

CROYDON COUNCIL

**DECISION NOTICE: Traffic Management Matters by Cabinet Member for
Environment, Transport and Regeneration (job share)**

1	TITLE	High Street Croydon - Experimental Traffic Restriction Order – Outcome of Experimental Scheme
2	DECISION REFERENCE NO.	N/A
3	KEY DECISION REFERENCE NO. (if applicable)	N/A
4	SUMMARY	The report considers the outcomes of surveys and monitoring of the experimental closure of High Street, Croydon, to motor vehicle traffic, between Park Street and Katherine Street. The report summarises the findings of monitoring and surveys with the public, as well as the effects on public transport and movement through the High Street corridor and the views of local businesses regarding its impact on them.
5	ANY CONFLICT OF INTEREST DECLARED BY AN EXECUTIVE MEMBER CONSULTED by the decision maker in making the decision (if any)	N/A
6	ANY DISPENSATION GRANTED BY THE CE TO THE EXECUTIVE MEMBER CONSULTED in 4 above (dispensation may only be granted by the Chief Executive) (if any)	N/A
7	ANY RELEVANT DECISION BY EXECUTIVE DIRECTOR OF PLACE PURSUANT TO THE LEADER'S DELEGATION OF 6 June 2016 (if any) [ATTACH AND SUMMARISE]	N/A

8	<p>COPY OF MINUTES OF THE TRAFFIC MANAGEMENT ADVISORY COMMITTEE DETAILING REPRESENTATIONS MADE AT MEETING BY INTERESTED PARTIES TOGETHER WITH QUESTIONS ASKED BY AND OF COMMITTEE BOTH OF INTERESTED PARTIES AND OFFICERS (include here link to relevant webcast)</p>	<p>Minutes of the Traffic Management Advisory Committee held on 5 February 2019 are attached for information.</p> <p>Webcast – N/A</p>
9	<p>RECOMMENDATIONS WITH REASONS FROM TRAFFIC MANAGEMENT ADVISORY COMMITTEE</p>	<p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they:</p> <ol style="list-style-type: none"> 1.1 Consider the public responses to surveys and monitoring carried out during the Experimental Traffic Order restrictions and highway changes relating to the effect of closing the High Street to motor vehicle traffic from 16 October 2017. 1.2 Agree to proceed with the making of a permanent Traffic Management Order to keep the High Street closed to motor vehicle traffic. 1.3 Agree to make permanent the related amendments to one way working, bus lanes, taxi ranks, loading bays and motor cycle bays - High Street Croydon, Park Lane, Park Street and St Georges Walk. 1.4 Agree to make permanent the revocation of 5 pay and display only parking bays in the Park Lane slip road. 1.5 Agree to make permanent 3 disabled parking bays located Park Street with reduction of the loading bay length <p>If the above measures are agreed delegate to the Highway Improvements Manager the authority to make the Experimental Traffic Orders permanent.</p>
10	<p>BACKGROUND PAPERS: Include here specific reference to the report to the Traffic Management Advisory Committee which must be attached and should include:</p>	<p>Committee report attached.</p>

	<ul style="list-style-type: none"> • Relevant legislation • Equalities and human rights considerations • Legal comments • Appendices (list them) 	
11	ANY OTHER RELEVANT FACTORS TO TAKE INTO ACCOUNT	N/A

Pursuant to the delegation from the Leader dated 26 June 2018 and having due regard to:

- the above referenced information;
- the attachments;
- the Council's public sector equality duty;
- the comments and recommendations from the Traffic Management Advisory Committee;
- the contents of the report to the Traffic Management Advisory Committee and supporting appendices;
- the minutes of the Traffic Management Advisory Committee including details of representations received from officers, members of the public and other interested parties and any subsequent questions asked by the traffic Management Advisory Committee (including viewing the webcast where necessary)

I hereby:

- request the following additional information to enable me to consider the matter*

- wish the following questions to be put to the Traffic Management Advisory Committee/officers/persons who made representations to the Committee/in response to the consultation to enable me to further consider the matter*:

- agree/~~do not agree~~* to the recommendations in section 9 above (as amended*) for the following reasons

(insert here reasons for the decision)

