

REPORT TO:	CABINET 19TH June 2017
AGENDA ITEM NO:	12
SUBJECT:	STAGE 1: RECOMMENDATIONS ARISING FROM SCRUTINY
LEAD OFFICERS:	Richard Simpson, Executive Director Resources and S151 Officer Stephen Rowan – Head of Democratic Services and Scrutiny
LEAD MEMBER:	Councillor Sean Fitzsimons Chair, Scrutiny and Overview Committee
WARDS:	All
CORPORATE PRIORITY/POLICY CONTEXT:	The constitutional requirement that Cabinet receives recommendations from scrutiny committees and to respond to the recommendations within two months of the receipt of the recommendations.

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

1. DRAFT RECOMMENDATIONS

Cabinet is asked to:

- 1.1 Receive the recommendations arising from the meetings of the Scrutiny and Overview Committee (7 March 2017) and the Streets, Environment and Homes Scrutiny Sub-Committee (28 February 2017 and 28 March 2017) and to provide a substantive response within two months (ie. at the next available Cabinet meeting on **17 July 2017**)

2. EXECUTIVE SUMMARY

- 2.1 Recommendations that have been received from the Scrutiny and Overview Committee and its Sub-Committees since the last Cabinet meeting are provided in the body of this report. The constitution requires that an interim or full response is provided within 2 months of this Cabinet meeting.

3. 7 MARCH 2017 – SCRUTINY AND OVERVIEW COMMITTEE RECOMMENDATIONS

- 3.1 The Committee undertook a Question Time session with the Cabinet Member for Communities, Safety and Justice and also considered an item on the Community Safety Strategy. In addition to the Cabinet Member, present at the meeting were the Director of Safety, the Director of Strategy Communities and Commissioning, and the Metropolitan Police borough commander for Croydon.

Question Time

Subsequent to questions to those present, the Committee came to the following conclusions:

- 1) The impact of Universal Credit had been negative on the provision of emergency temporary accommodation and put vulnerable residents at risk of not getting emergency accommodation when it was needed. The Committee endorsed the Council's campaign to change these rules.
- 2) Many thousands of Croydon citizens will lose their right to vote in local elections after 2018. It was important for community cohesion that the right of EU citizens to vote in local elections was upheld.
- 3) The Gateway service and Community Connect were vital Council schemes in protecting Croydon's most vulnerable residents from the worst effects of the changes to social welfare.

The Committee made the following recommendations:

- 1) That Croydon Council should campaign to protect the rights of all its citizens, including the right of EU citizens to vote and participate in local elections.

Community Safety Strategy

Subsequent to questions to those present, the Committee came to the following conclusions:

- 1) The Mayor of London's new policy focus for policing was welcomed by the Committee.
- 2) The Community Safety Strategy should not contain too many priorities but establish some key overriding principles.
- 3) The Committee were concerned with the survey conducted for the strategy, which by design was self-selecting for respondents. It was accepted that financial constraints were a considerable barrier to conducting a more extensive poll, but the Committee concluded that the strategy should place little weight on the outcome of the survey due to the unrepresentative nature of the data.
- 4) Overall the strategy was a good policy document.
- 5) The Committee was concerned by the new Public Space Protection Orders (PSPOs) and how they would be implemented in the future. The use of such orders must be for a clearly defined problem and there should be a robust review mechanism in place to monitor their use to prevent misuse.
- 6) The Committee noted that the space given to road safety in the strategy was very small considering the number of people killed and injured on Croydon's roads.

The Committee made the following recommendations:

- 1) That more contextual information be provided in the strategy that posits Croydon within the broader picture of crime rates in neighbouring boroughs and across

London.

- 2) That road safety should be more thoroughly addressed within the strategy as a community safety issue:
 - a. The section should cover crimes associated with illegal use of mobile phones, distracted and inattentive driving, drink and drugged driving, and excessive speeding.
 - b. The strategy should take up the suggestion of the Borough Commander that support on this should come from the relevant Met Police specialist traffic team.

