entered into a Transport Infrastructure Agreement to deliver improvements to the A23.
- 8.2 Traffic congestion in the area remains high, bus passengers frequently experience delays during peaks, and there is poor provision for cyclists and pedestrians. The existing Waddon Station bridge is also forecast to require replacing / upgrading by 2023.
- 8.3 The proposals will make Fiveways junction simpler and increase capacity to accommodate expected changes arising from population and economic growth in the area. The project will also improve conditions for walking and cycling, with better cycle links between central Croydon and Sutton, and simpler pedestrian journeys and new public spaces. The proposals aim to make the streets more accessible and people-friendly, in line with some of the key objectives of the Mayor's emerging Transport Strategy, and also support the development of a future masterplan for the area to help shape a new local centre for Waddon.
- 8.4 From the early stages of the design process, and in line with the project requirements which were set out and agreed by TfL and LB Croydon, TfL has sought to ensure that the design proposals improve conditions for east/west cycle movement to and from the Croydon Opportunity Area. More recently, as Croydon Council has begun to develop proposals for a network of cycle Quietways and other routes, the importance of aiding cycling through all parts of the scheme has become clearer. Hence, as part of the most recent Croydon Council decision associated with the scheme on 29th June 2017 (Appendix 1),

supporting the current public consultation, an additional recommendation was included to ensure that TfL seek to include further cycling facilities in their scheme proposals, along with the flexibility to bring about additional improvement post-implementation.

- 8.5 This additional recommendation has been included to ensure that the cycle-ability through all parts of the scheme area are accounted for as far as feasible within the existing design, and to retain the flexibility (subject to the detailed design process) to provide cycling facilities between Epsom Road and Fiveways Corner in the future.
- 8.6 The public consultation is currently live, running from 10th July 2017 to 18th September 2017. Subsequently, as part of the consultation, the Committee has the opportunity to review the design of the 'Fiveways Project' and provide observations / recommendations relating to the scheme. It is intended that the recommendations of the Committee are treated as a scheme consultation response and any specific design observations will be reviewed and considered as part of the next stage of scheme development.

CONTACT OFFICER: Richard Lancaster, Transport Projects Manager
07494 503591

APPENDICES: Appendix 1 – Strategic Fit of Fiveways with Mayor's Draft Transport Strategy and Healthy Streets

BACKGROUND DOCUMENTS:

Croydon Cabinet Report (December 2015)

<https://secure.croydon.gov.uk/akscroydon/users/public/admin/kab14.pl?operation=SUBMIT&meet=43&cmte=CAB&grpid=public&arc=1>

Fiveways Croydon Preferred Option Report (January 2016)

https://consultations.tfl.gov.uk/roads/fiveways-croydon-2015/user_uploads/fiveways-croydon-preferred-option-report.pdf

Croydon Council, Delegated Decision Report endorsing Design Option 3 for public consultation (June 2017)

<https://www.croydon.gov.uk/sites/default/files/articles/downloads/29%20June%202017%20%E2%80%93%20decision%20by%20Executive%20Director%20Place%20%E2%80%93%20Fiveways%20design%20proposals.pdf>

Fiveways Croydon: Mayor's Transport Strategy & Healthy Streets Check

The Healthy Streets Check is one of a number of tools and approaches that TfL is developing to embed the Healthy Streets Approach and to ensure that future investment delivers the ambitious objectives set out in the draft Mayor's Transport Strategy (MTS). In line with this, TfL's future investments will be planned, designed and implemented in accordance with the outcomes of the MTS.

The Healthy Streets Check itself is a list of criteria to aid traffic engineers and designers at the design stage of a project. Fifty criteria – both objective metrics and professional judgments – are used to ascertain the improvements that the scheme will deliver against each of the ten Healthy Streets Indicators. The main purpose of the Check is to help to avoid 'designing-in' known hazards to health e.g. trip hazards, and to avoid omitting to include interventions known to enhance health e.g. seating.

Used at the design stage, the Check covers only those factors which the project team for a scheme are able to influence. It is applied to a stretch of street that has a consistent function and form and so doesn't include factors that can only be assessed over a larger more varied area. There are many factors outside of the control of designers that can help to make a street more healthy, such as street cleaning and activation of public spaces, as well as regional and national policies, which the check doesn't cover. However, before the Healthy Streets Check is undertaken on schemes, TfL will plan and prioritise where and on what to invest using a Healthy Streets Approach as part of its wider embedding of Health Streets principles across its activities.

