

QUESTIONS TO CABINET MEMBERS

Question Number	Question asked by Councillor:	Subject
CABINET MEMBER FOR Children, Young People and Learning Councillor Elisa Flemming		
CQ001-17	Creatura, M	Missing Children
CQ004-17	Bird, M	Autistic Children
CQ007-17	Gatland, M	Childhood Obesity
CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT Councillor Stuart King		
PQ003-17	Peter Morgan	20mph zones
CABINET MEMBER FOR COMMUNITIES, SAFETY AND JUSTICE Councillor Hamida Ali		
CQ005-17	Creatura, M	20mph policy

CQ001-17 **from Councillor Mario Creatura**

Councillor Alisa Flemming

How many children are currently missing in Croydon?

Can you please list in a table the figures since 2010?

Reply

Missing Numbers 2010-2016

Please see below the figures that have been requested regarding children who are reported missing in Croydon. The figures include children who are living at home as well as those who are looked after, including children who are looked after by other local authorities but have been placed within Croydon.

No of Unique Missing Children by Year (ages 0-17)

	2010	2011	2012	2013	2014	2015	2016
	408	555	484	200	66	330	340
Female	202	269	226	89	24	117	122
Male	198	276	250	111	42	213	217
Unknown	8	10	8	0	0	0	1

Croydon Safeguarding Children's Board have identified missing children as a significant risk. The Board has established a sub-group to work across agencies to monitor and improve our work to keep children as safe as possible. A report was presented to the main Board meeting in December 2016 regarding the partnership work that is currently undertaken.

It is noted that the year 2014 data is significantly lower than all other years reported. The children's recording system (CRS) went live Oct. 2013 and it is likely that the low numbers are a reflection of a data migration issue.

Children who are reported missing will be recorded on the Children's Record System. A daily list of missing children is circulated within the Council and this is cross referenced with Police colleagues. Six weekly summary reports are prepared for managers, senior managers and elected members that provides a wide range of data sets and analysis on various aspects of the missing profile.

Return home interviews are routinely offered to missing children, prioritising high risk children through an independent service provided by the NSPCC and Safer London. We use the intelligence and information gathered through those interviews to inform safety planning for individual children as well as identify themes/areas for the Missing Panel to consider and monitor from a multi-agency prospective.

The Council works closely with colleagues in the Police and voluntary agencies to continue to improve our work and understanding with this vulnerable group of young people.

CQ004-17 from Councillor Margaret Bird

Councillor Alisa Flemming

Can the cabinet member tell me why, given all the publicity by this Council on providing provision for Autistic children, I had a resident call me to attend a meeting with them because her child has not been able to attend school since November and there is not the suitable provision available for them nor sufficient places for Autistic children within Croydon?

Reply

Croydon Council is committed to meeting the educational needs of children with autism locally in schools and college provision which supports a pathway to independence and employment in or near young people's local community.

Croydon Council is keen that children have good attendance. If the parent who raised the issues identified below, is concerned that his/her son/daughter has been out of school since November, Council officers would encourage the parent to work in partnership with the school, or, alternatively, to contact either the SEN Service (if the young person has an Education, Health and Care plan) or the Learning and Access Service in order that this matter can be addressed.

In regard to the matter of sufficient and suitable school places for children with autism; the London Borough of Croydon, in common with other London Boroughs has had increasing numbers of children with a diagnosis of autism over the past five –ten years. The Council has planned for a continuum of specialist education provision for children with autism in Enhanced Learning Provisions (ELP - specialist autism resource bases in mainstream schools) and special schools.

All schools are expected to meet the needs of children with autism, including mainstream and special schools designated for learning difficulty. Chaffinch Brook School provides autism outreach to support mainstream schools meet the needs of children with autism.

The Council's commitment to developing specialist local education provision for children with autism continues to be a priority. A Cabinet Paper in July 2016 set out proposals for increasing numbers of specialist education places, with increased numbers of ASD places year on year in the secondary school ASD ELPs at Oasis Coulsdon and Oasis Arena and in the special school, Chaffinch Brook School. The proposals include commitment to open a new free special school for autism for children and young people age 2-19 years to address the matters raised.

