

<b>REPORT TO:</b>	<b>CABINET</b> 14 December 2015
<b>AGENDA ITEM NO:</b>	<b>9</b>
<b>SUBJECT:</b>	<b>STAGE 2: RESPONSE TO RECOMMENDATIONS ARISING FROM: STREETS AND ENVIRONMENT SCRUTINY SUB-COMMITTEE MEETING ON 7 SEPTEMBER 2015</b>
<b>LEAD OFFICERS:</b>	Jo Negrini, Executive Director, Place
<b>CABINET MEMBERS:</b>	Councillor Kathy Bee, Cabinet Member for Transport and Environment  Councillor Simon Hall, Cabinet Member for Finance and Treasury
<b>WARDS:</b>	Norbury, Upper Norwood, Thornton Heath
<p><b>CORPORATE PRIORITY/POLICY CONTEXT:</b> The Constitution requires that in accepting a recommendation, with or without amendment, from a Scrutiny and Strategic Overview Committee or Sub-Committee, the Cabinet shall agree an action plan for the implementation of the agreed recommendations and shall delegate responsibility to an identified officer to report back to the Strategic Overview Committee or Sub-Committee, within a specified period, on progress in implementing the action plan.</p>	
<p><b>AMBITIOUS FOR CROYDON &amp; WHY ARE WE DOING THIS:</b> Croydon a Place to Live and Work; Fairness – Equalities, Open &amp; Accountable; Croydon Safe &amp; Secure; Sustainable Transport.</p>	
<p><b>FINANCIAL IMPACT:</b> The recommendations in this report may have a financial implication and as each recommendation is developed the financial implication will be explored and approved.</p>	
<p><b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> not a key decision</p>	

The Leader of the Council has delegated to the Cabinet the power to make the decisions set out in the recommendations below

## **1. RECOMMENDATIONS**

The Cabinet is recommended to approve the full response reports and action plans for the implementation of agreed recommendations and reasons for rejected recommendations attached to this report (at **Appendix A**) and that these be reported to the Streets and Environment Scrutiny Sub-Committee at its meeting on 2 February 2016.

## **2. EXECUTIVE SUMMARY**

2.1 This report asks the Cabinet to approve the full response reports arising from the stage 1 reports to the Cabinet meeting held on 20 October 2015 including:

- Action plans for the implementation of agreed recommendations, **or**
- Reasons for rejecting the recommendations

and that these be reported to the Streets and Environment Scrutiny Sub-Committee at its meeting on 2 February 2016.

## **3. SCRUTINY RECOMMENDATIONS**

3.1 The Scrutiny recommendations are contained in the schedule in **Appendix A** to this report.

3.2 The detailed responses (including reasons for rejected recommendations) and action plans (for the implementation of agreed recommendations) are contained in **Appendix A**.

## **4. CONSULTATION**

4.1 No consultation is required for these responses.

## **5. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS**

5.1 The recommendations in this report may have a financial implication and as each recommendation is developed the financial implication will be explored and approved. These are contained within appendices A of the report.

## **6. COMMENTS OF THE BOROUGH SOLICITOR AND MONITORING OFFICER**

6.1 The Council Solicitor comments that there are no direct legal implications arising from this report but that advice will be provided as needed in respect of implementation of the individual recommendations.

(Approved by: Gabriel MacGregor, Head of Corporate Law on behalf of the Council Solicitor & Monitoring Officer)

**7. HUMAN RESOURCES IMPACT**

There are no Human Resources considerations arising from this report.

**8. EQUALITIES IMPACT**

The Council is required to take account of the needs of disabled people and other protected characteristics as defined by the Equalities Act.

**9. ENVIRONMENTAL IMPACT**

There are no direct implications arising from this report.

**10. CRIME AND DISORDER REDUCTION IMPACT**

There are no direct implications arising from this report.