Currently, not all of the metrics that we'd like to be able to measure are readily available or suitably validated for capturing some aspects of the Healthy Streets Indicators at the design stage. TfL will work to add, develop and improve the Healthy Streets Check and update the Check as it develops and improves. In light of this, the current Healthy Streets Check is draft and needs further work before being able to better fulfil the objectives above. However, even in draft form it has proved useful in assessing designs including, late in the design stage of the project, those for Croydon Fiveways.

Fiveways – Healthy Streets Alignment

TfL has assessed the proposed Fiveways improvement project using the draft Healthy Streets Check which has identified that the project can deliver strongly against many of the key Healthy Streets Indicators. The Fiveways project proposes improvements at the intersection of two key strategic routes for south London. Currently, traffic congestion is high, bus passengers frequently experience delays during peaks, and there is poor provision for cyclists and pedestrians.

The planned growth and redevelopment of the Croydon Opportunity Area (7,300 homes and 8,000 jobs) will increase journeys in the area, exacerbating the current problems at Fiveways Croydon. In 2013, London Borough Croydon (LBC) also set out their aspiration to develop Waddon (where the Fiveways junction is) as a local centre. LBC has committed £20m to help realise their strategic growth objective alongside development of a people-friendly local centre.

The project unlocks capacity at the Fiveways junction by simplifying its operation to accommodate new journeys arising from the forecast growth. The project seeks specifically to unlock potential for active travel. For example the bridge design adds two 2m cycle lanes where no provision currently exists and introduces a 180m long bus lane on Stafford Road to improve journey times and reliability for 3,000 passengers travelling westbound each day on the 154 and 157 routes. Pedestrian movements are also simplified throughout, as part of ambitious urban realm improvements, making the streets more accessible and people-friendly, supporting the development of Waddon as a local centre.

Proposals include:

- Improvements to the street environment, particularly at Fiveways Corner, through the creation of new public space with places to sit and dwell, and tree planting to provide greening and shade
- New widened footways on Waddon Station Bridge and Fiveways Corner
- Upgraded and simplified pedestrian crossings including Toucan crossings at Fiveways Corner
- Creation of an east-west cycle route to improve cycling links across the A23

As can be seen from the proposals, this project can support the delivery of Healthy Streets outcomes by improving alternatives to car use and creating more accessible and people-friendly streets to encourage more walking and cycling.

The environmental assessment also shows that the net air quality impact of the project is positive. Additionally, there were 52 personal injury collisions in the total scheme area over the 36 months to August 2016 with the scheme estimated to reduce collisions by around 25 per cent.

Transport for London, in conjunction with Croydon Council, will continue to review the scheme as it progresses through consultation to seek further ways to improve its delivery of Healthy Streets outcomes. The public consultation report is currently scheduled to be published in late autumn 2017 with construction scheduled from 2020.

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For general release

REPORT TO:	STREETS AND ENVIRONMENT SCRUTINY SUB-COMMITTEE 12 SEPTEMBER 2017
SUBJECT:	CROYDON'S GROWTH ZONE'S PROPOSED FIVE YEAR PUBLIC REALM PROGRAMME
LEAD OFFICER:	Lee Parker – Growth Director
CABINET MEMBER:	Councillor Alison Butler, Deputy Leader – Statutory and Cabinet Member for Homes, Regeneration and Planning
PERSON LEADING AT SCRUTINY COMMITTEE MEETING:	Steve Dennington – Interim Head of Spatial Planning

ORIGIN OF ITEM:	This item has been identified by Streets, Environment and Homes Scrutiny Sub-Committee as an item of scrutiny
BRIEF FOR THE COMMITTEE:	To consider and provide a view on the questions raised at paragraph 2.20