The Cabinet on 24th January 2017 has a second school place planning item which further develops the proposals for increased capacity in regard to autism special education. The Cabinet Paper setting out this information will be available to the public.

CQ007-17 **from Councillor Maria Gatland**

Councillor Alisa Flemming

Could you please list the primary schools with the highest rates of childhood obesity. Please list the top 10 schools

Reply

Highest levels of childhood obesity demonstrated in Y6 National Child Measurement Programme (NCMP) data over a 3 year period (2012-2015). <i>Please note these are not in ranked order.</i>
Kingsley Primary School
South Norwood Primary School
New Valley Primary
Kensington Avenue Primary School
Winterbourne Boys'
Purley Oaks Primary School
David Livingstone Academy
Ecclesbourne Primary School
Wolsey Juniors
St Marks Primary

From Mr Peter Morgan

Councillor Stuart King, Cabinet Member for Transport and Environment

Question No. PQ003-17

1. *Please explain the process the council used to distribute leaflets to residents and businesses affected.*
2. *There have been many complaints of non-receipt from those who knew by other means of this council scheme.*
3. *Do you agree with the council officer directly responsible saying that people should phone in if they did not get it - "they know all about it. It's on the council website, and there are notices in the street" - how would they know anything about it?*
4. *What system of post-delivery checks did the council perform to check leaflets were in fact delivered to each and every resident and business in the areas planned for 20mph downgrade?*
5. *There are a number of useful FOI Requests on the WDTK website <http://bit.ly/2jvS745>*
6. *What analysis of roads in Areas 3+4+5 was undertaken before going out to the 20mph downgrade consultation - such as that asked for here <http://bit.ly/2jdmLhL>*
7. *What actual data was assessed, and where may this analysis be seen?*
8. *Why is the council not following government guidance here - reference Department for Transport Circular 01/2013 SETTING LOCAL SPEED LIMITS - <http://bit.ly/2i7AKVB>?*
9. *Was there full consultation with the local borough police commander **before** this consultation started - page 9 "It is important that traffic authorities and police forces work closely together in determining, or considering, any changes to speed limits."?*
10. *How is the council ensuing "favourable reception from local residents", and that "there is community support " §84?*
11. *Is the council really offering: "A comprehensive and early consultation of all those who may be affected by the introduction of a 20 mph scheme is an essential part of the implementation process" - §87.*
12. *Why is the council proposing downgrade to 20mph on roads where speeds are currently around 30 - " If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit".- §95*
13. *Is the council complying with page 3: "Speed limits should be evidence-led and self-explaining ... They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed."*
14. *Did the council use this - page 18 - "the Department for Transport announced that it would provide a new **speed limit appraisal tool** to help local authorities **assess the full costs and benefits** of any proposed schemes and help make evidence-based decisions to introduce local speeds that reflect the needs of all road users."*

15. *How did the council ensure for every road in Areas 3+4+5 that "characteristics of the street are suitable." - page 21?*
16. *How about "general compliance needs to be achievable **without an excessive reliance on enforcement.**" - page 6*
17. *Why does the council dismiss journey time arguments without evidence*
18. *How has / will the council assessed community support in Areas 3,4, 5?*
19. *How will compliance be achieved on roads where speeds are normally around 30 "without an excessive reliance on enforcement"?"*

Reply

1. The Council employed a delivery company to deliver the 90,000 newsletters to those properties within areas 3, 4 and 5.
2. A statement.
3. Yes; if residents do not have a copy of the newsletter then they can let council officers know and another copy can be delivered. Clearly, council officers are not going to know who has received a newsletter, and who has not received one, unless informed by the resident.
To further help advertise the 20mph proposals, posters are being stuck to lamp columns across the three areas. These will predominantly be at road junctions and from our random checks I can confirm that these have been provided in all three areas as required. Further newsletters are also available in all of the Council's libraries.
4. Firstly, it needs to be said that from the high number of telephone calls being taken at the Council offices and the number of objections received so far, it is clear that this newsletter has been widely received throughout areas 3, 4 & 5.
The delivery company has indicated that all their delivery teams carried trackers and have confirmed that all roads within the three areas have been visited. Clearly it is not possible to conclusively prove whether a newsletter has been placed in a particular letterbox, but the evidence so far is that all three areas have been comprehensively covered.
It is appreciated that some properties may have been missed. It is also possible that some residents may have missed it, mislaid it, dismissed it as junk mail, or had another members in the household pick it up. It is, therefore very difficult to truly confirm whether every household claiming not to have been delivered to has, or has not, received a newsletter.
Of course, where we can identify a property that has been missed, for whatever reason, we will arrange for a newsletter to be delivered.
It should also be noted that the number of queries we have received regarding possible missing newsletters, compared to the number distributed (over 90,000), represents less than 0.04%

