

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, 7 November 2017** at **6.30 pm** in **Council Chamber, Town Hall, Katharine 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, 30 October 2017

Pre-meeting for Members only is to take place at 6.00pm in F4.

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 - 16)

To approve the minutes of the meeting held on 12 September 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. Cabinet Member Question Time - Cabinet Member for Clean Green Croydon (Pages 17 - 18)

Question Time with the Cabinet Member for Clean Green Croydon, Councillor Stuart Collins.

6. South London Waste Partnership - Looking to the new contract in 2018 (Pages 19 - 28)

This report details the arrangements for the forthcoming South London Waste Contract with Veolia, and the improvement it will have on Croydon's existing services, the governance arrangements for the new contract and the investment being made in environmental services prior to the commencement of the new contract.

7. Responses from Cabinet (Pages 29 - 38)

To note the responses from Cabinet to recommendations made by the Streets, Environment and Homes Scrutiny Sub-Committee at its meetings on 28 February 2017 and 28 March 2017.

8. Work Programme (Pages 39 - 42)

To note the Work Programme for the 2017/18 municipal year.

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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Scrutiny Streets, Environment & Homes Sub-Committee

Meeting of held on Tuesday, 12 September 2017 at 6.30 pm in Council Chamber, Town Hall, Katherine Street, Croydon CR0 1NX

MINUTES

Present: Councillor Sean Fitzsimons (Chair);
Councillor Jan Buttinger (Vice-Chair);
Councillors Joy Prince and Donald Speakman

Also Present: Councillor Alison Butler and Robert Canning

Apologies: Councillor Pat Clouder, Patricia Hay-Justice and Phil Thomas

PART A

31/17 **Minutes of the Previous Meeting**

The minutes of the meeting held on 13 June 2017 were agreed as an accurate record.

32/17 **Disclosure of Interests**

There were none.

33/17 **Urgent Business (if any)**

There were no items of urgent business.

34/17 **Fiveways Croydon - A review of the design proposals subject to public consultation**

The Deputy Cabinet Member for Transport and Environment gave the apologies for the Cabinet Member for Transport and Environment and attended in his place.

The Deputy Cabinet Member for Transport and Environment informed the Committee that he lived near the Fiveways Junction and was acutely aware of the issues suffered; including delays for motorists and the dangerous conditions for cyclists, pedestrians and motorcyclists. It was agreed that these issues would worsen over the coming years and that change was necessary, however the Council's position was that a road widening option was favoured over a fly-over above Duppas Hill Park and maintaining the Waddon Hotel.

While improvement works to the area had been consulted on previously in 2015, the previous consultation had not proposed any improvements to the Fiveways junction. It was stated by the Deputy Cabinet Member that the

current consultation proposal had taken into account the Council's view and Transport for London (TfL) was thanked for conducting a thorough consultation process.

The Deputy Cabinet Member highlighted to the Committee that the Council's preferred option of building a new bridge next to the current bridge would minimise disruption, and the proposal to change the junction to four-ways would improve traffic flow and safety. While these were outlined to be improvements it was noted that scope remained for the scheme to be further improved, particular for cyclists.

Thomas Holmes of TfL provided the Committee with a presentation which outlined the difficulties of the junction and recognised that the A23 was a strategic route which acted as a bypass to central Croydon. Furthermore, the importance of the link to the surrounding towns of Wallington and Carshalton was recognised.

It was stated that TfL noted that Fiveways was a strategic junction in south London, but was a hostile environment in particular for pedestrians, cyclists and motorcyclists, and would only worsen with the anticipated growth that Croydon would experience in the coming years. In addition, TfL recognised that the bridge over the railway line needed to be replaced by 2023 as it was coming to the end of its useful life.

The key project objectives were outlined to the Committee as increasing traffic capacity, reducing journey time, upgrading the pedestrian environment, improving cycle routes, and enhancing the 'place' function to develop Waddon as a local centre. In line with the draft Mayor's Transport Strategy there had been a focus on the healthy streets approach, and the proposed scheme had been measured with the healthy streets factors and was considered to meet over half.

The Committee were informed that replacing a bridge over a railway line was a difficult procedure so TfL were looking to make the process as simple as possible, and as such they were proposing a new bridge alongside the existing bridge which was anticipated to minimise disruption. However, it was noted that building the new bridge would require the acquisition of two commercial properties.

The proposals further sought to realign the road layout which would require the acquisition of a residential block, however would increase the length of time when the lights were green traffic and pedestrians. Furthermore the proposals included making Epsom Road two ways and introducing step cycle tracks in both directions.

TfL, it was stated, was looking to provide more green space and seating wherever possible within the scheme which would improve the pedestrian environment, including the planting of 30 additional trees in the area. In addition, improvement to cycling infrastructure were proposed including new cycling parking and advanced stop lines.

Councillor Buttinger left the meeting at 7pm.

It was anticipated that there would be additional capacity on Stafford Road which would enable people to do a left turn, and a bus lane along Stafford Road would be introduced to facilitate the movement of sustainable forms of transport.

While the deadline for consultation responses was 18 September, TfL stated they were happy to relax the deadline to receive responses from the Committee as part of the consultation. Once all responses had been received they would be reviewed and it was anticipated that a revised scheme would be released at the end of 2017.

TfL stated that it was felt that the proposals supported the council's aim to develop the Waddon area and recognised that it was not an easy problem to solve but that balance of needs had been sought. It was further stated that it hoped that the proposals could be improved in light of the consultation responses.

Mr Cheeswright, Secretary of the Stafford Road Action Committee, addressed the Committee stating that at least 20 local residents were totally opposed to the proposals. It was strongly suggested that no improvements to the junction would be experienced until the Experimental Realignment Scheme was removed as the current traffic light phasing did not align with traffic movements. Mr Cheeswright further called for Stafford Road to be left as it was and the proposals for parking bays to be removed to be scrapped as local residents used them.

The Stafford Road Action Committee further requested TfL noted the statement of traffic movements which had been undertaken in 2011. In conclusion, Mr Chesswright stated he would rate the Stafford Road proposals as one out of ten only as the scheme did not address the issues that were experienced by local residents.

Mr Cooper, Croydon Cycling Campaign, stated that he was also a resident of Waddon and a cyclist. Mr Cooper drew the Committees attention to figures that suggested that overall traffic in the area was down 16% and over Waddon Bridge was down by 15% in the last 15 years, however demand for cycling was up despite the dangers posed by the junction.