1. EXECUTIVE SUMMARY

- 1.1 The Council's Growth Zone was approved by Cabinet in July 2016 (<https://secure.croydon.gov.uk/akscroydon/users/public/admin/kab12.pl?operation=SUBMIT&meet=49&cmte=CAB&grpid=public&arc=1>). The Cabinet report sets out the background, financial modelling and governance arrangements for the Growth Zone.
- 1.2 This approval followed the Growth Zone being approved by the Department of Communities and Local Government and the Treasury in spring 2016 after the Council's submission to the Department of Communities and Local Government Investment Board.
- 1.3 From inception, the Growth Zone was developed with a collaborative approach with Transport for London and the Greater London Authority to secure Central Government investment and approval. The collaborative approach remains in place today through the Growth Zone governance and is evident from this report.
- 1.4 The Croydon Growth Zone is a Tax Increment Financing (TIF) model which harnesses business rates growth to enable borrowing to fund infrastructure to facilitate sustainable development and growth. Central government has also provided a £7m revenue grant to fund the early borrowing required, prior to significant business rate growth.

- 1.5 The Growth Zone will support the vision for the borough outlined in the Croydon Promise, in particular the following.
1. Our economy will be growing rapidly
 2. New homes will be built at a faster rate
 3. The metropolitan centre will offer the most exciting shopping and leisure experience in London and the South East
 4. Croydon will confirm its position as South London's primary commercial centre
 5. Croydon will be one of London's most enterprising boroughs
 6. Croydon will be a place that is easy to move around
- 1.6 Since the approval of the Growth Zone, the governance referred to in the July 2016 Cabinet report has been established, including a series of topic based sub groups, and further work has been undertaken to better define, cost, prioritise and programme the Growth Zone programme of projects. It is acknowledged that the term Growth Zone could be perceived as a technical term, so Scrutiny's view on a more engaging and accessible term would be welcomed.
- 1.7 This Scrutiny is focussed on the work of the Growth Zone Sub Group Place, Public Realm, Culture and Meanwhile, particularly informing the development of the Five Year Public Realm Programme. The Five Year Public Realm Programme is to be considered by Cabinet in December 2017. Therefore, the input of Scrutiny at this stage is timely in terms of informing the final content of the Five Year Public Realm Programme to be presented to Cabinet.
- 1.8 The Sub Group would appreciate and value Scrutiny's view and comments on the following three questions in particular.
1. How best does the Council maximise health outcomes, improve wellbeing, create healthier streets and promote healthy lifestyle change throughout the public realm and open spaces?
 2. How does the Council engage meaningfully and under what parameters with Croydon's residents, businesses and visitors to inform the design and delivery of the Five Year Public Realm Programme, whilst acknowledging that many residents, businesses and visitors are yet to arrive, particularly for the Croydon Opportunity Area?
 3. How does the Council balance delivery of the Five Year Public Realm Programme whilst ensuring meaningful and comprehensive engagement?

2. CROYDON'S GROWTH ZONE'S PROPOSED PUBLIC REALM PROGRAMME

- 2.1 The Council has been improving Croydon Opportunity Area's (COA) public realm since Connected Croydon was launched in 2011. The Connected Croydon programme included a defined set of co-ordinated projects, many of which arose from specific objectives and components stated in the adopted COA masterplans (listed as background documents).
- 2.2 Connected Croydon was a £50m programme of high street, public space and transport improvements to transform the COA and district centres by creating a more attractive, connected and functional public realm. The Connected Croydon

programme was delivered in partnership with Transport for London and the Greater London Authority, supported by an £18m investment from The Mayor of London.

2.3 The focus of the programme was to improve the connectivity within and between transport hubs, remove obstructions and gaps in the pedestrian and cycle network, provide a contemporary setting for retail areas, office accommodation and cultural facilities and create an inviting urban realm for residents, businesses and visitors.

2.4 The COA Connected Croydon projects completed are;

- West Croydon Station – new entrance onto Station Road, West Croydon tram platform, building frontages improvements (Maplin and Network Rail building) and public art
- West Croydon Bus Station, interchange and public realm
- Bedford Road Pedestrian crossing
- Park Lane Pedestrian crossings (part of Phase 1 of Connect2)
- Wellesley Road central greening
- Legible London (signposting and pedestrian wayfaring within the town centre)
- Phase 1 of Connect 2 (a high quality route for cyclists and pedestrians through the town centre from Wandle Park to Park Hill)
- Wandle Park (the landscaping and refurbishment of one of the COA's principle green space)
- Access to Wandle Park project
- East Croydon Station Cross-Platform Bridge (including the creation of a new pedestrian access to the station from Lansdowne Road)
- East Croydon Bus Station, interchange and public realm
- George Street paving and central greening, including junction with Wellesley Road
- Lansdowne Road and Dingwall Road roundabout public realm improvements (creating a high quality pedestrian route from East Croydon Station to Croydon's retail and business core)
- High Streets Project (including building front improvements) – Southend, London Road, North End and Old Town (Church Street)
- Reeves Corner temporary enhancements
- St John's Memorial Gardens (Pocket Park)
- Brompton Cycle Hub

