

For general release

REPORT TO:	Streets Environment and Homes Sub-Committee 17 March 2020
SUBJECT:	Cabinet Member Q&A – Environment, Transport & Regeneration
LEAD OFFICER:	Shifa Mustafa
CABINET MEMBER:	Cllr Stuart King & Cllr Paul Scott (Job Share)
PERSON LEADING AT SCRUTINY COMMITTEE MEETING:	Steve Iles, Director Public Realm Heather Cheesbrough Director Planning and Strategic Transport Stephen Tate, Director Growth, Employment and Regeneration

ORIGIN OF ITEM:	This items forms part of the sub-committee’s work programme
BRIEF FOR THE COMMITTEE:	The Committee is asked to consider the update provided by the Cabinet Members on all areas of their portfolio and consider if it wishes to make any recommendations.

1. EXECUTIVE SUMMARY

This report provides an overview of the current programme of work within the Environment, Transport and Regeneration portfolio. This portfolio includes Spatial Planning; Development Management; Strategic Transport; Regeneration; Transport; Environment; and Highways.

This report provides an update on the key areas of progress in these areas over the past year, sets the direction of travel for the future and highlights the key challenges for the portfolio.

2. SERVICE UPDATE: ENVIRONMENT AND TRANSPORT

LIVEABLE NEIGHBOURHOODS

2.1 In November 2018 a bid was submitted to Transport for London (TfL) as part of the Mayor of London’s Liveable Neighbourhoods programme. The ‘Reconnecting Old Town’ proposals and bid requested £9.56m funding from TfL to revitalise and reconnect Old Town and the area around Roman Way. The total combined value of the project is just over £17m with match funding of £7.7m principally from Growth Zone projects.

- 2.2 The project aims to break down the barrier to walking and cycling into the Town Centre presented by Roman Way, Old Town and the Old Town roundabout. It complements, works with and uses as match funding projects in the Growth Zone Public Realm Improvement programme such as the Minster Green project.
- 2.3 The major project/programme will reallocate road space to pedestrians and cyclists; reduce traffic dominance; reduce road danger; reduce vehicle speeds; improve personal security through the removal of pedestrian subways, replacing them with surface level crossings; introduce new green infrastructure; and create innovative lighting and public art to humanise the concrete ring road. The project is progressing and has been through an initial TfL Design Review process.

EMMISSIONS BASED PARKING

- 2.4 The introduction of emission-based parking charges addresses overarching national, regional and local drivers with an aim of reducing emissions. The 2017 Annual Report of the Director of Public Health identifies that Croydon currently has the highest rate of hospital admissions for childhood (0-9 years) asthma and the third highest number of asthma deaths in London. An estimated 205 deaths each year in Croydon are attributable to air pollution. The Council has a duty under the Road Traffic Regulations Act 1984 to exercise its power to secure the expeditious, convenient and safe movement of vehicles and other traffic (including pedestrians) and having regard to the amenity, the national air quality strategy and any other relevant traffic management matters.
- 2.5 The emission-based permit parking charges are intended to help to encourage a gradual switch to lesser polluting cars and also help influence the choices of those who are able to give up a car in the future. Phase 2 of emission-based parking charges will extend to all other permit types and also introduce a £50 p.a. diesel surcharge. Phase 2 commences on 1 April 2020. Phase 3 will extend emission-based charges to on- and off-street destination parking places. This is planned for 2021 and will be subject to a separate statutory consultation on a Traffic Management Order.

The new schemes have not yet produced any measurable outcome. Public health data is continually monitored. Due to the complex and multi-factorial nature of public health outcomes, it will however be difficult to correlate and reliably evidence the emission-based parking charges to any resulting public health effect.

The parameters being monitored include:

Air quality, measured at established monitoring sensor stations. Whereas an effect immediately to the roadside can be expected, it can be more difficult to correlate a general reduction in the background air pollution levels to the parking charges. Air pollution is not a static problem, but drifts across boundaries.