It was stated that a key change to the proposals would be at the junction of Epsom Road and Duppas Hill, which would require cyclists to cross fast flowing traffic to remain in the cycle lane. It was suggested that the solution was to have a two way cycle lane on the station side which would create a safe route into town.

With regards to the bridge, Mr Cooper noted that cycle lanes would be provided, but not in the section after the bridge and into the junction and it was suggested that there was space available that would enable cycle lanes

to be provided in both directions that would enable residents to safely cycle to Waddon Leisure Centre safely. Mr Cooper concluded that it was important to provide safe cycle options across the junction to enable cyclists to feel safer.

In response, TfL stated that the traffic data from the Department for Transport was that over the past five years demand had increased in the area. However, the suggestion that the cycle lanes on Epsom Road be moved to both be on station side would be reviewed as it the aim of TfL to improve cycle movement in the area.

With regards to the north/south cycle links on the A23, it was stated that it was TfL's policy to link cycle lanes to longer routes and there were no plans, at the time, to have a north/south route. Furthermore, a road safety audit had concluded that a merge location was not acceptable if there was a cycle lane on A23.

TfL further stated that due to limited highway space it would not be possible to have a dedicated bus lane, cycle lane and two lanes of traffic on Stafford Road. As such, a judgment call was required and with around 1,000 people per hour using buses through this junction it was decided that a bus lane was a more pertinent use of the highway space.

The Committee raised concerns that the omission of a north/south cycle route fulfilled the project objectives. In light of many people wanting to complete short cycle journeys, such as to the leisure centre, school, the station, and McDonalds, it was imperative that safe routes were provided otherwise people would cycle on the pavement. Concerns were further raised that many of those who would wish to cycle short routes were young people and it was the responsibility of TfL and the council to ensure safe routes were available.

In response to Member concerns, TfL stated that if a person did not feel safe cycling on the roads then they should not. It was important that people cycled only when they felt safe. While TfL wanted to encourage cycling and introduce segregated lanes, a balance was required when there was limited highway space.

The Chair noted that within the proposals being consulted on there was not sufficient space, however stated that if a small slither of land from the Morrisons site was purchased then sufficient space would be created to provide a safe cycle route. The TfL representative stated that he would request the Design Team review this suggestion.

Members were informed that step track cycle facilities were at a different level to the carriageway and that introducing signal control at all junctions would ensure that all crossings would have a green man function, which was not the current case.

The Committee noted that the left turn into Epsom Road would be removed and requested that this be reviewed. In addition, it was suggested that the proposals missed an opportunity to widen Epsom Road with the removal of a

electricity sub-station and small blocks of flats to provide for a wider road and development area. Concerns were further raised in regards to accessibility of Waddon Station and a request was made that the scheme was future proofed in light of possible future works to improve accessibility.

In response, the TfL representative stated that a survey was undertaken over several days and it was found that very few people did make a left turn into Epsom Road however feedback had been received and so it was being reviewed.

In regards to the suggestion of widening Epsom Road, it was stated that the proposals sought to limit the number of Compulsory Purchase Orders (CPO) required. To successfully apply for a CPO it would be required to demonstrate that those properties would need to be removed for the road to be sufficiently wide. In light of the proposal already providing for two way traffic and two way cycle lane it would be difficult to prove. TfL were aware that some people did do drop offs outside the station, however given that there were double red lines it should not be done and it was not proposed to introduce.

Members noted that the report did not include reference to consulting disability groups despite the necessity to ensure places, such as Fiveways, were accessible. It was further noted that the proposals included the relocation of bus stops and concerns were raised that those with disabilities may find it difficult traveling the additional distance to the bus stop.

TfL, in response, stated that they consulted everyone but did not specifically target any groups. The Head of Transport confirmed that no specific groups were consulted in regards to this consultation exercise, however a walkabout had been undertaken the previous Friday and members of Vision Croydon and the council's accessibility team were involved. This walkabout had been very useful for receiving feedback on accessibility and improvements that could be made to the scheme.

The Committee stressed the need to ensure pedestrians and cyclists were kept apart from the traffic and stated that painted cycle lanes were not sufficient as motorists often intruded in such lanes.

Mr Cheeswright noted that there had been a number of instances of cyclists using the pavement around Fiveways due to safety concerns, and further raised concerns that the nitrogen dioxide fumes had not been taken into consideration.

Mr Cooper concluded that he was concerned that TfL were looking to spend £100m on a scheme that did not encourage cycling and stressed that painted on cycle lanes were not sufficient. In addition, Mr Cooper went on to raise concerns in regards to advance stop lines which were considered dangerous as they required cyclists to take off quickly and move out of the way of traffic so as to not impede traffic flow.

The Deputy Cabinet Member concluded that the Council were keen to ensure

that the best scheme was implemented, which included provisions for safe cycling. In light of the discussion, the Deputy Cabinet Member went on to note that prohibiting a left turn from Stafford Road into Epsom Road would remove the opportunity for station drop-offs and as such suggested a drop-off by Platform 1 may need to be considered ahead of possible future station improvements.

In conclusion, the Chair noted that the Committee was in broad agreement with the aims and that most of the proposals were not contentious as there was broad agreement on realigning the road and the introduction of a new bridge, which would cause less disruption and reduce conflict. Furthermore it was welcomed that the programme had been extended to include the Fiveways junction and the addition of public realm improvements.

The Committee were encouraged that there would be a review of the cycle lanes on Epsom Road in light of the comments of the Croydon Cycling Campaign, however recognised that there was not an unlimited pot of money for the improvement works.

Members, however, raised concerns that the proposals would lead to conflict between pedestrians and cyclists due to the lack of dedicated cycle facilities on the north/south route and the safety concerns. Due to these concerns it was hoped that TfL would take into consideration the suggestion that some land be purchased from Morrisons to provide for a cycle lane as it was important to take into consideration how cyclists would access Waddon, furthermore the Committee wanted to encourage residents in the local area to use the Waddon Leisure Centre. The Committee further requested that disability groups be given an extended deadline to respond to the consultation to ensure that their views were taken into consideration and that the scheme was as accessible as possible.