2.5 In addition to the projects delivered by Croydon and its partners, a number of developers have delivered public realm improvements that have been coordinated with the COA Masterplans and in accordance with the Council's Public Realm Design Guide. This has been achieved through the Council's development management, planning and delivery functions. Examples of this in practice include.

- Ruskin Square
- Premier Inn
- Saffron Square
- Interchange refurbishment

- 2.6 Connected Croydon has reached its conclusion and the focus is now delivery of the next phase of public realm projects through the Growth Zone programme. The Council has appointed Peter Brett Associates (PBA) to support the setting of the final programme of projects. The programme of projects are anticipated to be agreed at several Cabinet meetings at the end of 2017. The Five Year Public Realm Programme will be considered by Cabinet in December 2017. Subject to approval, this will set the design work programme for the Sub Group for the next five years.
- 2.7 The justification for pursuing a Five Year Public Realm Programme is well established in the Croydon context. Notwithstanding the projects delivered through Connected Croydon, which was always intended as the first phase of a much larger programme to transform the COA's public realm over time, the COA still suffers from connectivity constraints (especially the ease of east / west movement), the poor environment and ease of walking and cycling into and around the COA and the quality of public space as an opportunity to dwell, enjoy and undertake activity. The core principles and objectives remain to improve the connectivity within and between transport hubs, remove obstructions and gaps in the pedestrian and cycle network, provide a contemporary setting for retail areas, office accommodation and cultural facilities and create an inviting urban realm for residents, businesses and visitors.
- 2.8 Although the objectives and principles of improving the public realm are well established as outlined above, with the approval of the Growth Zone and the content of the Croydon Promise and Croydon Local Plan, the financial, well being and cultural benefits of public realm improvements have become more prominent.
- 2.9 It is understood that the quality of the public realm and the urban environment of a place influences investment and locating decisions. This is best expressed by real examples. Recently EDF Energy, the Body Shop and HMRC have or are locating to the COA, in addition to the retention of existing major employers. Furthermore, as indicated above it is very noteworthy that developments that have been delivered in the face of the Council's investment and proposed investment in the public realm have delivered the same quality of public realm as indicated in the Public Realm Design Guide. The improvements have set a higher bar of quality that developers are now responding to and delivering in their own schemes. This is real evidence that developers and businesses place importance on the quality of the public realm, which the Council is continually pushing to elevate. There is of course a direct link between the commercial activity in the COA and servicing the Growth Zone loan, which further compounds the importance of the public realm.
- 2.10 It is not just Croydon that is experiencing and is planning improvements to the public realm. It is happening across the city and the country with similar financial rewards being realised. Savills have informed the Council that research undertaken by Living Streets states that well planned improvements to public spaces can improve footfall by up to 40%. Public realm improvements to the Peace Gardens Sheffield increased footfall by 35%, with a net increase in spending of £4.2m. Examples of pedestrian improvements in Coventry and Bristol show a 25% increase in footfall on Saturdays and additional spend of between £1.4 - £2million. Further analysis of public realm improvements in

Preston and the East Midlands all confirm such works result in higher occupancy and footfall levels.