Average CO2 emission level for vehicles paying parking charges will be included in all the 3 phases. This will indicate the trend in emissions reduction.

SCHOOL STREETS

- 2.6 In line with our Air Quality Action Plan the Council has now implemented 10 School Streets, with a further 1 expected to be in place by the end of - February 2020. The 11 schemes cover 16 schools, which represents some 13% of all schools in the borough. It is planned to introduce a further 10 schemes in 2020/21 and 10 schemes in 2021/22, which will then reach about 33% of all schools in the Borough.
- 2.7 A School Street is a section of road near a school entrance, which is restricted to use by pedestrians and cyclists, with most motor vehicle traffic prohibited, between the hours of 08:00 to 09:30 and 14:00 to 16:00 on weekdays. The scheme is implemented under a pedestrian and cycle zone Traffic Management Order (TMO) with an 'except permit holders' condition. The permits lessens the impact on residents and businesses within the zone, while assuring access to/for protected groups.
- 2.8 The School Street is supported by information and training activities, including the STARS accreditation scheme and the Healthy School Neighbourhood programme. STARS is a TfL initiative for inspiring young Londoners to travel to school Sustainably, Actively, Responsibly and Safely by championing walking, scooting and cycling. It is supported locally by an in-house resource. The STARS scheme is already demonstrating positive effects in non-School Street locations. The physical manifestation of the School Street, in combination with STARS, however, is found to synergistically enhance their combined outcomes. Even a smaller length of School Street zone creates a strong symbolic effect, which enhances the associated behavior change initiatives.

CONSTRUCTION CONSOLIDATION CENTRE

- 2.9 £450k was bid for and secured from the GLA to develop and implement a Construction Consolidation Centre to reduce the impact of construction traffic on the Borough's roads and in particular within the Growth Zone. At the time of drafting this report, a bid to central government is being prepared to further continue to reduce emissions arising from heavy goods vehicles including a zero emissions last mile delivery project. We have won Best Road Safety Initiative award from the Future Fleet Awards for our development of the Construction Logistics Navigation App.

BUSINESS LOW EMISSION NEIGHBOURHOOD

- 2.10 In November 2019 the Strategic Transport team in partnership with the Air Pollution team was awarded £325,000 for a Business Low Emission Neighbourhood for London Road, called *Love London Road, Love Clean Air*. The Council is match funding with a further £370,000 from LIP and Growth Zone meaning the project has a total budget of £695,000 over two years. *Love London Road, Love Clean Air* aims to help transform the stretch of the street

between West Croydon Station and Thornton Heath Pond, into a healthy high street while boosting businesses. The project includes the creation of a zero emission delivery service for local businesses and residents. The Council will host pop-up events and regularly monitor the air quality in the area to see what difference the scheme is making to air pollution. Newly-planted trees and hedges will welcome visitors to the Low Emission Neighbourhood and parking spaces along the street will be transformed with planters filled with lichens and other plants that trap pollutants. Local businesses will also be able to bid for small grants to make sustainability improvements and help them encourage staff to travel into work in a more environmentally-friendly way.

TREES

- 2.11 In February 2018, Cabinet agreed to invest £179k (capital monies) per annum over the next five years as part of the Council's drive to improve the borough's air quality and aging tree stock including employing an Officer to manage and develop the Programme. To maximize the benefits for the environment and to provide value for money the council's future tree planting programme will prioritise the replanting of vacant tree pits, particularly within Air Quality hotspots around the borough. This reflects part of the objectives of the Air Quality Action Plan 2017 – 2022 and the Mayor of London's vision to increase London's tree canopy. In addition where requests from members of the public are received officers will feed these into the future tree planting programme.
- 2.12 Now entering year two of this five year programme, we initially set an annual target to plant 700 trees per year of the programme, however in the first year approximately 1100 trees have been planted. Year two programme sought to plant 650 more trees but the Council achieved a total of 742 trees – which includes 80 no. trees funded by the Greener City Fund.