5. A statement.
6. The analysis suggested here refers to the collisions on the main road network. No such analysis was carried out, as it was felt that reducing the main road network to 20mph would adversely affect the strategic movement of goods and services and these roads should therefore remain at 30mph. However, if the questioner feels that there are parts of the main road network that should be included in the 20mph limit then this can be considered in the future.
7. The data being assessed as part of this project will be the objections received to our public notice and these will be presented to the May meeting of the Traffic Management Advisory Committee.
8. Firstly, these are guidelines, not regulation. This guidance is predominantly for the setting of individual speed limits and is not necessarily relevant to the setting of area wide limits in urban areas.

For such urban areas this guidance suggest the following:- "Traffic authorities are asked to keep their speed limits under review with changing circumstances, and to consider the introduction of more 20 mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists, using the criteria in Section 6 of said circular".
9. The Met Police were involved in the development of the project from the outset and were present at both the initial scrutiny meeting on the subject and the following working group meetings.
10. The results of the public notice process will be discussed at the forthcoming Traffic Management Advisory Committee.
11. This consultation is considered to be both comprehensive and early enough to allow a decision to be made.
12. Any reduction in the speed limit is expected to provide a reduction in the collision record and the seriousness of any collisions that do occur.
13. See answer to Question 8
14. See answer to Question 8
15. See answer to Question 8
16. See answer to Question 8

17. There is no evidence to suggest that journey times will be considerably increased, but it is worth noting that the benefits of encouraging more journeys on foot or pedal cycling are an important consideration and this outweighs the potential disadvantage of longer journey times for motorised vehicles.

18. This appears to be similar to question 10.

19. It is anticipated that many motorists will comply with the 20mph speed limit and any decrease in speed will be beneficial. The Police have also indicated that they will enforce the 20mph speed limit in the same way that they currently enforce the existing 30mph speed limit.

CQ005-17

from Councillor Mario Creatura

Councillor Hamida Ali

Borough Commander Boothe has said publicly that for the Council's 20mph policy to be enforced, education of the public and police officer training will be needed. He has rightly said he is keen to enter into a conversation with lead officers to discuss enforcement strategies.

At this stage, can the Council please outline what conversations it had with Croydon Police before embarking on the consultation to ascertain the level of public investment needed to police and enforce new 20mph speeding zones, as Ch Insp Boothe implies?

What is the Council's plan to provide additional funding to the police to aid enforcement of the 20mph policy?

Reply

The Metropolitan Police were informed at all stages of the development of the area wide 20mph speed limit proposals, and an officer from the Metropolitan Police was part of the working group that guided its development.

The initial proposal for an area wide 20mph speed limit was also the subject of a report to the Council's Streets and Environment Scrutiny sub-committee meeting on 16th September 2014. At this meeting the Metropolitan Police representative, Chief Inspector Malcolm Noone, indicated that the Police would provide the same level of enforcement for the 20mph as they currently do for the 30mph limit, and as such, there would be no difference in their workload.

Cllr King, as Cabinet Member for Transport and the Environment and I will be meeting with the Borough Commander in the near future to discuss how both the council and the police can continue to work together to support 20mph zones across the borough, and other road safety priorities.

The council already works closely with the Metropolitan Police on a number of enforcement schemes including the RoadWatch project and the provision of data through our innovative automatic number plate recognition systems. The Council will continue to provide direct support of this nature to the Police on enforcement issues, and will continue to take an active part in any strategies that help reduce traffic speeds and improve road safety on our highway.