- 2.11 In recent years there has been a sharper focus and appreciation of the benefits of high quality public realm on public health and wellbeing and encouraging activity in public spaces and public realm. There are further benefits with enhanced vitality of places and civic life. This is evident from Transport for London's recent Healthy Streets for London publication and the Mayor's commitment to High Streets and Transport Strategy that encourages public realm improvements and investment to ensure accessibility and creating livable neighborhoods. This focus has been further compounded by the introduction of Public Health back in to Local Authorities. It is unarguable that if quality public realm encourages and increases walking and cycling to and around the COA there will be benefits in terms of wellbeing and health, with people being more active this will relieve pressure on health providers. This could also be supported by public realm that provides opportunities for activity for all interests, groups and ages, for example the introduction of performance space, dwell opportunities and pocket parks. These multi use spaces will be increasingly important as the commercial, residential and visitor population increases in the COA.
- 2.12 Culture has to be an integral component to a vibrant and successful centre and this is equally true for the COA. In recent years there have been significant strides made in the provision of cultural activity and evolving the day and evening offer. Most significantly the Council has defined Croydon's new Cultural Quarter at College Green and is one of the largest projects in the borough. The consented development will transform College Green and Fairfield Halls into a vibrant destination for arts, education and culture. The scheme's masterplan includes new revitalised public spaces, a brand new college, a 2000 sq. metre art gallery, new shops and office space, all with the refurbished Fairfield Halls at its heart. Phase 1 will provide a £30m refurbishment of Fairfield Halls, a brand new gallery and the new public space in College Green.
- 2.13 Other culture based interventions in the public realm include the improvements to Surrey Street that hosted the food festival, improvements to South End that includes the restaurant quarter, public art elements integrated in to public spaces, Rise Gallery (and the street art programme) and cultural events such as the Andy Warhol month, the Croydon Mela and Pride. It is important that as the Cultural Quarter continues to be delivered its projects that facilitate culture underpin the design of the Five Year Public Realm Programme.
- 2.14 As indicated above, a large number of the public realm projects delivered to date are components of the COA masterplans and the Croydon Opportunity Area Planning Framework (OAPF) and the Infrastructure Delivery Plan (IDP). These components are still considered the most justified and developed series of components to form a programme of projects to improve the public realm across the COA. They were the basis of the public realm content of the Growth Zone submission to government and have been carried forward into the PBA commission informing the Five Year Public Realm Programme to be considered by Cabinet in December 2017. At this stage, it is envisaged that the Five Year Public Realm Programme will include the following projects / phases of COA Masterplan and OAPF components. Furthermore, given the progress made on completing phase 1 improvements around East Croydon Station and West

Croydon Station, the main focus is intended to be Mid Croydon (around the Town Hall, High Street, Queens Gardens and High Street and linked to the adjacent College Green improvements), Dingwall Loop public realm including the Lansdowne Road pedestrian crossing on Wellesley Road, completion of the remainder of phase 1 of East Croydon and West Croydon public realm improvements and Old Town Public Realm including Roman Way and Minster Green. Following on from these priorities are phase 2 and 3 public realm improvements at East and West Croydon; phase 3 of these being dependent on redevelopment of the existing stations.

Dingwall Road Loop
East Croydon Public Realm (Phase 1 - remaining)
East Croydon Public Realm (Phase 2)
East Croydon Public Realm (Phase 3)
'Meanwhile' Public Realm Projects
Mid Croydon Public Realm (Phase 1)
Mid Croydon Public Realm (Phases 2)
Old Town Public Realm (Phase 1)
Old Town Public Realm (Phase 2)
Wellesley Road Crossings
West Croydon Public Realm (Phase 1 - remaining)
West Croydon Public Realm (Phase 3)
West Croydon Public Realm (Phases 2)

- 2.15 Greater detail regarding the projects and phases of the components, beyond what is included in the COA Masterplans and OAPF, will be included in the Five Year Public Realm Programme December Cabinet Report. This detail will include costs, phasing and enhanced project descriptions.
- 2.16 To ensure continued momentum of the improvement and evolution of the COA's public realm, before the implementation of the Five Year Public Realm Programme, the Growth Zone is also funding a number 'precursor' place, public realm, culture and meanwhile projects. The precursor projects are and will continue to be the most efficient approach to addressing issues in advance of implementation of the Five Year Public Realm Programme and it is anticipated that a large number of the Five Year Public Realm projects will include a precursor phase to test ideas, reveal potential issues and expand public participation and community engagement in emerging project proposals. Such issues include securing all the relevant approvals and consents, responding to advice and recommendations from consultees and understanding any revenue implications. The clear advantage being that these issues will have been addressed and resolved to enable a swifter and smoother implementation of the Five Year Public Realm Programme projects. Equally, there are lessons that have been learnt from the Connected Croydon programme that are being carried forward and addressed through the work of the sub Group.
- 2.17 The precursor projects combine a multi-disciplinary cultural programme with innovative spatial public realm interventions to activate key regeneration areas. One of the primary aims of the precursor programme is to facilitate and enable community and stakeholder engagement, collaboration and interaction, whilst integrating this methodology and lessons learnt into the Five Year Public Realm

Programme development.