In addition the Council have been successful in securing £360k through the Urban Tree Challenge to fund 800 trees for planting (2020/2021) in Wards identified by the Forestry Commission as having 20% less tree canopy than other parts of the Borough. In addition to this the team have secured £20k through The Mayor's Greener City Fund to carry out tree planting (80 trees) in 7 sheltered housing sites across the Borough including Cherry Tree Green. A further planting of 80 (Sakura Cherry Tree Project), a gift from the Japanese Embassy to celebrate the Tokyo 2020 Olympic Games will be delivered in year three of the Programme.

3. STRATEGIC TRANSPORT

- 3.1 We made the plan to implement the Mayor's Transport Strategy within Croydon, ensuring it aligns with Croydon priorities and objectives. Made to a tight timescale set by TfL, Croydon's 3rd Local Implementation Plan (LIP3) was approved by the Mayor of London in April 2019. The LIP3's principal aim is 'Good Growth'. It aims to support the Mayor achieve his objective of 80% of all journeys in London being on foot, by cycle or public transport by 2041, setting a target for Croydon of 63% by 2041 (currently at 49%). Proposals in the LIP3 range from major rail infrastructure projects to small local initiatives to create safer and healthier streets. For example, it features:

a) Work to support the Brighton Main Line Improvement Project, which involves major changes to the railway network in central Croydon to address the governing operational constraints on the London – Brighton line. The Croydon component of the project is estimated to cost in the region of (£2.5 billion and will include the full rebuild of East Croydon Station to transform it into a world class station and transport hub;

Proposals to work with TfL to:

- Investigate means of financing extensions to the Tramlink network and to deliver extensions
 - Review bus services in the Borough to deliver the bus capacity and new types of service to meet the differing patterns of growth north and south;
 - Major Healthy Street approaches and a Liveable Neighbourhood proposals on main road and street corridors radiating from the Town Centre;
 - Delivering the network of cycle routes outlined in the Croydon Cycle Strategy.
- 3.2 A £2.5M funding submission was made to TfL / funding was secured to support delivery of elements of the LIP3 in 2019/20, with a similar submission amount for 2020/21. A Liveable Neighbourhood bid to TfL for the Old Town area secured £9.56m. The delivery of that Liveable Neighbourhood Programme is now being led by the Strategic Transport Service.
- 3.3 Having successfully lobbied central government to fund Network Rail to develop proposals to upgrade the Brighton Main Line (BML), we are now working with Network Rail on the development of the main components of the upgrade, including rebuilding and enlarging East Croydon Station (from six to eight platforms and a new concourse). Network Rail's next stage of public consultation on the proposals is planned for June 2020, with submission of the Transport & Works Act (TWA) Order application planned for from 2022. In parallel, the Planning and Strategic Transport Division has commissioned the development of a Strategic Regeneration Framework (SRF) to ensure that the wider opportunities for the Town Centre arising from the development of a new Station are maximised.
- 3.4 Upgrading of the Brighton Mainline is essential to support wider growth in the Borough.
- 3.5 In addition, we have emphasised to TfL that the likes of Kenley and Waddon Stations need to see frequency uplifts as part of implementing the Mayor's proposals for 'Metroisation' of suburban rail services, Improvements to services at these stations is also dependent on the Brighton Main Line upgrade .
- 3.6 Our work on the first phase of design and feasibility to rebuild West Croydon Station (as a modern fully accessible station and deliver housing at the

station), was completed in February 2019. The next stage of design development is being progressed and will take the project to pre-planning application stage.