**11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION**

11.1 These are provided in Appendix A attached.

**12. OPTIONS CONSIDERED AND REJECTED**

12.1 Information about options considered and rejected are given in Appendix A where relevant.

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**CONTACT OFFICERS:** Jo Negrini, Executive Director Place x 61325

**BACKGROUND DOCUMENTS:** none

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
<b>The Streets and Environment Scrutiny Sub-Committee meeting on 7 September 2015</b> (Minute number A28/15 Norbury Avenue Experimental Road Closure - <b>resolved</b> to recommend to Cabinet that:						
1) It re-states its support for improved cycling facilities across Croydon and supports a Quietway from Central Croydon to London as one of its major transport infrastructure improvement.	<b>Place Department</b>  <b>Cllr Bee, Cabinet member for Transport and Environment</b>	<b>Accept</b>	<b>Jo Negrini</b>			Streets and Environment Scrutiny Sub-Committee  2 February 2016
2) For future Quietways projects, more collaboration is undertaken with Transport for London (TfL) from the outset with particular reference to implementation timescales and the allocation of additional resources for consultation.	<b>Place Department</b>  <b>Cllr Bee, Cabinet member for Transport and Environment</b>	<b>Accept</b> TfL will fully fund the development and implementation of Quietways. It has also appointed Sustrans as its delivery agent to support local authorities develop and deliver Quietways. Sustrans was provided by TfL to work at Norbury Avenue to run a 'DIY Streets' project to work with residents and other stakeholders to trial different methods of achieving filtered permeability.  Different streets and	<b>Jo Negrini</b>	See narrative in column 3	See narrative in column 3	Streets and Environment Scrutiny Sub-Committee  2 February 2016

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		<p>different locations along any proposed Quietway will require different solutions (with differing implications) to achieve the required cycling level of service. Different timescales and differing approaches to consultation and delivery will be required depending on the level of delivery challenge posed by each location.</p> <p>Officers will work early with TfL and Sustrans to identify those locations / measures which are likely to pose the greatest challenge and hence require the greatest time and resource to deliver.</p>				
3) Consideration be given to bidding for "Area Based"	<b>Place Department</b>	<b>Accept</b>	<b>Jo Negrini</b>	See narrative in column 3	See narrative in column 3	Streets and Environment

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<p>Quietways rather than “Road Based” Quietways in order to better demonstrate the benefits and that, where “Road Based” Quietways are proposed, the area for consultation be significantly expanded to cover a wider geographical radius from the affected road(s).</p>	<p><b>Cllr Bee, Cabinet member for Transport and Environment</b></p>	<p>As above, some potential measures will have little wider effect. Other measures have the potential for area wide effects. In the case of the latter, the resources will be sought from TfL for development and consultation across the potentially affected area. TfL may look favorably on such a request if they are assured of the Council's commitment to achieve the necessary level of service for cyclists and to deliver the Quietway.</p>				<p>Scrutiny Sub-Committee 2 February 2016</p>
<p>4) The street furniture deployed to close roads is reviewed in the light of complaints made about the units used in the Norbury Avenue trial.</p>	<p><b>Place Department</b>  <b>Cllr Bee, Cabinet member for Transport and Environment</b></p>	<p><b>Accept</b>  There are many means of achieving temporary road closures. The wooden planters were chosen to send the strong message that they were temporary as part of a trial that could/ would be changed. They were</p>	<p><b>Jo Negrini</b></p>	<p>See narrative in column 3</p>	<p>See narrative in column 3</p>	<p>Streets and Environment Scrutiny Sub-Committee 2 February 2016</p>

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		also part of the DIY Streets engagement project with local school children and residents helping to plant up the temporary planters.				
5) It ensures that the needs of disabled residents, including pedestrians and cyclists, are taken into account when new plans are drawn up.	<p align="center"><b>Place Department</b></p> <p align="center"><b>Cllr Bee, Cabinet member for Transport and Environment</b></p>	<p><b>Accept</b></p> <p>We are required to take account of the needs of disabled people and other protected characteristics as defined by the Equalities Act.</p> <p>In the case of Norbury Avenue the closures were designed to have gaps through which hand bikes and trikes used by disabled cyclists could pass. Wheels for Wellbeing attended the trial closure event day.</p>	<b>Jo Negrini</b>	See narrative in column 3	See narrative in column 3	Streets and Environment Scrutiny Sub-Committee  2 February 2016
6) Future Experimental Traffic Order consultation is undertaken for a longer period of time using more	<p align="center"><b>Place Department</b></p> <p align="center"><b>Cllr Bee,</b></p>	<p><b>Accept</b></p> <p>Unlike a permanent traffic order, the</p>	<b>Jo Negrini</b>	See narrative in column 3	See narrative in column 3	Streets and Environment Scrutiny Sub-Committee