2.18 It is hoped this programme of precursor projects will lay the foundation for long term change and therefore must set a new precedent to ensure important issues are addressed, build a sense of ownership and begin to encourage different habits and patterns of use of places that are vital to long term sustainable growth and regeneration of the Croydon Opportunity Area and borough.

2.19 Set out below is the current programme of precursor projects.

College Square Cultural Programme (Revitalising Croydon's Vacant Spaces)
Wandle Road Car Park
Croydon Art Store: (Collaboration w/ Art Halo, Rise, Turf, ICA, Kingston University)
Creative Crossings
Design your own 'Parklets'
Junction calming, legibility study and concept design
Pedestrianisation of High Street and cultural event programme to activate
Lighting / Public Art Commission
Arnhem Stairs and George St Link Upgrade

2.20 Taking into account the COA tour, Scrutiny presentation and this report officers would appreciate and value Scrutiny's view and comments on the following three questions in particular.

1. How best does the Council maximise health outcomes, improve wellbeing, create healthier streets and promote healthy lifestyle change throughout the public realm and open spaces?
2. How does the Council engage meaningfully and under what parameters with Croydon's residents, businesses and visitors to inform the design and delivery of the Five Year Public Realm Programme, whilst acknowledging that many residents, businesses and visitors are yet to arrive, particularly for the Croydon Opportunity Area?
3. How does the Council balance delivery of the Five Year Public Realm Programme whilst ensuring meaningful and comprehensive engagement?

CONTACT OFFICER: Steve Dennington – Interim Head of Spatial Planning

APPENDICES: None.

BACKGROUND DOCUMENTS:

Croydon Opportunity Area Planning Framework

<https://www.croydon.gov.uk/planningandregeneration/framework/localplan/spdandoapf>

East Croydon Masterplan

<https://www.croydon.gov.uk/planningandregeneration/framework/localplan/masterplans/eastcroydon-mplan>

West Croydon Masterplan

<https://www.croydon.gov.uk/planningandregeneration/framework/localplan/masterplans/westcroydon-mplan>

Mid Croydon Masterplan

<https://www.croydon.gov.uk/planningandregeneration/framework/localplan/masterplans/midcroydon-mplan>

Fair Field Masterplan

<https://www.croydon.gov.uk/planningandregeneration/framework/localplan/masterplans/fairfield-mplan>

Old Town Masterplan

<https://www.croydon.gov.uk/planningandregeneration/framework/localplan/masterplans/masterplan-improvements>

REPORT TO:	STREETS, ENVIRONMENT AND HOMES SCRUTINY SUB-COMMITTEE 12 September 2017
SUBJECT:	STAGE 2: SCRUTINY RECOMMENDATIONS ARISING FROM STREETS & ENVIRONMENT SCRUTINY SUB-COMMITTEE MEETING ON 31 JANUARY 2017
LEAD OFFICERS:	Jo Negrini, Chief Executive
CABINET MEMBERS:	Councillor Stuart King, Cabinet Member for Transport and Environment

1 EXECUTIVE SUMMARY

- 1.1 At the Streets, Environment and Homes Scrutiny Sub-Committee meeting on 31 January 2017 Members made recommendations to Cabinet.
- 1.2 The responses to the scrutiny recommendations arising from this meeting were presented to Cabinet at its meeting on 17 July 2017.
- 1.3 The Cabinet responses to the scrutiny recommendations from the Streets, Environment and Homes Scrutiny Sub-Committee is now attached as **Appendix 1** to this report.

2. RECOMMENDATIONS

- 2.1 The Streets, Environment and Homes Scrutiny Sub-Committee is invited to comment on the recommendations and to note the report.