Appropriate and well considered proposal

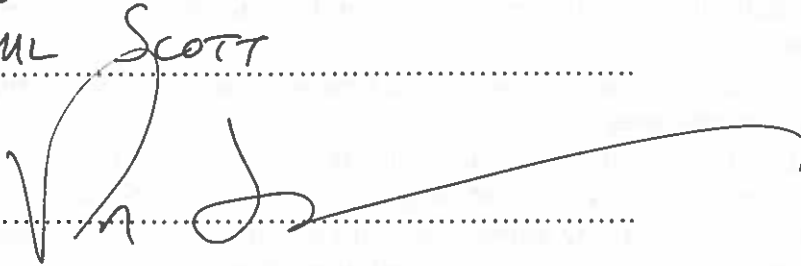
* delete as appropriate

The options I have considered and rejected in making this decision are the following:

.....
Print Name

PAUL SCOTT

.....
Signature



.....
Title

Cabinet Member for Environment Transport and Regeneration (job share)

.....

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 5 February 2019
SUBJECT:	HIGH STREET CROYDON – EXPERIMENTAL TRAFFIC RESTRICTION ORDER - OUTCOME OF EXPERIMENTAL SCHEME
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place Jon Judah, Head of Highways
CABINET MEMBER:	Councillor Paul Scott, Cabinet Member for Environment, Transport and Regeneration (job share)
WARDS:	Fairfield
<p>CORPORATE PRIORITY/POLICY CONTEXT/AMBITIOUS FOR CROYDON:</p> <p>This report recommends measures which are in accordance with objectives to improve the business, social and cultural offering in Croydon Town Centre as detailed in:</p> <ul style="list-style-type: none"> • The Croydon Plan; Transport Chapter. • Croydon’s Community Strategy; Outcome 1: Priority Areas 1, 3, 4 and 5 • Croydon Corporate Plan 2018 – 22 • www.croydonobservatory.org/strategies/ Vision for Croydon 	
<p>FINANCIAL IMPACT:</p> <p>The financial implication of the proposed expenditure is not significant. The proposals will be fully funded from the Growth Zone budget.</p>	
<p>KEY DECISION REFERENCE NO.: Not a Key Decision</p>	
<p>1. RECOMMENDATIONS</p> <p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they:</p> <p>1.1 Consider the public responses to surveys and monitoring carried out during the Experimental Traffic Order restrictions and highway changes relating to the effect of closing the High Street to motor vehicle traffic from 16 October 2017.</p> <p>1.2 Agree to proceed with the making of a permanent Traffic Management Order to keep the High Street closed to motor vehicle traffic.</p> <p>1.3 Agree to make permanent the related amendments to one way working, bus lanes, taxi ranks, loading bays and motor cycle bays - High Street Croydon, Park Lane, Park Street and St Georges Walk.</p>	

- 1.4 Agree to make permanent the revocation of 5 pay and display only parking bays in the Park Lane slip road.
- 1.5 Agree to make permanent 3 disabled parking bays located Park Street with reduction of the loading bay length

If the above measures are agreed delegate to the Highway Improvements Manager the authority to make the Experimental Traffic Orders permanent.

2. EXECUTIVE SUMMARY

- 2.1 This report considers the outcomes of surveys and monitoring of the experimental closure of High Street, Croydon, to motor vehicle traffic, between Park Street and Katherine Street. The report summarises the findings of monitoring and surveys with the public, as well as the effects on public transport and movement through the High Street corridor and the views of local businesses regarding its impact on them.
- 2.2 In light of the findings it is recommended that the Council proceeds with making permanent the Experimental Traffic Order (ETO) restricting motor vehicle traffic from the High Street, between Park Street and Katherine Street, along with the associated measures in adjacent streets, as listed in this report.