- 3.7 We have worked with TfL to review bus services across the Borough. The first stage of the review is concluding but the work will be ongoing. As a result there has been an initial frequency increase to 8 routes in the Borough at a cost to TfL of £5.25m per annum. We are now working with TfL to extend bus routes into new areas including Kenley and along Old Town/Roman Way.
- 3.8 The work to take a bus service into the Tollers Lane Estate, Old Coulsdon has been completed, with the new service scheduled to launch in Spring 2020. There are also plans to introduce a bus service to serve the Cane Hill Estate in coming months. Research is underway into the feasibility of providing 'demand responsive' bus services in the south of the Borough using smaller buses.
- 3.9 TfL has been pressed / encouraged to work with us to update its 'Trams for Growth' strategy and to work with us to develop proposals to extend the tram network. The former has started and TfL has agreed to work with us to investigate the optimum means of increasing public transport capacity and quality (including trams) on a series of corridors into the Town Centre (including from Crystal Palace and along the Brighton Road) to support housing and jobs growth in the borough. In parallel, we are investigating new funding and financing mechanisms for tram extensions, including by looking at tram extension schemes in the UK and other parts of Europe.

ELECTRICE VEHICLE CHARGING POINTS (EVCPS)

So far on-street there have been installed:

- 20 Source London EVCPS, with 8 new in January 2019
 - 6 rapid charging points on Red Routes
 - 18 lamp column Ubitricity bollards, mainly in the north and west of the Borough.
- 3.10 By early 2020, we have planned for a further: 50 Source London 'destination' charging points, 4 rapid charging points, 22 residential locations are being prepared as part of an Innovate UK funded trial with Vattenfa, Loughborough University and a consortium of 30 local authorities to use Virgin Media broadband cabinet power supply for EVCPS (up to 22kW) in residential streets and 20 in Fairfield car park.
- 3.11 We are in the process of developing a wholly new contract for the provision of 200-300 EVCPS in residential locations to achieve 400 public charging points by 2022.
- 3.12 40 more residential charging points funded by Go Ultra Low City (London)

CYCLING AND WALKING

- 3.13 From 2016-17 to the end of this financial year we will have delivered 1.5km of new segregated routes, 7km of new routes on quieter streets and in parks, and improved signing on 19km of the existing London Cycle Network. Our more major proposals are now in design / development with design options prepared for high quality cycling infrastructure on the Brighton Road from the Town Centre to Purley as part of a Healthy Streets design approach, and we are beginning work with TfL on design options for the Purley gyratory. We convinced TfL to include a redesign of the Lombard Roundabout in its Better Junctions programme. We then supported a TfL bid for the Roundabout to the Department for Transport's Major Road Network funding programme. The Roundabout has been accepted into the DfT programme. What started as a £2m project to improve conditions for walking and cycling at the Roundabout, now has the potential to access much more funding from the DfT.
- 3.14 Last year we extended our programme of providing secure 'Bike Hangar' cycle storage (for residents who do not have space to keep a bike) from Council housing estates, out onto the public highway. So far we have installed 16 hangars with another 30 funded and being planned for 2020, and an anticipated demand for more.
- 3.15 The summer saw a trial of electric 'Lime' dockless hire bikes in Croydon. We are working with London Councils on a pan-London bylaw to enable better manage the parking of dockless bikes on the public highway.

4. PLANNING AND REGENERATION

REGENERATION

- 4.1 The borough's regeneration programme is being aligned to the 16 'places' of Croydon in order to support the sustainable growth of the borough as was detailed in a Place Regeneration paper taken to Cabinet in December. We are developing place profiles for the 16 places of Croydon which will provide an objective evidence base of need for regeneration intervention and investment and help to inform local communities in their development of community place plans for their areas.
- 4.2 A strong driver of the regeneration of the borough is the Croydon Opportunity Area 'Growth Zone' programme, the detail of which was covered in a separate scrutiny session held on 29th October 2019. A summary of the regeneration activity happening in the remainder of the borough is given below.
- 4.3 Through a partnership with local ward members and the local community we have supported the publication of a Community Plan for South Norwood. This community-led plan has secured a £2.3m programme of interventions across South Norwood, including £1.2m from the Mayor of London's Good Growth Fund. The programme includes a specific focus on improvements to several local community buildings, and empty commercial properties along the areas two main high streets, along with a programme of business support. We have also been successful in our first stage bid to the High Street Action Heritage

Action Zone programme which will secure a three year programme of investment in the heritage features of the high street area of South Norwood, refresh the Conservation Action Area Management Plan and which will also include a complementary cultural programme that will engage residents across the wider area.

