

QUESTIONS FOR CABINET MEMBERS

| Question Number | Question asked by Councillor: | Subject |
|--|-------------------------------|--------------------------------|
| CABINET MEMBER FOR ENVIRONMENT, TRANSPORT & REGENERATION Councillor Stuart King - Job Share (Acting) | | |
| CQ082-18 | Canning, R | Blue Badge Scheme |
| CABINET MEMBER FOR ENVIRONMENT, TRANSPORT & REGENERATION Councillor Paul Scott - Job Share (Non-Acting) | | |
| PQ025-18 | Dave Metson | Brick by Brick Building Scheme |
| CABINET MEMBER FOR FINANCE AND RESOURCES Councillor Simon Hall | | |
| CQ083-18 | Creatura, M | Airline Travel |

QUESTIONS FOR CABINET MEMBERS

from Councillor Robert Canning

Councillor Stuart King, Cabinet Member for Environment, Transport & Regeneration – Job Share (Acting)

Question No. CQ082-18

What consideration has been given to, or discussions had with Transport for London in relation to, amending the conditions of use of Croydon Council's Blue Badge Companion Badge scheme to allow holders of these badges to use them to park in disabled parking bays on red routes?

Reply

TfL have been asked their views on the Companion Badge and this suggested amendment to its use. The response received is that they are not prepared to recognise it as an alternative to the Disabled Blue Badge as this is unique to Croydon and was primarily introduced for when a resident is at home and does not want to risk leaving the blue badge displayed in their vehicle whilst it is parked for a prolonged period.

The Transport for London Network includes roads right across Greater London and TFL's Traffic Wardens work across borough boundaries. They consider it unrealistic to expect wardens to be familiar with individual borough initiatives in use for their Blue Badge Holders.

It is made clear in the paperwork issued with the Companion Badge that it is only valid for Borough roads and not for parking on the Transport for London Road Network.

QUESTIONS FOR CABINET MEMBERS

from Dave Metson

Councillor Paul Scott - Cabinet Member for Environment, Transport & Regeneration – Job Share (Non-Acting)

Question No. PQ025-18

Could someone please answer the question as to why the original scheme to build 4 no 2 bedroomed houses and 1 no 3 bedroomed disabled dwelling at the rear of no'2 108-124 Chertsey Crescent, New Addington was rejected possibly because of no real opposition . changing twice .To 3x3 beds to 4 x 2 beds in a space certainly not suitable for sustaining this amount of housing and not taking into consideration the parking arrangements for these dwellings. The crescent is already full with cars and commercial vehicles from dusk till dawn and over populated. And that's without the extra traffic to the new leisure centre when people find they cannot get into the proposed parking bays at the front of said building. Yet you are using surveys to parking in this area dating back 7 years .This is totally outdated and unacceptable.

Reply

The development was granted planning permission reference 16/05998/FUL – the full consideration of the proposal is available in the report associated with that application which can be viewed online. The proposal was considered to provide a good quality of residential accommodation to future occupiers and to have an acceptable impact on adjoining properties in terms of impact on light, outlook and privacy. Policies in the Croydon Local Plan 2018 and London Plan set out the pressing need for housing, with around 33,000 homes required in the Borough of Croydon by 2036. The proposal was considered to be appropriate for its site and to provide high quality housing.

The number of units did not change during the planning application process – although it is possible that the scheme that residents initially saw (at pre application stage) indicated slightly different mix. We encourage all applicants to engage with the local community and schemes can change between pre app and the actual submission.

QUESTIONS FOR CABINET MEMBERS

from Councillor Mario Creatura

Councillor Simon Hall

Question No. CQ083-18

The TaxPayers' Alliance has revealed through an FOI that Croydon Council has spent £15,575.09 on air travel between January 2015 and February 2018. Figures show that Council officers traveled 47 times in that period and flew on airlines including British Airways, Emirates and Virgin Atlantic. Given the nature and standard routes of these airlines, could you please list the full details of the 47 flights and include the following:

- Date and duration of each trip
- Who went on each trip
- The destination for each trip
- In as much detail as possible, outline the purpose of each trip
- For each trip please explain the reason why a flight was required over alternative methods of meeting.

Reply

There were 39 flights over the last 3 years related to social care cases (e.g. an assessment of a possible SGO/parenting assessments/meeting with adopters). Of the balance, there were 8 flights for specific meetings/ events, some of which were reimbursed/ covered by associated funding streams.

Flights are used where it is the most practical/ time effective/ cost effective route. All but two were to destinations outside of Britain.