3. DETAIL

- 3.1 The scheme was included in a list of projects comprising the Growth Zone programme of projects and was reported and approved by Cabinet on 11 July 2016. More detail was reported to Informal Cabinet on 27 November 2017. Plans of the area showing the highway layout are at the end of this report titled Appendix 1.
- 3.2 The purpose of the scheme is to make available new open space for public realm enhancements to the town centre and to improve the night time economy. The vision for the pedestrianised part of the High Street is to create an area where the public can gather, relax and enjoy entertainment in a space that is attractive, safe and comfortable to be in. It is also envisaged that businesses which complement such leisure and cultural use will establish themselves in the vicinity, providing opportunities for economic growth and employment. This has been supported by the Council and its partners by organising events over the summer and autumn. These events have included screening of Wimbledon live tennis matches, live dance, theatre and music, aimed at bringing people together in the new High Street public space.
- 3.3 Croydon town centre is at the commencement of a major transformation in terms of its business, retail and leisure places (the Whitgift Centre redevelopment amongst others). The town centre will also be home to an increasing residential population, with several thousand new homes being provided in the immediate vicinity of the town centre. The opportunity for Croydon's new and current residents to have some public open space to socialise and relax in is of vital importance. It will make an important contribution to the quality of life for those living in, working in or visiting the town centre.

3.4 In early 2017 discussions were held with Senior Officers and the Cabinet Member for Transport and Environment, the Cabinet Member for Economy and Jobs and the Cabinet Member for Homes and Regeneration. As part of these discussions it was agreed to proceed with issue of the Public Notice for the Experimental Traffic Order (ETO) to carry out the proposed pedestrianisation of part of High Street, Croydon, along with the issue of Public Notices for other traffic management measures to facilitate this. These notices were made public via the press, on site and on the Council's website in October 2017.

3.5 Public Notices which were issued on 18 October 2017, closing the High Street to motor vehicles, along with other notices to enable this were:

- to introduce a pedestrianised area and prohibit any motorised vehicle entering the High Street, Croydon, between its junctions with Katharine Street and Park Street;
- to revoke the bus lane on Park Street;
- to amend the existing one-way working in Park Street (between High Street, Croydon and St George's Walk) to operate from south-west to north-east and to introduce two-way working in the remainder of Park Street (between Park Lane and St George's Walk) with mandatory turns at the junction with St George's Walk;
- to relocate the existing solo motorcycle bay in St George's Walk from its current position adjacent to the junction with Katharine Street to the flank wall of Nos 28 to 30 St George's Walk;
- to revoke the existing taxi ranks in High Street, Croydon (between Katharine Street and Park Street) and introduce two new taxi ranks on the north side of Park Street, adjacent to the flank wall of Nos. 7 to 11 High Street and outside Nos. 3 to 7 Park Street;
- to revoke and enlarge the existing loading bay/taxi rank outside Nos. 3 to 7 Park Street and relocate it to the opposite side of the road between the junction with St George's Walk and No. 14 Park Street;
- to revoke the 5 pay and display only bays in the Park Lane slip road either side of the entrance to Smith's Yard and replace them with bus stands.
- On 18 June 2018 public notice was served to reduce the length of loading bay in Park Street in order to accommodate 3 disabled bays, coming into force on 25 June 2018, included as an amendment to the experimental High Street scheme. The time in which the public were able to make written objections to this ended on 25 December 2018.

Note: the scheme also included the amendment of bus stops and bus stands within Park Street; relocated to St Georges Walk, Park Lane (slip road) and Park Lane (east side) however these alterations did not require a public notice nor traffic management order.

3.6 Croydon Town Centre is undergoing major changes due to inward investment and redevelopment, as well as redesign in how the Town Centre works in terms of transport. Should the High Street require reopening to motor vehicle traffic in future years then this possibility will be fully funded via the Growth Zone funding stream.

4. CONSULTATION

4.1 Informal Consultation and opinion surveys

Local businesses were informed of the proposals prior to any changes to ensure that their day to day deliveries and access requirements did not impact on them adversely. The town centre Business Improvement District (BID) Management Team were closely involved in making the changes and were also a strong supporter of pedestrianising the High Street. Any concerns local businesses had were addressed via the BID team and by written communication from the Council's Growth Zone team, keeping them informed of progress.

Several businesses reported increased trade during the Street Live performances. New street trading areas were also implemented by Nando's and Lloyds within the High Street site.

Please see Appendix 3 for a summary list of stakeholders consulted with along with dates.

A market research company was appointed to carry out interviews seeking the opinions of the public using the High Street.