- 4.4 In Kenley we are working in partnership with the local community to develop a Community Plan for the area based on the 700 responses to the engagement and consultation exercises undertaken over the last year. This emerging Plan has also informed a £900k application to the Mayor of London's Good Growth Fund to secure funding to implement many of the interventions identified through the community engagement programme. The work is also influencing the investment and interventions of our partner organisations including Transport for London and Network Rail.
- 4.5 Local ward members in Selsdon are beginning their journey to develop a community place plan, supported by the Council, with the first community engagement day held at the beginning of the month.
- 4.6 In Crystal Palace, ward members are supporting local community members to begin their journey of developing a community plan, building on the learning of the South Norwood example,
- 4.7 We have supported the establishment of a Regeneration Steering Group for Norbury which has led to an action plan for the area, including exploring options to provide a more welcoming gateway from Norbury station.
- 4.8 In Thornton Heath we are currently completing a £2.7m programme of investment in public realm, shop front improvements and public art, which has included the launch of an urban greening programme on Ambassador House forecourt in partnership with National Park City, the sports brand Timberland and local award-winning music artist Loyle Carner. Our next priority is to develop a Regeneration Framework seeking external expertise to provide a coordinated vision for the growth and regeneration of the area building on the key opportunity sites around Thornton Heath high street.
- 4.9 Similarly, we have recently commissioned a design team to review the previous Purley masterplan to provide a refreshed Regeneration Framework for the district centre, building on the opportunities provided by the investment and interventions coming to the area.
- 4.10 In New Addington, the council is completing the construction of a new Leisure and Community Centre (due to open in Spring 2020) and undertaking feasibility work for the next phase of regeneration (including a new wellbeing centre, new homes and an improved village green) to create a new high street frontage to the western side of Central Parade. Community engagement will be integral to the design work and build the capacity of community involvement in the future of the spaces.
- 4.11 We are aligning our work in the 'places' of Croydon with the growth in the Opportunity Area by investing in the transport corridors between.

SPATIAL PLANNING

- 4.12 Spatial Planning comprises the functions of place making and plan making. Plan making are responsible for the delivery of the Local Development Framework (LDF (the Council's planning policy framework)), research and monitoring, infrastructure planning, providing planning policy pre-application and planning application advice and monitoring, managing and assigning Section 106 and Community Infrastructure Levy. Place making makes significant inputs into the LDF process regarding design, conservation, the 16 Places and local character, leads the design and conservation input on pre-application and planning application processes, provides design and conservation input to Council projects such as the Growth Zone Programme, manages the Council's Place Review Panel and undertakes the design of a number of the Council's Built Environment and Placemaking projects. Over the last year the focus of the Service's work has been the following projects and work.
- 4.13 Since the adoption of the Croydon Local Plan in February 2018, a review has been underway largely driven by the emerging London Plan, a requirement to be in general conformity with the London Plan and a legislative requirement to have an up to date Local Plan. The Local Plan sets out the vision, objectives, policies and allocations for borough and each of the 16 Places regarding how the borough is going to accommodate development growth, whilst addressing the climate change challenge, delivering commensurate infrastructure and respecting the borough's character, heritage and open spaces. The first draft of the Local Plan Review was approved by Cabinet in late October consultation took place from November to early January 2020. The next draft of the Local Plan Review will be published in the autumn for further consultation ahead of submission to the Secretary of State and anticipated adoption in early 2022.
- 4.14 As part of the Local Plan Review, there will be a dedicated chapter and concept masterplan regarding the Purley Way. This element of the Local Plan Review is being progressed following a successful bid for funding to the Mayor of London's Homes Building Capacity Fund. The intention of this project is to see the transformation of the Purley Way to a place, with a step change in residential and mixed use development, whilst respecting the valued commercial space. To support the dedicated chapter and concept masterplan the Council has just appointed a multi-disciplinary team led by architects We Made That.
- 4.15 In April 2019 the Council adopted, following the Service's production, its Suburban Design Guide Supplementary Planning Document to primarily steer and guide suburban small site development.
- 4.16 The Service is required by planning legislation to annually produce an Authority's Monitoring Report that reports on the Council's implementation of the Local Plan and in particular sets out the Council's five year housing land supply.
- 4.17 The Service is undertaking jointly with Sutton, Merton and Kingston a review of the South London Waste Plan to set out the planning policy and allocations for the management of waste in accordance with the emerging London Plan's