In reaching its recommendations, the Committee made the following

CONCLUSIONS:

- That the overall aims of the scheme were recognised and supported;
- That most of the proposals were not contentious and supported; including realigning the road and introduction of a new bridge;
- That the extension of the proposals to include the Fiveways junction was welcomed;
- The improvements to the public realm were supported;
- But that TfL should accept that this section of the A23 is a key part of the Waddon locality, and that Waddon residents, including pedestrians and cyclists use the A23 road and pavements for vital local trips
- And the committee was concerned that the proposals failed to meet all the standards set out in TfL's new policy of Healthy Streets especially the lack of north south segregated cycle paths from Epsom Road southwards.
- That some aspects of the proposals be reviewed to improve cycle provision to ensure segregated local cycle trips and avoid cyclists having to use pavements, which would to the detriment of pedestrians.

The Committee **RESOLVED** to recommend to Transport for London that:

1. To amend the proposals to ensure needs of local residents, pedestrians and cyclists are taken into account;
2. The cycle lanes on Epsom Road be reviewed to have both cycle lanes on the station side to improve cycle safety;
3. The scheme be reviewed to reduce conflict between cyclists and pedestrians;
4. Consideration be given to how cyclists would travel around Waddon safely, especially young people cycling to school, parks, the station and McDonalds;
5. A dedicated cycle lane north/south be provided south of Epsom Road;
6. The possibility of acquiring land from the Morrisons site be reviewed to provide for these segregated cycle lanes; and
7. Disability groups be approached to participate in the consultation to ensure the final plans are accessible to all.

35/17 Croydon's Growth Zone's Proposed Five Year Public Realm Programme

The Director of Growth provided the Committee with an outline of the Growth Zone scheme, noting that Croydon's plans had been approved by Cabinet and the Government in the summer 2016 which enabled a loan to the council for infrastructure programmes. Key aspect of the Growth Zone project was public realm improvements.

The Interim Head of Spatial Planning informed the Committee that public realm had been developed under the Growth Zone to build upon previous projects to take into account the evolving priorities, including wellbeing, culture, and financial benefits. As part of the five year programme there would be a series of Cabinet reports, with the Growth Zone report due to go to Cabinet in December 2017.

While it was noted that to deliver such a programme would take time to design, consult upon and implement, it was important that the programme encouraged the activation of culture within the area. To ensure the best programme the Committee were asked to provide their views on the three questions outlined the report.

The Committee were informed that evidence showed that the quality of the public realm directly influenced the decisions of investors, and thus had a financial impact on the borough on the business rates achieved. The introduction of three large organisations to the opportunity area was seen in some part due to the improvements to the public realm, especially following the introduction the policy outlining the quality and building materials that should be used by private developers when delivering public realm.

The increased focus on delivering healthy streets was noted as an important factor in ensuring the delivery of successful spaces which enabled interesting activities for everyone throughout the day.

Lucy Saunders of the Greater London Authority informed the Committee that the healthy streets approach had been developed with the question of how we use public space and how it impact on our health at the core. The indicators included; are people choosing to walk and cycle, are the spaces easy to cross, are they safe, is there shade and stop points, and low pollution levels. It was stated that healthy streets were part of the Mayor's agenda as it was noted that if the streets improved then health improvements would be witnessed.

The Creative Director informed the Committee that public realm had an impact on cultural regeneration, with work beginning to make College Green from being one of the most unsuccessful examples of public realm to one of the most successful spaces.

The Committee were informed that it had been found culture could be used to develop other public spaces by animating or activating the space. Culture, it was stated, could change the character of the space and make it feel safer, and thus a more attractive area to be in and walk through.

Members were shown examples of Meanwhile projects which showed how interactions with sites could change with the introduction of cultural activities. Students were working with the council to change the way people interacted with Wandle car park through a Meanwhile activity. Additionally, at the end of 2017 it was planned there would be a large scale lighting projection project in Croydon across three sites. This project would be positive, celebratory and seasonal, and it was hoped would encourage people to visit the sites to see what was happening.

The Interim Head of Spatial Planning informed Members that they were looking to achieve a greater provision of public realm, and increased levels of walking and cycling which would facilitate in the continually changing perception of Croydon. It was noted that there had been some good interventions around East and West Croydon stations, however focus was to move to the mid-Croydon area including St Georges Walk and the Katherine Street area. It was further recognised that the Dingwall Loop tram proposal also provided an opportunity for further public realm improvements. The plan was that once the improvements to mid-Croydon were made then attention would be turned to the Old Town.

Members were positive about the work that had been outlined and that officers were looking towards the Croydon of the future and were pleased that there was an energy and desire to deliver the project.

Committees stressed that it was important that while the large schemes were being delivered that the health outcomes were being maximised with the areas being kept clean and tidy. It was further recognised that streets would be healthier if trees were replaced if felled and open space was protected and utilised, where possible.

In response the question posed in the report, Members stated that it was

important that the council was honest when undertaking the consultation as often the public felt that they had a strong influence on the outcome. It was imperative that relationships were built as it was a great opportunity to seek the views of the public and organisations.

Members stated they were pleased to hear that inclusiveness was an integral part of the public realm project and questioned whether safe spaces would be built into the public realm to enable those who felt threatened somewhere they could go.

In response to Member questions, the Interim Head of Spatial Planning stated that trees were an important component, however schemes needed to be well designed and greening needed to be in proportion but were recognised for their benefits, including the provision of shade.

The public realm projects being discussed would be part of the Opportunity Area which would see growth, and as such it was important that the developed areas provided open spaces for all ages and groups. To ensure high quality public realm was delivered the public realm design guide would be reviewed and the lifetime cost of the schemes would be taken into consideration.

Officers acknowledged the importance of providing appropriate facilities and safe spaces and were engaging with the Public Health team to develop the ideas which would be incorporated within the revised public realm design guide.

In regards to ensuring there was meaningful engagement officers confirmed that a communication strategy was to be developed and would include engagement with businesses. However, while the public realm projects would be focussed on the town centre it was acknowledged that the impacts would be experienced across the borough, and as such the Committee were assured that consultation would be undertaken across the borough.

The Cabinet Member for Homes, Regeneration and Planning confirmed that the council would need to be honest about the level of influence and what could be achieved. It was acknowledged that public realm improvements would benefit the whole borough, but people's expectations needed to be managed.

In response to Member question the Committee were informed that while greenery was not a specific indicator within the healthy streets indications, it was a contributor to all ten indicators.

Officers stated that parks improvements were part of a number of projects, of which the Growth Zone was one factor, and confirmed that legacy components would be picked up. It was stressed that the Growth Zone was around activation, however ensuring groups were working together would be ensured.