Passers-by were asked a number of questions about the High Street. These surveys were carried out in two rounds, prior to and after the series of cultural/entertainment events were scheduled. Each interview was 15 minutes in length and results were weighted to the borough's demographic profile.

Round 1 – 12-27 March 2018	220 interviews
Round 2 – 7-25 September 2018	224 interviews

A brief conclusion of the surveys showed that the public broadly supported the use of the High Street as a pedestrianised public space, and would like to see more of:

1. Live music/music events
2. Improved food and drink venues
3. Improved entertainment/cultural events such as screenings of films

Many responses also revealed reservations regarding the experimental closure of the High Street which were:

1. Respondents said they would feel safer if the area had improved lighting after dark.
2. Respondents also felt more policing would help them feel safer, predominantly at night. They felt intimidated by groups of youths.
3. Respondents said the retail offering was in need of improvement, they would come to the High Street if there were better shops and the public realm were improved.

Any concerns as expressed above should be taken into consideration in the design of future public realm proposals for the High Street.

In response to the above and building on the success of the summer 2018 programme – it is proposed to run a comprehensive programme of events for 2019 (in partnership with Croydon BID from May – Sept 2019). Highlights of this will include performances from Croydon young musicians, a day of entertainment from the Brit School, Professional street artists, Buskers and Sports related events. In addition the successful screening of Wimbledon will return for the first 2 weeks in July 2019.

Appendix 2 at the end of this report contains a summary of pedestrian footfall surveys in the High Street, measured by the town centre BID team over a number of months, including the months where events took place. The data collected includes North End pedestrianised shopping area for comparison. The footfall numbers for the High Street showed an increase over the summer months when compared against the preceding two years. In contrast, footfall in North End has declined significantly over the same years. A conclusion by the BID team is that closing the High Street to motor vehicles has attracted more pedestrians to the area, bucking a national trend of general decline in footfall for town centre shops.

Transport for London were consulted in their capacity as public transport provider but have not responded with any issues at this stage.

The Metropolitan Police local area team were consulted about public safety issues arising from the High Street closure but no response was received at this stage.

Croydon Council's Mobility Forum were consulted. Their view was that the relocation of bus stops on Park Street meant that those with reduced mobility would find it more difficult to access the post office on the High Street. They would have to walk further by around 40 yards. As a mitigating measure 3 additional disabled parking bays have been added within Park Street, located closer to the post office.

4.2 Statutory Consultation

In order to carry out the legal processes required in the making of Experimental Traffic Orders (ETOs) the Highway/Traffic Authority on receiving authority (via its Traffic Management Advisory Committee or its Delegated Authority process) must issue public notices stating the intention to proceed with ETOs. The date on which the orders come into force must also be given within the notices.

Once ETOs come into force there is a six month statutory consultation period within which anyone may object. These objections must be in writing and sent to the addresses stated on the public notices.

No written objections have been received in response to the measures introduced in the High Street, Park Street, St Georges Walk and Park Lane (slip road).

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

- 5.1 The proposals set out in this report will be fully funded from the Growth Zone Budget. The table below set out the financial impact of the proposed expenditure on the available budget.

1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2018/19	2019/20	2020/21	2021/22
	£'000	£'000	£'000	£'000
Revenue Budget available				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget	_____	_____	_____	_____
Capital Budget available				
Expenditure	1,763			
Effect of decision from report				
Expenditure	0.5			
Remaining budget	1,762.5	_____	_____	_____

2 The effect of the decision

A decision to proceed with making the scheme permanent would result in an expenditure of approximately £500. This cost relates to administration and advertising, placing of Public Notices and making the Traffic Management Orders, as well as updating highway records.

The removal of 5 pay and display bays resulted in a loss of revenue income of around £1,000 per month to the Council.

3 Risks

Should the scheme not receive approval then the Experimental scheme must be removed and the road layout prior to issue of Public Notice would have to be reinstated. The cost of this would be around £80,000.

4 Options

The only options currently available are to make the scheme permanent or to reinstate the original road layout. Should there be a need to revoke the Traffic Management Orders in the future and revert to the High Street being used by motor vehicles then funding for this is confirmed as being available via the Growth Zone budgets.

5 Future savings/efficiencies

There are no savings nor future efficiencies arising from the scheme.