4. 28 FEBRUARY 2017 – STREETS, ENVIRONMENT AND HOMES SCRUTINY SUB-COMMITTEE RECOMMENDATIONS

- 4.1 The Sub-Committee undertook a Question Time session with the Cabinet Member for Transport and Environment and also received an update on the felling of street trees and considered an item on Highway Vehicle Crossover Policy. Present was the Cabinet Member for Transport and Environment and officers including the Director of Safety and Director of Streets.

Question Time

The Committee made the following recommendations:

- 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; and
- 2) Request that the next Cabinet Member bulletin for the Council meeting in April 2017 include updates on car clubs and playstreets.

Update – Felling Street Trees

Subsequent to questions to those present, the Sub-Committee came to the following conclusions:

- 1) Thanked officers for the report and discussion; and
- 2) Suggested that in the briefing for new councillors some information of tree maintenance be included.

The Committee made the following recommendations:

- 1) Recommend to the Cabinet Member for Transport and Environment that a specific budget for tree replacement be established;
- 2) Recommend to the Cabinet Member for Transport and Environment that a regular report on which trees are being removed be circulated to Members;
- 3) Recommend 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;
- 4) Recommend that more S106 money be used for tree replacement and encourage the use of the Community Ward Funds for tree replacement;
- 5) Recommend 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;
- 6) Recommend to the Cabinet Member for Transport and Environment that a tree replacement programme which plans for trees being replaced when removed be considered; and

- 7) Recommend to the City of London Corporation that they notify ward councillors of tree works in the area.

Highway Vehicle Crossover Policy

Subsequent to questions to those present, the Sub-Committee came to the following conclusions:

- 1) Thanked officers for the report and discussion;
- 2) Agreed that different parts of the boroughs faced different parking pressures and that the recently introduced policy had tried to address those concerns by introducing a degree of flexibility;
- 3) That Members understood the pressures officers were under to assess crossover applications; however believed there were further amendments which could be made to improve the policy further;
- 4) Noted that areas with a predominantly early 20th Century Street scene were at more risk of off-street parking having a detrimental impact on the visual look of the local streets, due the small frontages of their gardens;
- 5) Noted that in CPZ areas that Croydon Council could lose on-going revenue from a parking bay, if the bay was removed to allow a cross over. Also noted that some other boroughs did not allow cross over in areas with parking bays;
- 6) Noted the restrictions the council could apply to turn down crossovers applications, including in areas of high parking stress, but no evidence was provided to this being used;
- 7) Noted that granting of crossovers reduced the number of parking spaces in the street permanently and can cause a domino effect. The reduction of on-street parking in one street can then increase the parking stress in neighbouring streets. It also reduced the amount of parking for visitors and trades to the area;
- 8) Expressed concern as to whether the policy's rules in regards environmental impact of water run-off were adequate;
- 9) Expressed concern that the rules in regards the size of cars and minimum space standards were too relaxed, and rules should be based on the size of largest cars sold, so to avoid oversized cars overshadowing the houses or parts of the car hanging over the edge of the pavements; and
- 10) Sought further clarification as the rules in regards to whether vehicles could park horizontal to a property, especially about how they entered or exit the off-street space.

The Committee made the following recommendations:

- 1) Recommend 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;
- 2) Recommend the rules in regards parallel parking are revisited as part of the review;
- 3) Recommend 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; and
- 4) Recommend the Council review the policy to ensure it has adequate safeguards in regards water run-off.