CONTACT OFFICER: Stephen Rowan, Head of Democratic Services and Scrutiny
ext 62529

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
STREETS, ENVIRONMENT AND HOMES SCRUTINY SUB-COMMITTEE - At its meeting on 31 January 2017, the Committee RESOLVED to recommend the following:						
1. Recommend that Public Health intelligence be integrated into the formation of the final Air Quality Action Plan.	People Dept	Accept	Anna Kitt/Craig Ferguson	none	In place by April 17 for the new Action Plan	Refer to Scrutiny workplan
2. Recommend to Cabinet that an extensive Equalities Impact Assessment is completed for the final air Quality Action Plan which ensures no measures adversely affects residents with disabilities.	Place Dept, Stuart King, Cabinet Member for Transport and Environment	Accept	Linda Johnson	None	August 2017	
3. Recommend to Cabinet that an extensive education & publicity programme be undertaken to ensure the public are aware of the risks of air pollution.	Place Dept, Stuart King, Cabinet Member for Transport and Environment	Accept	Linda Johnson	Yes, there will be financial implications but these are currently unknown as the programme has not yet been designed	From Sept 2017	

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
4. Recommend to the Cabinet and Mayor of London that on days of high pollution that joint publicity should be undertaken including advising people to leave diesel cars at home, not to use wood burning stoves, open fire places, or light bonfires.	Place Dept, Stuart King, Cabinet Member for Transport and Environment	Accept	Linda Johnson	None	From Sept 2017	
5. Recommend to the Cabinet Member for Transport and Environment that the Council join calls for a national diesel scrappage scheme.	Place Dept, Stuart King, Cabinet Member for Transport and Environment	Accept	Linda Johnson	None	Immediately	
6. 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.	Place Dept, Stuart King, Cabinet Member for Transport and Environment	Accept	Linda Johnson	None	Immediately	
7. Recommend to Cabinet that a new Smoke Control Order to be declared to cover the entire Borough and revoke the previous partial order.	Place Dept, Stuart King, Cabinet Member for	Accept	Linda Johnson	Likely to be some but can be absorbed within existing budgets	March 2018	

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	Transport and Environment					
8. 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.	Place Dept, Stuart King, Cabinet Member for Transport and Environment	Accept - Cabinet has no plans to introduce congestion charging in Croydon. The parking policy was reviewed in Feb 2017 when on-street parking charges and permit fees were set for the financial year 2017/18.	Sarah Randall	None.	N/A	
9. Recommend to the Cabinet Member for Transport and Environment ban bonfires in the borough, other than at times of festivals.	Place Dept, Stuart King, Cabinet Member for Transport and Environment	Partially accept – this will be included as part of the consultation on the draft Air Quality Action Plan so implementation will depend on the outcome of this	Linda Johnson	Likely to be some but can be absorbed within existing budgets	Sept 2017	
10. Recommend to the Cabinet Member for Transport and Environment that regulations on the use of wood burning	Place Dept, Stuart King, Cabinet	Accept	Linda Johnson	Likely to be some but can be absorbed within existing	March 2018	

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stoves and chimneys, and the type of fuel used, be extended to cover the entire borough.	Member for Transport and Environment			budgets		
11. The Council undertake a publicity campaign, aimed of sellers and buyers of wooden logs and smokeless fuels, to remind customers of the law in regards wood burning stoves and open chimney fires and what legally is allowed to be burned.	Place Dept Stuart King, Cabinet Member for Transport and Environment	Accept – this will be part of a wider communications campaign later in the year	Julian Elerby	Likely to be some but can be absorbed within existing budgets	Late 2017	
12. 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.	Place Dept, Stuart King, Cabinet Member for Transport and Environment	Accept	Ian Brewster	Can be met within existing budget though additional costs for new trees requiring additional preparatory works may impact on the programme.	Ongoing	

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13. Recommend to the Cabinet Member for Homes, Regeneration and Planning that its should be a requirement for all building sites to have temp green screens of trees to help tackle pollution generated on site.	Place Dept	Reject - Site hoardings need to keep development sites secure, the integration of trees could undermine this and in addition to practically to establish trees with a sufficient canopy to mitigate pollution would be extremely costly and require intensive management. It is therefore not considered practical.	Heather Cheesbrough	No	N/A	
14. Recommend to all councillors in Croydon to consider using ward funds to help tackle air pollution in the areas they represent by funding the planting of new trees in parks and streets.	Place Dept, Stuart King, Cabinet Member for Transport and Environment	Accept - officers are available to support ward councillors wishing to use their community ward budgets to fund the planting of street trees in their ward.	N/A	None outside of allocated ward budgets	Ongoing	