apportionment. The first draft of the South London Waste Plan Review was approved by Cabinet in late October and was consulted on from October to December 2019.

- 4.18 The Service continues to produce and complete the borough's Conservation Area Appraisals and Management Plans. Addington Village was consulted on during mid-2019 and was adopted in early 2020. South Norwood is the next to be produced.
- 4.19 In January 2019 the Service published a non-immediate Article 4 Direction to remove the permitted development right to change a home into a small House of Multiple Occupation. The Article 4 Direction came into force in January 2020 following expiry of the statutory 12 month non-immediate period and approval by planning committee in December 2019.
- 4.20 As part of the Growth Zone Programme, the Service leads the Place and Public Realm Sub Group. Following the design and delivery of the award winning Croydon Meanwhile Programme, the focus has been on the public realm design for Minster Green. The objective of the design is to transform Minster Green into a welcoming public space, with opportunities for play and a beacon of the borough's rich heritage. Following stakeholder engagement and consultation the design is expected to advance to pre planning designs by March 2020 and commencement on site Spring / Summer 2020. The Service supported the Growth Team with the design and delivery of the temporary public realm associated with the reopening of the Fairfield Halls. Also, alongside the Growth Team, the Service has successfully appointed a world class design team to design a world class public space for the Fair Field.
- 4.21 The Service is also supporting the Growth Zone Culture and Social infrastructure Sub Groups with the design and delivery of projects, such as Park Hill improvements. Also, the Service is supporting the Regeneration Service on the Kenley Community Plan and South Norwood Heritage Action Zone.
- 4.22 The Service continues to manage the Council's Place Review Panel (PRP). The PRP is an independent, multidisciplinary and expert panel that provides place making advice on projects relating to all aspects of Croydon's built environment, but focusses on major planning applications and capital projects. There are three Chairs and 22 panelists. During the period November 2016 to February 2019 the panel reviewed 55 schemes.
- 4.23 The Service continues to provide conservation and heritage, design and planning policy advice to Development Management to support the pre planning application process and planning application determination. The scale of this work is set out in the Development Management section below. In addition to this, the Service is providing advice and support through the Local Plan, design advice and steering the Strategic Regeneration Framework for the Brighton Mainline Project.
- 4.24 With regard to infrastructure planning and the management, monitoring and assignment of Community Infrastructure levy and Section 106 the position is as follows. The annual update of the Infrastructure Delivery Plan has recently

been published. Since the introduction of the borough's Community Infrastructure levy in 2013 the Council has collected just over £27m and the income from 2013 – 2018 (nearly £13.5m) has been allocated to infrastructure to mitigate the development growth in the Local Plan. In 2018/19 circa £9m of borough CIL was collected. In addition, from April 2018 – September 2019, £4.6m of Section 106 income has been allocated to infrastructure to mitigate the development growth in the Local Plan and in accordance with the parent Section 106 Agreement.

