

REPORT TO:	SCRUTINY & OVERVIEW COMMITTEE 20 May 2021
SUBJECT:	CALL IN: Crystal Palace & South Norwood Low Traffic Neighbourhood – Confirmation of Decision
LEAD OFFICER:	Simon Trevaskis – Senior Democratic Services & Governance Officer – Scrutiny
CABINET MEMBER:	Councillor Muhammad Ali – Cabinet Member for Sustainable Croydon
PERSON LEADING AT SCRUTINY COMMITTEE MEETING:	Councillor Sean Fitzsimons – Chair of the Scrutiny & Overview Committee
PUBLIC/EXEMPT:	Public

ORIGIN OF ITEM:	This item is presented to the Scrutiny & Overview Committee to clarify the decision taken by the Committee at its meeting held on 23 March 2021, regarding the Call-In item on the Crystal Palace & South Norwood Low Traffic Neighbourhood.
BRIEF FOR THE COMMITTEE:	The Scrutiny & Overview Committee is asked to confirm whether or not it wishes to refer the key decision 6520SC on the Crystal Palace and South Norwood Low Traffic Neighbourhood to the Cabinet for reconsideration, based on the concerns agreed at the Committee meeting held on 23 March 2021.

1. CALL IN: CRYSTAL PALACE & SOUTH NORWOOD LOW TRAFFIC NEIGHBOURHOOD – REFERRAL TO CABINET

- 2.1 The Scrutiny & Overview Committee met on 23 March 2021 to consider a call-in of the Crystal Palace & South Norwood Low Traffic Neighbourhood key decision (6520SC). The decision that was taken by the Cabinet Member for Sustainable Croydon and reviewed by the Scrutiny & Overview Committee was as follows:-

“Having carefully read and considered the Part A report, and the requirements of the Council’s public sector equality duty in relation to the issues detailed in the body of the reports, the Cabinet Member for Sustainable Croydon

RESOLVED to:

1. *Subject to Spending Control Panel agreeing to the spending of ring fenced grant funding to implement an Experimental Low Traffic Neighbourhood at Crystal Palace and South Norwood 'Experimental LTN' by the making of an Experimental Traffic Regulation Order (Experimental TRO) to operate for up to 18 months, to:*
 - a. *prohibit access and egress by motor vehicles (other than certain exempt vehicles) at the following locations:*
 - i. *Sylvan Hill at the common boundary of Nos. 11 and 13*
 - ii. *Lancaster Road junction with Goat House Bridge*
 - iii. *Fox Hill junction with Braybrooke Gardens*
 - iv. *Stambourne Way junction with Auckland Road*
 - v. *Bus gate introduced at the common boundary of Nos. 86 and 84a (Auckland Road Surgery) Auckland Road*
 - b. *These restrictions to be enforced through Automatic Number Plate Recognition (ANPR) camera technology.*
 - c. *The restrictions shall not apply in respect of:*
 - i. *a vehicle being used for fire brigade, ambulance or police purposes;*
 - ii. *anything done with the permission of a police constable in uniform or a civil enforcement officer;*
 - iii. *a vehicle being used for the purposes of a statutory undertaker in an emergency, such as the loss of supplies of gas, electricity or water to premises in the area, which necessitates the bringing of vehicles into a section of road to which the order applies;*
 - iv. *buses;*
 - v. *licensed taxis*
 - vi. *Dial-a-Ride vehicles;*
 - vii. *vehicles to which a valid exemption permit has been provided.*
 - d. *Introduce two disabled persons Blue Badge parking bays outside Nos 84 and 86 Auckland Road.*
2. *Instruct officers to continue to seek to work with those in Bromley Council to mitigate effects predicted to arise from the Experimental LTN in certain residential access streets in Bromley and to address concerns about potential effects on air quality.*
3. *Delegate to the Director of Public Realm the authority to vary the provisions of the Experimental TRO including the exemptions to the restrictions.*
4. *In relation to Equality, agree:*
 - a. *that the equality implications of the recommended Experimental Traffic Regulation Order have been the subject of careful*

consideration in compliance with the Council's obligations under sections 1 and 149 of the Equality Act 2010;