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
15. 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.	Place Dept, Stuart King, Cabinet Member for Transport and Environment	Accept	Linda Johnson	Work can take place using existing resources although this may be limited due to other demands. Increases in activity will have financial implications.	Ongoing	
16. 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.	People and Place Dept, Stuart King, Cabinet Member for Transport and Environment	Accept	Clive Whittle	Contained within existing budget	This is part of an annual review that is expected to be completed by March 2018.	
17. Recommend to the Cabinet Member for Children, Young People and Learning, to identify the schools on Croydon with the most pressing air	Place Dept	Accept	Linda Johnson	None in terms of reaining awareness but there will be in terms of potential	Ongoing	

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
quality issues and to work with the schools to reduce the impact of pollution.				measures		
18. Recommend to the Mayor of London and the Cabinet Member for Transport and Environment that work to tackle air quality issues should build upon current projects and knowledge, rather than always start afresh.	Place Dept, Stuart King, Cabinet Member for Transport and Environment and Mayor of London's Office	Accept	Linda Johnson	This depends on the project and whether funding (including grants) continues to exist.	Ongoing	
19. Recommend to the Mayor of London that the Ultra-Low Emission Zone be extended to include outer London boroughs.	Mayor of London's Office	Partially Accept – The ULEZ should apply to outer London Boroughs for buses, HGVs and other larger vehicles only		None	Immediately	
20. Recommend to the Mayor of London that all buses be retrofitted to ensure lower emissions and particulate levels, with buses using London Road to be a priority.	Mayor of London's Office	Accept		None	Immediately	

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
21. Recommend to Royal Mail (re-recommendation from a previous review) that they consider opening a parcel collection point in the centre of Croydon which will enable fewer car journeys for people to collect their parcels.	Royal Mail / Stuart King, Cabinet Member for Transport and Environment	Accept - such a move by Royal Mail would be welcomed by the council as this would potentially reduce some car journeys from Croydon roads.		None	Ongoing	

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Agenda Item 8

REPORT TO:	STREETS, ENVIRONMENT AND HOMES SCRUTINY SUB-COMMITTEE 12 September 2017
AGENDA ITEM:	8
SUBJECT:	STREETS, ENVIRONMENT AND HOMES SCRUTINY SUB-COMMITTEE WORK PROGRAMME 2017/18
LEAD OFFICER:	Richard Simpson, Executive Director Resources (Corporate Resources and S151 Officer)
CABINET MEMBER:	Not applicable
PERSON LEADING AT SCRUTINY COMMITTEE MEETING:	Stephen Rowan, Head of Democratic Services and Scrutiny

ORIGIN OF ITEM:	The Scrutiny Work Programme is scheduled for consideration at every ordinary meeting of the Scrutiny and Overview Committee. The Streets, Environment and Homes Scrutiny Sub-Committee can establish its own work programme.
BRIEF FOR THE COMMITTEE:	To consider any additions, amendments or changes to the agreed work programme for the Committee in 2017/18.

1. EXECUTIVE SUMMARY

- 1.1 This agenda item details the Committee's work programme for the 2017/18 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 2017/18 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:

Victoria Lower
Members Services Manager
020 8726 6000 x 14773

BACKGROUND DOCUMENTS:

None

APPENDICES:

Work Programme 2017/18 for the Streets,
Environment and Homes Scrutiny Sub-
Committee.

STREETS, ENVIRONMENT AND HOMES SUB-COMMITTEE

13 June 17	12 September 17	7 November 17	23 January 18	20 February 18	20 March 18
Cycling Strategy (including cycling groups and the MET accident unit)	Growth Zone - Public Realm Fiveways	Clean Green Croydon Q and A Waste contract – looking to the new contract in 2018	Homes, Regeneration & Planning Q and A Housing Intensification	Transport & Environment Q & A Transport / Rail Infrastructure	

Annual Brick by Brick scrutiny business plan to be taken in either November or February

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