

## QUESTIONS TO CABINET MEMBERS

Question Number	Question asked by Councillor:	Subject
<b>CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT</b> <b>Councillor Stuart King</b>		
CQ055-17	Bashford, S	20mph Consultation
CQ056-17	Bashford, S	20mph Zones
CQ057-17	Bashford, S	20mph Zones
CQ058-17	Bashford, S	Road Safety Measures
CQ059-17	Bashford, S	20mph Zones
<b>CABINET MEMBER FOR HEALTH, SOCIAL CARE AND FAMILIES</b> <b>Councillor Louisa Woodley</b>		
CQ061-17	Bird, M	CASSUP
CQ062-17	Bird, M	"Walk In Their Shoes" event

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**CQ055-17**      **from Councillor Sara Bashford**

**Councillor Stuart King**

At the 20 MPH Scrutiny Call In an officer admitted that the areas 1 and 2 were treated differently to zones 3, 4 and 5 due to the difference in consultation process. Can Cllr King confirm if he thinks this is fair and justified and if he is content with treating different areas differently.

**Reply**

Area 1 and 2 were subject to an informal consultation, followed by a formal public notice process. For areas 3, 4 and 5 it was felt necessary to simplify the process, to take the consultation directly to the statutory public notice stage, and this was agreed at the Cabinet meeting in December 2016, at which Councillor Bashford was present and chose not to make any objection. Full details of the rationale for this change were set out in the Cabinet report which can be found at <https://secure.croydon.gov.uk/akscroydon/users/public/admin/kabatt.pl?cmte=CAB&meet=34&href=/akscroydon/images/att5171.doc>. The change in the approach was therefore fair and justified.

The formal public notice stage was carried out equally and fairly across all five areas. Indeed, in areas 3, 4 and 5 this was supplemented by around 90,000 newsletters, which included a copy of the notice, delivered to every property within the area.

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**CQ056-17**      **from Councillor Sara Bashford**

**Councillor Stuart King**

Can Cllr King please provide the evidence to support the statement he made at the 20 MPH Scrutiny Call In that 1/3 of accidents happen in side roads. Can he also provide the evidence that these are related to speed rather than any other reason.

**Reply**

The majority of collisions – widely acknowledged by transport officials to be about two thirds of the total - occur on main roads, which are of course the roads that carry most traffic. That means 30% of accidents occur on local residential roads. That represents a significant number given our total record of around 900 collisions each year. As Councillor Mohan accepted at the Scrutiny meeting, even one accident is one too many, so taking action to address collisions on our local residential road network is absolutely the right thing for the council to be doing.

As for the relationship between collisions and speed, it is clear that higher speeds give those involved less time to avoid a collision, and should a collision occur, higher speeds are directly related to the injuries likely to be sustained. There is therefore a clear and indisputable relationship between the speed of traffic and the injury collision record.

This is backed up by research carried out by the Department for Transport (DfT) which has shown that a single mile per hour reduction in traffic speeds results in a 6% reduction in collisions and there can be little doubt that the 20mph project offers a positive road safety benefit to the public.

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**CQ057-17**      **from Councillor Sara Bashford**

**Councillor Stuart King**

At the Scrutiny Call in of the 20 MPH decision Cllr Mann stated that there had been 3 fatalities and 62 serious accident on Croydon's roads in 2015. Can Cllr King who agreed with the figures please provide details about the location of these accidents eg on main roads or side roads and how many were directly attributed to speed using the TFL accident data to support his reply.

**Reply**

I can confirm that there were three fatalities and 62 people seriously injured in road traffic collisions on Croydon roads in 2015. Of the three fatalities, two were on our main road network and one was on a residential local road.

Speed is almost always a contributory factor in a collision so any reduction in speed could help reduce the likelihood of a collision occurring and reduce the severity of any injuries that might be sustained.

Finally, it is also worth noting that there were also 982 slight injury casualties in 2015, many of which may have been avoided had the vehicles in question been travelling more slowly.

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**CQ058-17            from Councillor Sara Bashford**

**Councillor Stuart King**

An Officer stated that there was £8M over 4 years spent (or to be spent) on measures to reduce accidents. He stated it was on schemes such as zebra crossings, island refuges, cycling courses and yellow lines. Can Cllr King please provide a breakdown of how this money has been spent, on which schemes in which wards, bearing in mind the figure for the 20 MPH zone has been reduced to £1m overall.

**Reply**

In the 2017/18 financial year the following spends are due to take place:-

Congestion relief £150,000  
Pedestrian improvements £100,000  
Signal improvements £100,000  
Speed management measures £100,000  
Area wide 20mph speed limits £300,000  
Cycle route improvements £200,000  
Quietways £300,000  
Local safety schemes £40,000  
Local area accessibility £150,000  
Public rights of way improvements £50,000  
Advanced scheme preparation £40,000  
Implementation of safety measures at schools £180,000  
STP preparations £50,000  
Road safety education, training & publicity £115,000  
Safe drive stay alive £20,000  
Cycle training £135,000  
Controlled parking zones £70,000

Each of these programmes of work will encompass multiple individual schemes, which will be spread across the borough and targeted at those locations assessed to be priorities for attention. The breadth of schemes indicated above demonstrates that the council uses a wide variety of measures and interventions – including the area wide 20mph project – to reduce accidents and improve safety on our roads.

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**CQ059-17            from Councillor Sara Bashford**

**Councillor Stuart King**

At the 20 MPH Scrutiny Call In it was stated that the budget for the 5 zones was reduced to £1m based on economies of scale as the remaining three zones were to be implemented at the same time. Can Cllr King please provide a breakdown of how the saving has been achieved.

**Reply**

It was actually stated at Scrutiny that the final costs of introducing 20mph zones across the borough is likely to be around £1.2m rather than £1.5m as originally envisaged. There is therefore a potential saving to taxpayers of £300,000. There are a number of reasons why we are confident these savings can be realised: firstly, through good engineering management and the economies of scale to be realised at the design and implementation stage by implementing the final three schemes at the same time. Secondly, we are looking to reduce the number of repeater signs within the remaining areas in line with new guidance and to help address concerns about street clutter. Together, these should help bring the last three areas in line with the budget given for areas 3 and 4, thus saving the final year's budget of £300,000.

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**CQ061-17**      **from Councillor Margaret Bird**

**Councillor Louisa Woodley**

You state you have 100% attendance at meetings but that hasn't been the case at CASSUP meetings. Will you and your deputy be attending future CASSUP meetings and supporting this important Adult Social Services Group?

**Reply**

I attend CASSUP meetings as regularly as possible. Croydon's Adult Services User Group is a good way for me to understand from users about their views of our services. One of the meetings held in 2017 was when I was away and out of the country. However I did attend the steering group in May to discuss the engagement report from people with learning disabilities and note I was the only Member of the Council in attendance.

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**CQ062-17            from Councillor Margaret Bird**

**Councillor Louisa Woodley**

Do you think the recently published Walk in Their Shoes was good value at £70,000 considering neither the Chairman or the group were consulted?

**Reply**

I do think the engagement with people with learning disabilities and subsequent report produced was an excellent opportunity to help listen to what people with learning disabilities want for their lives and what direction of support they want from the Council. The engagement event was undertaken to encourage people with learning disabilities to tell us what they want. It was sent to all councillors and shared widely across Croydon to ensure their views have been shared. More importantly now is that we co produce care and support going forward. It is my intention to ensure this happens and that we support the aspirations of people with learning disabilities just like we want for our own lives.