Members raised concerns that the works completed in South End had widened the pavements but had removed the cycle lane, which it was felt was not the right balance.

The Committee further raised concerns in regards to the East Croydon masterplan which it was felt was not properly consulted on and was business driven. The bridge across the railway line was also felt to have failed to deliver a meaningful connection to Addiscombe. The Chair further noted that road safety had not been improved on Addiscombe Road or Cherry Orchard Road, in particular for cyclists.

It was noted that it was important to be clear as to the outcomes of Growth Zone; which would include more homes in the town centre, more jobs, fewer cars; which would lead to the benefit of more art and culture.

The Committee noted that the public realm improvements would be focussed to Croydon town centre, but stressed that it would be important that the quality of the public realm did not degrade as soon as someone stepped out of the town centre and requested that the principles of good public realm would be extended to those within walking distance of the town centre.

The Director of Growth confirmed that they were looking at extending into the corridors that fed into the town centre. There were a mix of schemes and there was acknowledgement that there would be more people and so there was a focus on public transport to ensure it would be able to cope with the additional pressure. While it was noted that the car had been the dominant mode of transport to access Croydon in the past, and that it was important that traffic was able to flow through the roads, there were no projects that sought to increase traffic in the town centre. The Cabinet Member for Homes, Regeneration and Planning stated that one of the successes would be to slow traffic through Croydon, and as such work would continue to make Wellsley Road greener and increase the number of pedestrian crossings.

The Cabinet Member suggested that further aspects of the Growth Zone could be considered by the Committee at future meetings to ensure Members had a complete view of the projects. Furthermore, the Cabinet Member stated that they would be happy to arrange engagement sessions with councillors to discuss the plans before going to Cabinet, and the Chair confirmed that a walkabout that took place before the meeting had enabled Members to gain an understanding of the new spaces and how they were used.

In reaching its recommendations, the Committee made the following

CONCLUSIONS:

- That the aims of the programme were endorsed;
- The infrastructure needed to be built, both for those who lived and worked in Croydon presently and for those in the future;
- That the introduction of more street trees was encouraged;
- That the challenge of engaging with councillors and the public was recognised as ongoing; and
- That the Council needed to be more confident in communicating how

the town centre would change.

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

1. The principles of the programme be endorsed;
2. The engagement programme be honest with the aims of the project and limitations to ensure people are aware of what can be achieved;
3. Future reports and engagement activities clearly communicate how the town centre would change from the Masterplan (2007/8) and into the future (2025); and
4. Those with disabilities are taken into consideration when designing schemes and consulting.

36/17 Responses from Cabinet

The Sub-Committee noted the responses from Cabinet following the recommendations made by the Committee at the meeting on 31 January 2017.

Members requested that the response to recommendation 21 be referred to the Director of Planning and Strategic Transport and a further response to be requested.

The Committee further noted that the response to recommendation 8 did not respond to the concerns regarding the most polluting cars and requested this be referred back to the Cabinet.

The Sub-Committee **NOTED** the responses from Cabinet.

37/17 Work Programme

The Sub-Committee received the work programme for 2017/18.

The Sub-Committee **NOTED** the work programme.

38/17 Exclusion of the Press and Public

This was not required.

The meeting ended at 9.38 pm

Signed:

Date:

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Councillor Stuart Collins
Cabinet Member for Clean Green Croydon (CGC)
Deputy, Councillor Pat Ryan

Responsibilities

- Single Enforcement & Street based presence – CSJ*
- South London Waste Partnership
- Street Cleaning
- Waste & Recycling

Policy Developments

- The Anti-Social Behaviour, Crime and Policing Act 2014 replaced most of the powers available to the police and local authorities to deal with anti-social behaviour as well as some specific pieces of legislation used for the enforcement of environmental offences. It introduced a new community protection notice to deal with particular, ongoing problems or nuisances which negatively affect the community's quality of life by targeting those responsible.
- The Mayor of London's manifesto pledges to increase recycling to 65% by 2030 and sees an opportunity to create jobs in reuse, repair, remanufacturing and materials innovation in order to reduce waste. He also seeks to promote initiatives that reduce water consumption.

Projects and Programmes

Clean and Green

- Big Belly Bins are part of a £1.28 million investment to keep streets cleaner and tidier. A trial period has been completed in Central Croydon, with a further 80 solar powered Big Belly Bins being rolled out across the borough. The new bins compress waste allowing for a larger capacity and improved resources elsewhere.
- New Road Vacuums introduced allow for more efficient cleaning to keep streets clean in less time than previous machines.
- "Don't Mess with Croydon: Take Pride" campaign is helping to secure cleaner better maintained streets and public areas. A key area of focus is dealing with fly tipping via a mix enforcement and speedy removal. Offenders are caught through using a combination of statistical evidence, intelligence, covert CCTV and encouraging residents to report offences. A range of enforcement action is used, including fixed penalty notices and prosecution. The focus this year will be on changing behaviour and reducing demand by encouraging and making it easier for residents and traders to 'do the right thing'.
- "Eyes and Ears" harnesses community action to work in partnership with the council's multi-skilled street based enforcement operatives to deal with environmental crimes such as fly-tipping, graffiti and anti-social behaviour.
- Changing people's behaviour (getting people and traders to do the right thing e.g. dispose of waste properly) as part of demand management. Working with Keep Britain Tidy on behavioural change initiatives as an exemplar Council.

South London Waste Partnership

- Re-commissioning of waste management service - Aim is to agree tougher key performance indicators based on outcomes, to provide an improved service for residents.
- Croydon is leading the re-commissioning of the grounds maintenance service on behalf of members of the partnership. Croydon's existing contract with Quadron expires in 2018.
- Carry out door to door, face to face education with residents in areas with low recycling rates. This includes work with schools.
- Introduce new tech solutions to assist contractors' operatives with street cleaning.