- b. nevertheless there should be further equality impact analysis including through focused engagement with the members of groups with protected characteristics potentially most affected by the proposed change in and around the area of the Experimental LTN during the operation and any change of the Experimental TRO;*
 5. *Ensure that a recommendation on the future for the Experimental LTN be brought to the Traffic Management Advisory Committee at the appropriate time if considered desirable prior to the expiry of the Experimental TRO and in any event as soon as is practicable after 12 months of the experimental order being in place."*
- 2.2 In line with the procedure rules for Scrutiny considering a call-in (Part 4E – Scrutiny & Overview Procedure Rules, Section 11), the Committee has three outcomes it can consider using for a call-in. These outcomes are:-
1. That no further action was necessary and the decision could be implemented as originally intended.
 2. To refer the decision back to the Cabinet for reconsideration, outlining the nature of the Committee's concerns
 3. To refer the decision to Council, if the Committee considered that the decision taken was outside of the Budget and Policy Framework.
- 2.3 At its meeting, the Scrutiny & Overview Committee agreed that it would refer the decision back to the decision maker for reconsideration. In this case the original decision maker was the Cabinet Member for Sustainable Croydon. However, the scrutiny procedure rules set out in Part 4E of the Constitution, only allows for the decision to be referred back to the Cabinet.
- 2.4 To avoid any ambiguity over this decision, it has been recommended that a meeting of the Scrutiny & Overview Committee is convened to clarify whether or not it wishes to refer the decision to the Cabinet for reconsideration, on the basis of the concerns agreed at the Committee meeting. The draft minutes of this meeting are attached to this report at Appendix A.
- 2.5 To provide additional clarity, the concerns raised by the Committee at their meeting on 23 March, that are set out in the minutes, were:-
1. The Committee was concerned that the lack of clarification on the baseline data sources to be used for the experiment would make it difficult to quantifiably demonstrate the potential benefits arising from the experiment to the local community. As such that further work was needed to identify and refine the quantifiable data sources that would be used for the project. Additionally, in order to build public trust, confirmation of these data sources had to be made publicly available, prior to the start of the experiment in South Norwood & Crystal Palace.
 2. The Committee was concerned that it would be difficult for the public to have confidence in the benefits arising from the experiment without clearly defined success criteria. As such urgent work was needed to define a framework by which the success of the scheme would be assessed. This

needed to be completed and made publicly available prior to the start of the experiment in South Norwood & Crystal Palace.

3. The Committee was concerned about the potential impact the experiment may have upon the roads surrounding the LTN, particularly in regards to air quality. As such any monitoring installed as part of the experimental scheme needed to include the wider area. Additionally, given the potential negative impact on the air quality in the surrounding roads, mitigation needed to be identified as a matter of urgency, should there be a significant deterioration in air quality.
4. The Committee was concerned that the level of engagement with Bromley Council to date had not resulted in an agreed way forward for the experiment, which was likely to result in a detrimental impact for those Bromley residents living closest to the scheme. As such further engagement with the London Borough of Bromley needed to be prioritised, to ensure that the appropriate mitigation was in place before the start of the experiment.
5. Although reassurance was given about the level of consultation that would be undertaken throughout the experiment, it was agreed that the engagement strategy for the Crystal Palace & South Norwood LTN project needed to be made publicly available as soon as possible.
6. In light of concerns raised about during the meeting about the level of signage used during the previous temporary scheme, there needed to be an ongoing review of the signage used during the life of the experimental scheme.
7. The Committee had a concern that it would be difficult to reduce congestion on residential roads while route-finding apps continue to include these roads as potential route options for motorists. As such the Committee would ask the Cabinet Member for Sustainable Croydon to give a commitment to working with other London boroughs to address the issue of route finding apps directing motorists through residential streets.
8. In light of the above concerns, it is requested that two updates are provided to the Streets, Environment & Homes Sub-Committee. Firstly, before the start of the experiment to provide a response to the concerns of the Scrutiny & Overview Committee. Secondly, at the conclusion of the experiment to provide an update on the outcomes.

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APPENDICES TO THIS REPORT

Appendix A: Draft minutes for the Scrutiny & Overview Committee meeting held on 23 March 2021

BACKGROUND DOCUMENTS:

[Agenda for the Scrutiny & Overview Committee meeting held on 23 March 2021](#)