

QUESTIONS TO CABINET MEMBERS

Question Number	Question asked by Councillor:	Subject
CABINET MEMBER FOR TRANSPORT & ENVIRONMENT Councillor Stuart King		
CQ108-17	Creatura, S	20mph
CABINET MEMBER FOR CLEAN GREEN CROYDON Councillor Stuart Collins		
CQ109-17	Thomas, P	Sutton ERF

CQ108-17 **from Councillor Mario Creatura**

Councillor Stuart King

In The Times today (18th December 2017), it was reported that Bath and North Somerset Council have recorded more deaths in new 20mph zones in Somerset than before the speed limit was lowered.

The Council brought in the 13 new zones a year ago say that even though the rate of people being killed or seriously injured had gone up in seven zones, that they cannot afford the expense of reversing it - though they would like to.

I would like to ask:

1. The council said that the findings were part of a national trend and suggested that people were “less diligent” when walking and crossing roads in the zones because they thought they were safer. Do you agree?
2. Residents in the authority have accused the council of not being prepared to find the money to stop people being hurt or killed. Do you feel they should find the money to follow their ambition to reverse the service and save lives?
3. Can you please outline in each zone in Croydon the number of people hurt or killed before and since the 20mph policy was implemented?
4. Can you please provide the total figures for those hurt or injured on Croydon's roads before and after the 20mph zones were implemented?
5. On roads where there is speed monitoring in 20mph zones in Croydon, can the Council please detail how many drivers have broken the 20mph speed limit in each zone since it was introduced.

Reply

1. No.
2. This is a matter for Bath & NE Somerset Council.
3. Collision data is collected over a three year cycle. Borough wide data covering the three years (2013/14/15) prior to the introduction of the first area wide 20mph speed limit shows that there were 3253 casualties made up of 3046 slight injuries, 182 serious injuries and 25 fatalities. Collision data since the introduction of the area wide 20mph speed limits is not yet available to provide a comparison
4. See 3 above

5. The number of drivers that have exceeded the 20mph limit is not known, but whilst some motorists may continue to travel above this limit, it is expected that many motorists will reduce their speed, and that over time average speeds will reduce. Sadly that progress can be undermined though when prominent public figures such as the MP for Croydon South post irresponsible messages on social media that seek to undermine these now legal speed limits. I am pleased he has since deleted his tweet, although as yet he has failed to apologise for being so flippant on such an important issue of public safety.

CQ109-17 from Councillor Phil Thomas

Councillor Stuart Collins

On a number of occasions you have implied that the new ERF in Sutton is unsafe and likely to harm Croydon residents. Why is this new facility unsafe and a health hazard?

What steps are you taking to monitor it?

How often do you intend to update residents on your findings?

What are your criteria for monitoring emissions and safety?

Reply

I recognise that local people feel it's important that we send less of our waste to landfill. I also recognise that modern, well-run Energy Recovery Facilities like the one at Beddington, are a cost-effective and environmentally sustainable alternative to landfill. My concerns about the Beddington ERF are well documented. With the facility now approaching completion, what's important is that I, the council & SLWP hold Viridor to account and ensure that all the promises that have been made around things like emissions, vehicle movements and landfill restoration are upheld.

Many thousands of tests will be conducted over the coming months to ensure the facility is operating in accordance with its environmental permit. All these tests will be carried out safely and in accordance with the Construction Environmental Management Plan that was agreed during the planning approval process.

Monitoring the emissions that are produced by the Beddington ERF is absolutely critical. If this is done in a robust, open and transparent way, with the results made available to local people, then that will allay many of the concerns I have. The Environment Agency will be able to monitor the emissions in real time, and close the facility down if it breaches safe limits. Croydon will work closely with its partners in the South London Waste Partnership (Kingston, Merton and Sutton) to ensure both Viridor and the Environment Agency are held to account and that the facility is operating safely at all times.