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For general release

REPORT TO:	Streets Environment and Homes Scrutiny Sub-Committee 7 November 2017
SUBJECT:	SLWP – Looking to the new contract in 2018
LEAD OFFICERS:	Shifa Mustafa, Executive Director – Place Steve Iles, Director of Streets
CABINET MEMBER:	Councillor Stuart Collins Deputy Leader and Cabinet Member for Clean Green Croydon
PERSON LEADING AT SCRUTINY COMMITTEE MEETING:	Steve Iles, Director of Streets

ORIGIN OF ITEM:	This item has been identified by the Streets, Environment and Homes Scrutiny Sub Committee as an area of scrutiny.
BRIEF FOR THE COMMITTEE:	To note the impact that the SLWP contract will bring to the delivery of services

1. EXECUTIVE SUMMARY

- 1.1. This report details the arrangements for the forthcoming South London Waste Contract with Veolia, and the improvement it will have on Croydon's existing services, the governance arrangements for the new contract and the investment being made in environmental services prior to the commencement of the new contract.
- 1.2. The South London Waste Partnership (SLWP) was formed in 2003 between the boroughs of Croydon, Kingston, Merton, and Sutton and has a proven record of providing improved and more cost-effective waste management services through the procurement of complex waste disposal treatment, recycling and Household Reuse and Recycling Centre contracts. The SLWP itself is not a legal entity and thus procures its contracts through one of the borough members of the Partnership in this case, Croydon Council.
- 1.3. Officers from the four partner boroughs explored opportunities for future delivery of a range of high quality environmental services. An options analysis was undertaken to assess the merits of procuring services in partnership, as opposed to procuring alone, or retaining existing arrangements. The boroughs made an assessment of delivery, procurement options and modelling savings based on joint procurement by all boroughs. The modelling suggested savings in the region of 10% from procuring jointly with the potential to achieve savings in excess of this if the partner boroughs harmonised these services.

- 1.4. On this basis a business case for a joint procurement exercise for the following services was agreed in each of the boroughs between November 2014 and January 2015:

Lot 1 (All boroughs)	Lot 2 (Sutton & Merton only)
Waste collection	Parks and grounds maintenance
Street cleaning	Cemeteries
Commercial waste	Highway verge maintenance
Winter Maintenance	Tree maintenance (excluding inspections)
Vehicle maintenance and procurement	Sports and play facilities management

***NB at this stage Croydon is only procuring Lot 1 contracts but may opt-in to Lot 2 at a later date.**

- 1.5. Following an endorsement from the Joint Waste Committee on Tuesday 7 June 2016. On 11 July 2016 Cabinet endorsed Veolia as the preferred bidder for the Lot 1 Contract. The Contract was signed in March 2017.
- 1.6. Following contract procurement savings are around 20% and are forecast to save the four boroughs £56m over the next eight years (£47.4m on Lot 1 and £8.6m on Lot 2), based on a scenario where service budgets were inflated at 1% each year.
- 1.7. For Croydon, the original financial implications of the award of this contract to Veolia were revenue savings over the initial 8 year period of the contract of £34.297m against a cumulative budget of £98.489m over the same period. This has since been slightly revised to show revenue savings of £35.097m due to an adjustment for the cost of financing capital expenditure. This equates to an annual saving of £5.014m in 2018/19. This saving remains constant over the life of the contract, although contract costs will be uplifted for inflation each year (estimated at 1% per annum) which would reduce this saving in cash terms.
- 1.8. The contract also assumes capital investment of £9.648m over the first two financial years (2017/18 and 2018/19). This is broken down as £6.694m of expenditure on vehicles, £2.800m on containers, and £0.145m on depot refurbishment.

2. BACKGROUND

- 2.1. Croydon's waste collection and street cleaning contract runs until 3rd March 2017. It was originally let in 2003 to Cleanaway before the company was procured by Veolia in 2007. The current administration inherited the Veolia contract in 2014.
- 2.2. In recent times there has been a shift in the expectations regarding the standard

to which Veolia delivered its services under the current contract, although the current contract is regulated by a set of Key Performance Indicators (KPIs), which are not particularly robust by today's standards. The mechanisms by which residents can report service issues have also changed, resulting in considerably more requests via online reporting such as 'My Account' and the 'My Croydon' smartphone app.

- 2.3. The new contract for the SLWP will be underpinned by a more robust set of KPIs which will drive standards of service delivery and ensure there are appropriate penalties for service failures.
- 2.4. Currently the partner boroughs deliver their waste collection services differently, with some providing weekly food waste collections, fortnightly collection and twin stream recycling services with all of the boroughs providing a chargeable green garden waste service.
- 2.5. Croydon currently operates a fortnightly kerbside collection of landfill waste, with an alternating weekly collection of paper/card and dry mixed recycling (DMR) and a weekly collection of food waste and an optional chargeable garden waste collection service. All these services will remain, however, from October 2018 in the new contract paper will now be collected in a 240L wheeled bin as opposed to a 55L box. All other waste containers will remain the same. A summary of the current containers and services offered by the four boroughs vs those offered in the new contract are summarised below:

Borough	As Is	New
Croydon		
	Retain existing Containers for residual waste, garden waste, food waste, use existing boxes for DMR and receive a new bin for paper and card recycling	
Kingston		
	Retain all existing containers for use on new services	
Merton		
	Retain existing food waste and garden waste containers and receive a new bin for paper and card recycling and a new residual bin to replace existing residual waste sacks,	
Sutton		
	Retain existing residual and garden waste containers. Receive a new box or bag alongside the wheeled bin for kerbside recycling and new food waste caddies for food waste recycling	

3. HARMONISED SERVICE PROPOSALS

- 3.1. Veolia's solution involves harmonisation of services over time across the Partnership area.

- 3.2. Waste collection proposals include:
- Food waste collected every week
 - Residual (non-recyclable or 'black bag') waste collected every fortnight
 - Card and paper collected every fortnight
 - Tins, plastics glass collected every fortnight
- 3.3. Other services are also harmonised across the partnership area. The street cleaning service proposals operate on a neighbourhood basis. Parks and grounds maintenance service resource is flexible with dedicated staff at key locations. Boroughs are able to share depot space, enabling the services to operate more efficiently.