DEVELOPMENT MANAGEMENT

- 4.25 The primary function of Development Management is determine planning applications and other planning related consents, such as lawful development certificates and prior approvals. The role of Development Management, as set out in law, is to determine planning applications in accordance with the development plan (Local Plan, London Plan and South London Waste Plan), unless material considerations indicate otherwise. Development Management has a challenging task to balance planning policy and all the material considerations to conclude on the acceptability of the proposed development.
- 4.26 The Service also provides an extensive pre planning application service, which enables applicants for all types and scales of development to engage with the Council on the merits of their proposal before the submission of a planning application. This process often leads to the evolution of a proposal to an acceptable form of development with the input of other Services, such Spatial Planning and Strategic Transport.
- 4.27 When a breach of planning occurs, Development Management investigate the alleged breach and conclude whether a breach has occurred and whether enforcement is expedient.
- 4.28 Croydon is a very busy planning authority. The Service in a usual week issues just over 100 planning decisions and has on hand between 800 and 900 applications. In 2018/19 the Service issued 4921 decisions, of which 74 were for major planning consent.
- 4.29 In addition to the planning decisions, in 2018/19 the Service completed 781 pre planning application requests across all the types of this service provided.
- 4.30 There have been many notable work successes by the Planning Enforcement team over the period identified not to mention the two successful prosecutions for non-compliance with enforcement notices and associated confiscation orders awarded under the Proceeds of Crime Act at 64 Foxley Lane and 27A Theobald Road.

The following selected cases are also noteworthy; -

File no. 19/00858/ADV, 3 Brigstock Road – Unauthorised large advert removed from the side of the building.

File no. 16/00758/DEV, 66 Dennett Road – Unauthorised side and rear extension demolished.

File no. 19/00751/DEV, 8a Stoney Lane – Removal of shipping container.

File no. 18/00278/COU, 14 Gibsons Hill – Removal of unauthorised hoarding following the refusal of planning permission.

- 4.31 Finally, notable strategic consents in 2018/19 include; land Adjacent to East Croydon Station and land at Cherry Orchard Road, Cherry Orchard Gardens, Billington Hill; Wandle Road car park redevelopment; 28/30 Addiscombe Grove; reserved matters at Cane Hill; 30 – 38 Addiscombe Road and resolutions to grant planning consent for 5 – 9 Surrey Street and Belgrave and Grosvenor.

5 SERVICE UPDATE: CLIMATE & ECOLOGICAL EMERGENCY – NEXT STEPS

- 5.1 After a unanimous decision, Croydon declared a Climate and Ecological Emergency at July Council. As a result of this the Council is taking next steps, including but not limited to, a Citizen's Assembly on Climate Change and a Commission aimed at making Croydon a sustainable city. A report will go to Cabinet later this year detailing both the terms of reference and commissioners for the Sustainable Croydon Commission for member's information. A report on the Citizen's Assembly was approved by Cabinet Members at Cabinet in October 2019.
- 5.2 A citizens' assembly is a group of people who are brought together to discuss an issue or issues and reach a conclusion about what they think should happen. Using this method would ensure that the actions the Council takes in regards to climate change would be heavily influenced by the voice of residents. The outcome of the Citizen's Assembly will be both reported to a future Cabinet and help inform the work of the commission. The first assembly too place in January 2020.
- 5.3 The report to Cabinet in January will detail an independent commission on sustainability to gather evidence, assess the current situation in Croydon and make recommendations back to Cabinet. This method will be supported by an independent advisors to ensure that the commission is independent and appropriately supported to fulfil its purpose.
- 5.4 By giving evidence to the commission, young people, residents, voluntary and community sector organisations and businesses will have the opportunity to directly affect the recommendations to Council on what actions to take.
- 5.5 As Croydon continues to work towards a more sustainable future, the Council recognises that the task ahead is monumental and requires the whole borough to work together as a community to bring about lasting change. The assembly and commission are both geared towards ensuring that local residents, businesses and young people will be a part of the journey every step of the way.

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BACKGROUND DOCUMENTS: None

APPENDICES: None