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innovative public engagement techniques.	<b>Cabinet member for Transport and Environment</b>	statutory public consultation does not take place prior to the making of an experimental order. Rather the experiment is the consultation. In many instances it will be necessary to undertake extensive consultation (beyond publishing the statutory notice) before and after the making of the experimental order (as at Norbury Avenue). Sustrans embarked upon their 'DIY Streets' approach at Norbury Avenue. Officers will look to identify more innovative ways of engaging with residents, schools and other stakeholders.				2 February 2016
7) When setting out consultation terms for future key transport infrastructure projects such as Quietways, it clearly set outs what it is	<b>Place Department</b> <b>Cllr Bee, Cabinet</b>	<b>Accept</b> Such an approach was undertaken at Norbury Avenue (including the	<b>Jo Negrini</b>	See narrative in column 3	See narrative in column 3	Streets and Environment Scrutiny Sub-Committee



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trying to achieve, what options it is considering, and how residents and local Councilors are to be consulted.	<b>member for Transport and Environment</b>	<p>setting up of a steering group to guide the DIY Streets process and activities) and set out in documentation produced by Sustrans</p> <p>In future such documentation for 'key transport infrastructure projects' including Quietways, will be reported to Cabinet along with recommendations regarding consultation terms, objectives and activities,</p>				2 February 2016
8) It consider what weighting it gives to views of non-local residents who use minor roads like Norbury Avenue as cut-throughs.	<b>Place Department</b>  <b>Cllr Bee, Cabinet member for Transport and Environment</b>	<p><b>Accept</b></p> <p>There are also other considerations. The Croydon Local Plan includes a road hierarchy with streets classified on the basis of assigned vehicular traffic function (eg Distributor Road). Also, a condition of LIP funding from TfL is that each local authority classifies its streets</p>	<b>Jo Negrini</b>	See narrative in column 3	See narrative in column 3	Streets and Environment Scrutiny Sub-Committee  2 February 2016

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		based on the intended balance of 'Movement' and 'Place' functions. This classification is yet to be undertaken in Croydon .				
9) Experimental Traffic Orders are useful tools for understanding the impact of Quietways and should continue to be used.	<p align="center"><b>Place Department</b></p> <p align="center"><b>Cllr Bee, Cabinet member for Transport and Environment</b></p>	<p><b>Accept</b></p> <p>Not all measures used along a Quietway will need/ benefit from trials under an experimental order. However for many measures, experimental orders will continue to be a valuable tool</p>	<b>Jo Negrini</b>	See narrative in column 3	See narrative in column 3	<p>Streets and Environment Scrutiny Sub-Committee</p> <p>2 February 2016</p>
10) The decision-making process in relation to Experimental Traffic Orders be reviewed with a view to maximising the participation of Ward Councilors and local residents and that they be categorised as "key decisions" in the forthcoming review of the Constitution	<p align="center"><b>Place Department</b></p> <p align="center"><b>Cllr Bee, Cabinet member for Transport and Environment</b></p>	<p><b>Reject</b></p> <p>A decision making process in relation to the making of Experimental Traffic Orders can be set out (see 7. above). However, categorising the making of experimental orders as a key decision, but not the making of permanent traffic</p>	<b>Jo Negrini</b>	See narrative in column 3	See narrative in column 3	<p>Streets and Environment Scrutiny Sub-Committee</p> <p>2 February 2016</p>

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		management orders, may be seen by some as counter intuitive.				
11) The Member Learning and Development Panel be asked to consider commissioning briefing sessions for Councilors on community participation techniques	<b>Resources Department</b>  <b>Cllr Hall, Cabinet member for Finance and Treasury</b>	<b>Accept</b>  Such briefing sessions could possibly be extended to include the role of active travel in achieving many of the Council's growth, health, access and sustainability objectives.	<b>Graham Cadle</b>	See narrative in column 3	See narrative in column 3	Streets and Environment Scrutiny Sub-Committee  2 February 2016