4. BENEFITS OF THE NEW CONTRACT

- 4.1. The objectives agreed prior to the commencement of the procurement exercise were:
- to target optimum savings on the costs of service provision through lower service costs and increasing recycle revenues;
 - to deliver residents a high performing service, achieving high levels of customer satisfaction;
 - to provide improved environmental and carbon outcomes in the way we deliver environmental services.
- 4.2. Whilst the provider of Lot 1 services is Veolia, the current provider of Croydon's waste and street cleansing services, there will be key enhancements to the way these services are delivered compared to the current contract.
- 4.3. Veolia's solution delivers significant benefits to Croydon over the course of the contract term. In addition to delivering considerable savings as detailed in paragraph 1.7, the new contract will be underpinned by a new set of performance indicators which set the Service Provider challenging targets aimed at driving up performance in key areas such as missed collections and street cleanliness. With strict penalties associated with failure to meet these targets, the Service Provider has also set out a robust monitoring approach to ensure these standards are upheld.
- 4.4. Changes to Streets Services (operational from March 2018)
- 4.4.1. Fly tips will be cleared twice as quickly as they are currently. The new service standard is to clear fly-tipped material within 24 hours of notification, compared to the current 48 hours.
- 4.4.2. Veolia will carry out Core Street Cleaning Services for all footpaths, public rights of way, adopted highway, pavements, housing estates (in Croydon only), and other public areas in the Boroughs' administrative areas.
- 4.4.3. Street cleansing will move from being a frequency based service, to being an outcome based service. Streets will be serviced to a grade A standard as detailed in National Indicator 195 (NI195) at the time of sweep and maintained to such a level that they never fall beneath a grade B. The definitions of the litter grades are provided in Appendix A.

- 4.4.4. In May of each Contract Year, the Contractor shall submit a draft Leafing Removal Programme to the Council for approval detailing the resources, equipment and vehicles to be used for leaf removal, and the start date for leaf clearance programme. Once approved, Veolia will be required to remove all autumn leaf fall from relevant land on or before the date specified in, the Leafing Removal Programme agreed. The Council may alter the dates due to seasonal conditions.
- 4.4.5. It will be a contractual target for orange bags from the street cleansing operation to be removed on the same day of production.
- 4.4.6. Where possible street cleansing schedules will complement the recycling service, meaning that problems associated with spillages and windblown litter are minimised. There will also be a harmonisation of standards across the partnership boroughs relating to response times for services such as removal of fly tipping.

4.5. Changes to Waste Collection Services (operational from October 2018)

- 4.5.1. The blue box which is currently used for paper and card will be replaced with a 240L wheeled bin, meaning residents have additional capacity for recycling and that windblown litter associated with the overfilling of paper boxes will be eradicated.
- 4.5.2. The addition of the blue box will increase the overall capacity for kerbside properties from 383 litres to 568 litres per fortnight, with an emphasis on increased recycling. Batteries will also be collected for recycling as part of the new contract, as will textiles. This represents a comprehensive kerbside recycling offer.
- 4.5.3. Flexibility is an important feature of the new service and residents will be able to request additional, larger or smaller containers if required, subject to meeting certain criteria, e.g.
- Household of six or more people
 - Residents with certain medical conditions
 - Families with two or more children in nappies

Alternative arrangements will also be made for properties with access issues, such as those above shops.

In these instance, or others as required, a larger bin i.e. 240/360l as agreed with each Borough, would be provided for an agreed period, dependent on the circumstances and needs.

- 4.5.4. The delivery of bins and other waste containers will be carried out within 5 working days, as opposed to the current 5-20 working days, meaning residents will receive replacement bins/boxes far more quickly than they presently do.
- 4.5.5. The Service Provider will work toward a target of thirty missed collections per one hundred thousand properties, whereas under the current contract it is ninety per one hundred thousand properties.
- 4.5.6. Garden waste will be an all-year round chargeable service instead of

stopping in the winter. This means that instead of receiving approximately 13 collections each year, residents will now get 26 collections per year for just £1.50 more than the current rate.

4.5.7. Every year, for a two week period at the beginning of January, Veolia will arrange for the free collection of Christmas trees from kerbside residents, for composting.

4.5.8. The proposal to increase additional recycling capacity for paper and card alongside fortnightly collection of residual waste and enhanced recycling capacity will assist in contributing to the achievement of the Council's Ambitious for Croydon target of 40%.

4.5.9. It is anticipated that the new systems for waste collection will increase the recycling rate across the partnership by around 4%.

5. CHANGES TO HOUSING

5.1. Under the new contract Veolia will undertake a waste capacity audit for all communal properties during the mobilisation period in which container provision will be reviewed and amended to allow an equivalent capacity for each household utilising the communal storage area to that of Kerbside collection properties. Veolia will ensure that sufficient capacity is provided and a collection schedule is established to meet the requirements of delivering this capacity.

5.2. Washing of communal food waste bins on a quarterly basis has been factored into the Street Cleansing 'washing' resource who will also complete litter bin washing.

5.3. As part of a drive across communal properties to incentivise participation, Veolia will use data collected from collection crews to benchmark, compare and report back at regular intervals on recycling performance of each block, estate, or other suitable grouping.

5.4. Veolia will explore ways to work with landlords and estates managers responsible for properties, and encouraging them to be accountable for the correct use and upkeep of bin-stores. This shift in approach to accountability will be supported with enforcement to ensure uptake, with crews instructed to tag bins where standards are not acceptable. By involving the management of the property as a joint stakeholder in the issue, another angle of approach and communications channel with customers is opened up, accessing the pre-existing relationship between estate manager and resident, which may pose a more real sense of consequence.

5.5. For new developments a waste audit will be undertaken, containers will be allocated and delivered and the collection rounds will be adjusted accordingly. When notified a property has been occupied Veolia will deliver the correct receptacles within five Business Days with a service leaflet informing the new residents of how the service works, what containers are to be used for what item and the days on which collections will be made.

5.6. Another approach Veolia will explore is to directly engage landlords and estates managers responsible for properties, challenging them to become more accountable for the correct use and upkeep of bin-stores.