5. 28 MARCH 2017 – STREETS, ENVIRONMENT AND HOMES SCRUTINY SUB-COMMITTEE RECOMMENDATIONS

5.1 The Sub-Committee considered an item on Vision Zero: Road Safety; present were the Cabinet Member for Transport and Environment and the Cabinet Member for Homes, Regeneration and Planning. Officers present included the Director of Streets, Highways Management officers and representatives from Transport for London, So-mo, Vision Zero UK, and 20s Plenty. Subsequent to questions to those present, the Sub-Committee came to the following conclusions:

- Adopting Vision Zero approach to road safety has significantly improved road safety in Sweden over the last 20 years.
- Recognised that Croydon has over the years implemented many of the good practice suggestions in regards road safety and that accidents have reduced in both numbers and severity.
- Recognised that Croydon Council is trying to improve the public realm infrastructure of Croydon to make it easier to walk and cycle.
- Recognised the budgetary constraints that Croydon Council officers worked under.
- Protecting vulnerable road users, such as pedestrians and cyclists, should be Croydon's priority in regards its policy towards road users.
- For Vision Zero to be a success, residents must be involved in the process and their cooperation attained.
- A "one size fits all" approach would not work for Vision Zero to succeed; different parts of the borough would require different solutions for implementation.
- The rates of road incidents will never be accurate if police statistics alone are relied upon. Data from hospitals was critical in achieving an accurate data set on road safety incidents, particularly for vulnerable road users, whose accidents are likely to be under reported. Evidence from Stockholm City showed the importance of this data.
- The key to success of Vision Zero in Croydon would be a combination of behavioural change coupled with modal change; the more residents that took up walking and cycling, the safer those options would become.
- A critical lesson from the Stockholm experience was the support for Vision Zero from local and central government and the multi-agency approach to implementation.
- That road traffic collisions and injuries created a significant cost to the economy, as noted in the report the Committee received. This put the borough's spending on road traffic measures into a context of potential savings for the Council.
- Vision Zero will have a benefit in terms of improving air quality as one of its aims is to reduce congestion by smoothing out traffic speeds, which would decrease emissions.

The Sub-Committee made the following recommendations:

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

1. They 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.

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.
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.
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.
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.
6. Consider supporting UN Global Road Safety Week of 8-14th May 2017 as a sign of its commitment to road safety.

The Sub-Committee **RESOLVED** to recommend to Mayor Of London and Transport for London that:

1. To work together with Croydon Council to help support a Vision Zero approach.
2. To recognise that the current dataset on road accidents used by TFL is likely to undercount the number of accidents experienced by vulnerable road users.
3. If Vision Zero for London is to be truly effective the datasets on road safety incidents used by transport planners must include hospital statistics alongside police data.
4. To consider whether TFL and the Met Police traffic division could work in partnership to trial the use of Average Speed Cameras on a select number of roads in Croydon including some with 20mph.
5. To consider supporting a behavioural change programme for Croydon.

6. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

Not relevant for the purposes of this report.

7. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

The Council Solicitor comments that the recommendations are in accordance with the constitution.

This requires that the Scrutiny report is received and registered at this Cabinet Meeting and that a substantive response is provided within 2 months (ie. **Cabinet, 17 July 2017** is the next available meeting).

Approved on behalf of Jacqueline Harris-Baker, Director of Law and Monitoring Officer

8. HUMAN RESOURCES IMPACT

Not relevant for the purposes of this report.

9. EQUALITIES IMPACT

Not relevant for the purposes of this report.

10. ENVIRONMENTAL IMPACT

Not relevant for the purposes of this report.

11. CRIME AND DISORDER REDUCTION IMPACT

Not relevant for the purposes of this report.

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BACKGROUND DOCUMENTS:

Background document 1: Reports to the Scrutiny and Overview Committee on 7 March 2017.

<https://secure.croydon.gov.uk/akscroydon/users/public/admin/kabmenu.pl?cmte=SOC>

Background document 2: Reports to the Streets, Environment and Homes Sub-Committee on 28 February 2017.

<https://secure.croydon.gov.uk/akscroydon/users/public/admin/kabmenu.pl?cmte=SEH>

Background document 3: Reports to the Streets, Environment and Homes Sub-Committee on 28 March 2017.

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