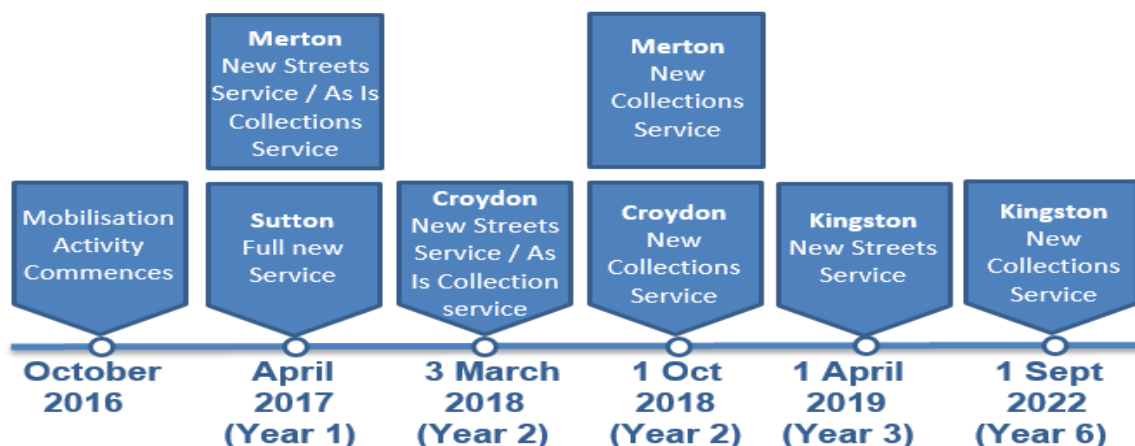
5.7. A team of eight cage vehicles, operating predominantly as driver plus one will

provide cleaning for the housing estates in Croydon with a total of 8 Drivers and 12 Operatives delivering the service. The teams will provide support to the Village teams and the market cleaning teams as required.

- 5.8. Veolia will remove weeds from all relevant land and moss from the housing estates in Croydon to ensure that the land is weed and moss free.

6. SERVICE CHANGE TIMETABLE

- 6.1. The SLWP contract for Lot 1 commenced on 1 April 2017, although the new service for Croydon does not commence until 4th March 2018 for street cleansing, and 1 October 2018 for the new waste collection service as illustrated below.



7. PREPARATION FOR NEW SERVICE

- 7.1 Over the last year £1.3m has been invested in new technologies to help make a smooth transition into the new contract and achieve greater efficiency and improve standards of Street Cleansing, working with our Service Provider, Veolia.
- 7.2 25 barrow beats are being enhanced with electric “Green Machine” vacuums which are ideal for town centres and areas of high footfall. The power and adaptability of these units is making a real difference in hard to reach areas such as the back lines of pavements and between parked cars. These vacuums are already being utilised on ten rounds, with the remainder set to follow shortly.
- 7.3 These battery powered machines have zero CO2 emissions, and have created a real talking point among residents whose rounds they service, raising public perceptions of Croydon’s Street Cleansing services. A competition will follow for local residents to name their vacuum, with the winning suggestions being liveried on the front of the machines.
- 7.4 Four new “mini” mechanical Schmidt sweepers: these have been introduced to support manual barrow beats, particularly on our 6-weekly schedules. They allow for a deeper cleanse, particularly on pavements and in housing estates where the larger brooms are unable to navigate. Seasonally, they provide more effective removal of moss and leaves.
- 7.5 There has also been a reinstatement of afternoon street cleansing shift in the town centre to ensure standards are maintained throughout the day and that orange bags used for street cleansing are collected on the day they are produced.

- 7.6 Two new Refuse Collection Vehicles (RCVs) have been purchased and are currently being utilised on a new borough-wide PM shift of fly-tip removal operating and also acting as a dedicated weekend resource for fly tip clearance. This resource is being used to proactively clear from known flytip hotspots and gives flexibility to be directed as the need arises. Working with the Cabinet Member and Veolia, Steve Reed M.P. has organised an anti-litter poster competition amongst schools in his constituency, with the winning designs set to appear on Veolia vehicles as part of the Council's anti-litter campaign.
- 7.7 The Introduction of the afternoon shift and a dedicated weekend resource for fly-tip removal to ensure clearance of fly tips within 48 hours (year to date: average 87.9% cleared within 48hrs versus 80.84% in 2016). This allows us flexibility to direct resource as needed. Alongside this, Veolia operates a proactive clearance of fly-tips where street cleansing operatives report fly-tips to their charge hands for clearance.
- 7.8 Two caged tippers vehicles have been purchased and are currently providing a solution for narrow access fly-tip clearance (e.g. housing estates, alleyways, etc.), meaning more flexibility and faster reaction times.
- 7.9 Eighty "Big Belly" Solar Compactor bins have been introduced mainly to areas of high footfall, rubbish deposited in these bins is compacted up to 8 times. The bins send a message to Veolia when full. This ensures they are only emptied when required, freeing up resource to be spent on improving street cleansing and removing fly-tips. All the bins have been adorned with posters from local school children, promoting anti-littering. In the next month, stencilled footprints will be added to the pavement leading up to the bins, so people can be in no doubt about the correct way to dispose of their waste.
- 7.10 Up to ten support teams and two extra mechanical brooms are being deployed over the Autumn/Winter leafing period in order to target leafing hotspots and support the regular sweepers.
- 7.11 Standards of street cleanliness have greatly improved, with over 90% of roads being swept to standard across the borough. This is due to the investments made, plus a new regime of joint monitoring of streets between council officers and Veolia's contract supervisors to ensure more proactive rectification of issues.

CONTACT OFFICER:

Tom Lawrence, Service
Manager, Environment and
Leisure, Place Department
Telephone: 020 8726 6000 x 52520
Email: tom.lawrence@croydon.gov.uk

BACKGROUND DOCUMENTS:

NONE

Appendix A- Definitions Of Litter Grades

GRADE A - no litter or refuse



GRADE B - predominantly free of litter and refuse except for some small items



GRADE C - widespread distribution of litter and refuse, with minor accumulations



GRADE D - heavily littered, with significant accumulations



Agenda Item 7

REPORT TO:	STREETS, ENVIRONMENT AND HOMES SCRUTINY SUB-COMMITTEE 7 November 2017
SUBJECT:	STAGE 2: SCRUTINY RECOMMENDATIONS ARISING FROM STREETS & ENVIRONMENT SCRUTINY SUB-COMMITTEE MEETINGS ON 28 FEBRUARY 2017 AND 28 MARCH 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 28 February 2017 and 28 March 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 18 September.
- 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

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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 SUB-COMMITTEE - At its meeting on 28 February 2017, the Committee RESOLVED to recommend the following:						
1. To the Cabinet Member for Transport and Environment, that consideration be given to how best to improve communication with the public on future bridge repairs;	Place Cllr King	Accepted	Steve Iles director of streets	None	Monthly ward members briefing in place, notice boards are onsite and updated regularly along with a Communication Plans being developed for when bridge replacement works are undertaken.	7 November 2017
2. Request that the next Cabinet Member for Transport and Environment bulletin for the Council meeting in April 2017 include updates on car clubs and playstreets.	Place Cllr King	Accepted	Steve Iles director of streets	None	Immediate, the April 2017 Bulletin did include a number of articles including both Car clubs and Playstreets.	7 November 2017
3. To the Cabinet Member for Transport and Environment that a specific budget for tree replacement be established;	Place Cllr King	Accepted. The council's arboricultural budget does include for a small allocation for tree planting.	Steve Iles director of streets	To be confirmed, a detailed business case is being developed seeking a capital allocation for tree planting.	October 2017 for submission of business case	7 November 2017
4. To the Cabinet Member for Transport and Environment that a regular report on which trees are being removed be circulated to Members;	Place Cllr King	Accepted.	Steve Iles director of streets	None	April Annually	7 November 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
5. To the Cabinet Member for Transport and Environment that limited access to the new software be provided to Councillors to enable them to review which trees had been felled;	Place Cllr King	Rejected. Members can obtain such information direct from officers	Steve Iles director of streets	None	N/A	7 November 2017
6. That more S106 money be used for tree replacement and encourage the use of the Community Ward Funds for tree replacement;	Place Cllr King	Accepted Planning officers will be reminded that additional tree planting is a priority when agreeing S106 agreements to meet with the council air quality plan objective. Ward Councillors are also encouraged prioritise the use Community Ward Funding.	Steve Iles director of streets	None	September	7 November 2017
7. To the Cabinet Member for Transport and Environment that a list of empty tree pits be provided to Councillors to enable engagement with residents regarding possible replanting;	Place Cllr King	Accepted	Steve Iles director of streets	At this stage the cost implication of this recommendation is unknown	April 18	7 November 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
8. To the Cabinet Member for Transport and Environment that a tree replacement programme which plans for trees being replaced when removed be considered;	Place Cllr King	Partially accepted - this is dependent on the time of year as the normal planting season for trees is November – March	Steve Iles director of streets	None	This is contingent on securing capital funding as set out in recommendation 3. The programme could begin in November 2017.	7 November 2017
9. The Cabinet Member for Transport and Environment makes further amendments to the Vehicle Crossover policy, with the aim to preserve the street scene of those parts of borough in a manner that would not cause further parking stress;	Place Cllr King	Partially accepted, the current vehicle cross over policy aims to strike a balance to minimise the impact to preserve the street scene	Steve Iles director of streets	None	N/A	7 November 2017
10. The rules in regards parallel parking are revisited as part of the review;	Place Cllr King	As above, parallel parking criteria has been amended	Steve Iles director of streets	None	N/A	7 November 2017
11. The Council consider whether to designate some areas of Croydon as high parking stress areas and to consider the appropriate level of restrictions on cross-overs in those areas;	Place Cllr King	Partially accepted, the council's current crossover policy recognises high parking stress areas and the policy adequately addresses this. There is a review intending to be undertaken annually to	Steve Iles director of streets	None	N/A	7 November 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
		consider changing circumstances				
12. The Council review the policy to ensure it has adequate safeguards in regards water run-off.	Place Cllr King	Accepted, adequate measures are in place	Steve Iles director of streets	None	N/A	7 November 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
STREETS, ENVIRONMENT AND HOMES SUB-COMMITTEE - At its meeting on 28 March 2017, the Committee RESOLVED to recommend the following:						
1. That Cabinet give strong consideration to making Vision Zero an integral part of Croydon's Road Safety strategy, which should strongly inform the creation and implementation of a Mobility Strategy.	Place Cllr King	Accept - The second policy within the Mayor of London's draft Transport Strategy sets the Vision Zero target for London with all road deaths and serious injuries eliminated by 2041. The Croydon Local Implementation Plan to implement the Strategy will need to be included and work to Vision Zero. The Mayor's Transport Strategy and Local Implementation Plan objectives will need to be reflected in other Croydon plans and strategies.	Heather Cheesbrough / Steve Iles	Additional funding from TFL to fund the schemes required to support Vision Zero	At this stage this is unknown	31 October 2017
2. The dataset on road safety incidents used by officers must include hospital statistics alongside police data, and in the short-term acknowledge that vulnerable road users' accidents have likely been under-reported in the past.	Place Cllr King	Accept - In the short term we acknowledge that vulnerable road user collisions are likely to be under-represented.	Steve Iles director of streets	None	N/A	31 October 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
3. Working with Croydon Public Health, transportation officers should undertake a review to see how unreported accidents of vulnerable road users can be collected from local hospitals and health centres, and used to inform decision making.	Place/Public Health Cllr King	Accept - Longer term inclusion of hospital statistics with TfL data were available is desirable to enable cross referencing with existing data. Conversations are underway between Croydon and the NHS trust.	Steve Iles/Rachel Flowers	Potentially significant	At this stage any associated costs are unknown	31 October 2017
4. Council should consider a behavioural change policy, especially with the introduction of 20mph zones across Croydon, to encourage adherence to speed limits. In particular to work with local police teams, community organisations and schools to achieve this.	Place Cllr King	Accept - Much work is already undertaken through road safety education, training, publicity and through physical measures including the Councils ANPR system.	Steve Iles director of streets	Financial implications go far beyond the Council and include other bodies such as the Metropolitan Police.	Immediate	31 October 2017
5. Croydon Council should ensure that if Vision Zero is adopted that this feeds through to other strategies and plans such as planning, new school place planning, public health, school travel plans, etc.	Place Cllr King	Accept - The second policy within the Mayor of London's draft Transport Strategy sets the Vision Zero target for London with all road deaths and serious injuries eliminated by 2041. The Croydon Local Implementation Plan to implement the Strategy will need to	Heather Cheesbrough / Steve Iles	May have cost implications for other areas of work	At this stage any associated costs are unknown	31 October 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
		<p>included and work to Vision Zero.</p> <p>The Mayor's Transport Strategy and Local Implementation Plan objectives will need to be reflected in and supported by other Croydon plans and strategies.</p>				
6. That Cabinet consider supporting UN Global Road Safety Week of 8-14th May 2017 as a sign of its commitment to road safety.	Place Cllr King	Accept	Steve Iles director of streets	Costs associated with any support will need to be found	May 2018	31 October 2017

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Agenda Item 8

REPORT TO:	STREETS, ENVIRONMENT AND HOMES SCRUTINY SUB-COMMITTEE 7 November 2017
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 contact in 2018	Homes, Regeneration & Planning Q and A Housing Intensification Brick by Brick Business Plan	Transport & Environment Q & A Transport / Rail Infrastructure	

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