Approved by: Flora Osiyemi, Head of Finance, Place, Residents & Gateway

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Council should note the special procedural provisions for an Experimental Traffic Order as set out in regulations 22 and 23 and Schedule 5 to the Local Authorities Traffic Order (Procedure) Regulations 1996.

Approved by: Sandra Herbert Head of Litigation and Corporate for and on behalf of Jacqueline Harris-Baker Director of Law, Monitoring Officer and Council Solicitor.

7. HUMAN RESOURCES IMPACT

- 7.1 There is no immediate HR impact for the Council at this present time, however if any arise these will be managed under the Council's policies and procedures.

Approved by: Jennifer Sankar, Head of HR Place on behalf of Sue Moorman, Director of Human Resources

8. EQUALITIES IMPACT

- 8.1 An Equalities Analysis (Appendix 4) has been carried out to ascertain the impact of the proposed change on groups that share a protected characteristic. This found that the eastward relocation of bus stops in Park Street impacted on those with reduced mobility. To address this, an additional 3 disabled bays were added in Park Street west. This has in part reduced the impact of the additional walking distance from the new bus stop location to Croydon main post office and North End shops.

Approved by: Yvonne Okiyo, Equalities Manager

9. ENVIRONMENTAL IMPACT

- 9.1 There are no environmental impacts, although removing motor vehicle traffic from a short length of the High Street could result in a small improvement in localised air quality and traffic noise reduction. However as traffic is displaced and not reduced there would be a corresponding increase in pollution, noise and traffic congestion elsewhere.

10. CRIME AND DISORDER REDUCTION IMPACT

- 10.1 Should this scheme be approved to become permanent it is envisaged that footfall will increase, especially when events are taking place. It is hoped that natural surveillance resulting from this increase in footfall will contribute towards the area feeling safer where people gather together to enjoy events. Planned future investment in the public realm will also help in making the area look more cared for, giving it a safer feel.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

11.1 The recommendation to provide a safe and entertaining environment for those visiting and living in the town centre will contribute to the quality of life and make Croydon a more attractive place to live, work, study, visit and relax in. It will improve the cultural offering for the town centre and encourage businesses to come to and invest in Croydon. It will help to create a better sense of community and identity, putting some of the heart back into Central Croydon.

12. OPTIONS CONSIDERED AND REJECTED

12.1 The “do nothing” option will not achieve the aims in paragraph 11.1 above.

CONTACT OFFICER: Sue Ritchie, Principal Engineer, Highway Improvements
sue.ritchie@croydon.gov.uk 020 8726 6000 ext 63823

APPENDICES TO THIS REPORT

Appendix 1 Highway Layout

Appendix 2 Footfall Surveys

Appendix 3 Business Stakeholder Consultee Schedule

Appendix 4 Equality Analysis

BACKGROUND PAPERS:

None.



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SR	SR	NTS	08/01/2019
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Footfall Data – High Street Only – measured by Month

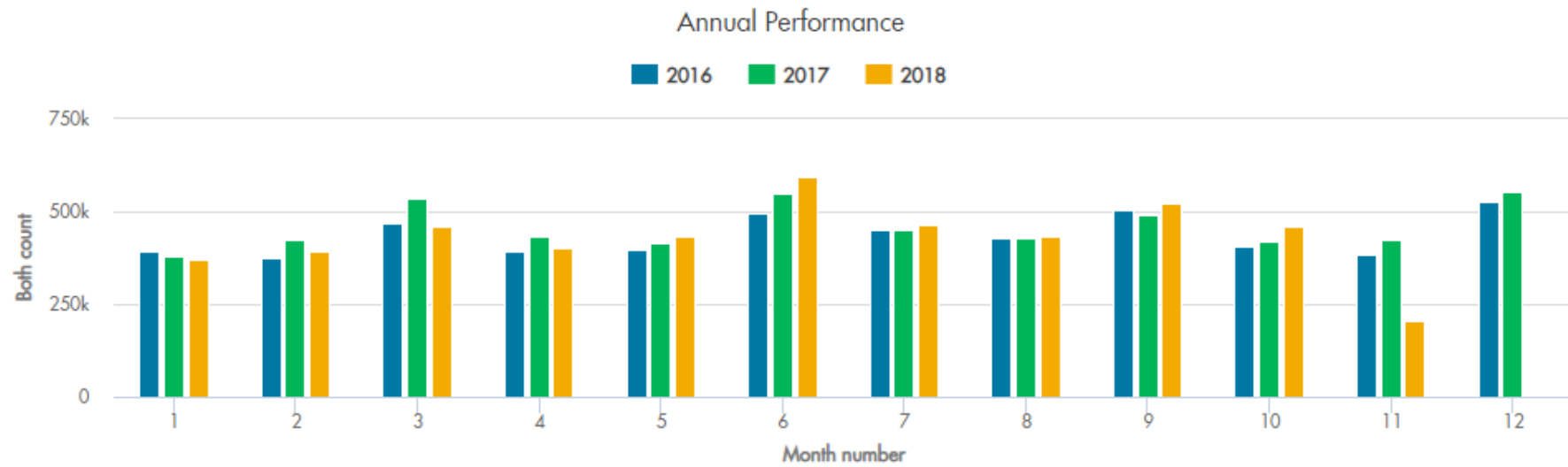
Select:

Site: Croydon Originals ▼

Year: 2016 to 2018 ▼

Group by: Week Month Quarter

Get Data



Filters:

Hour range: 0 23 00:00 - 23:59 (24 hour/s)

Day: Monday Tuesday Wednesday Thursday Friday Saturday Sunday

Count type: In Out Both

Locations:

Select All

Deselect All

George Street at Waitrose

High Street at Tiger

North End M & S

Footfall Data – North End Only – measured by Month

Select:

Site: Croydon Originals ▼

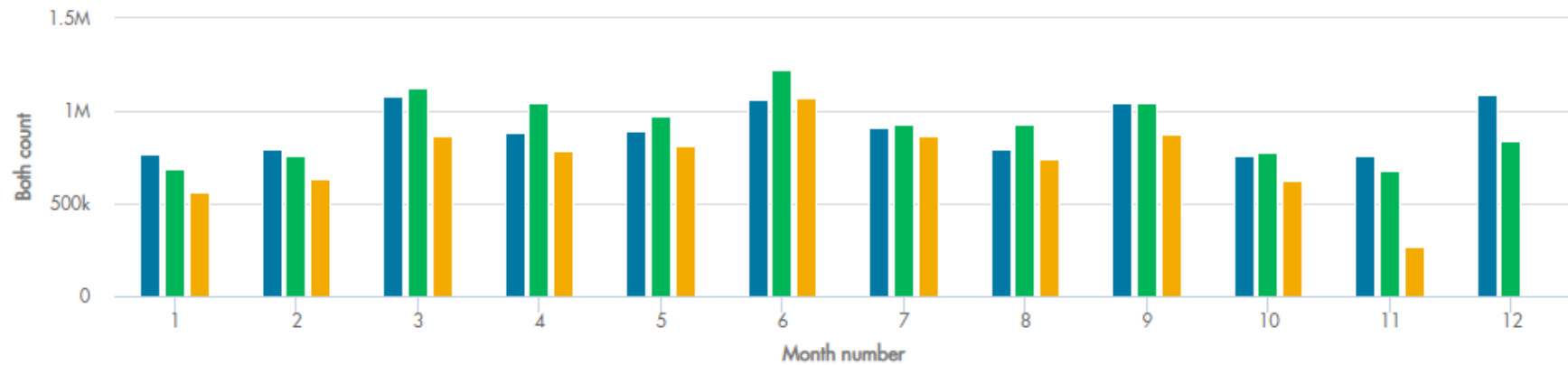
Year: 2016 to 2018 ▼

Group by: Week Month Quarter

Get Data

Annual Performance

2016 2017 2018



Filters:

Hour range: 0 23 00:00 - 23:59 (24 hour/s)

Day: Monday Tuesday Wednesday Thursday Friday Saturday Sunday

Count type: In Out Both

Locations:

Select All

Deselect All

George Street at Waitrose

High Street at Tiger

North End M & S

Footfall data – actuals – measured by month

Month	Croydon High Street Camera Only					North End Camera Only				
	2016	2017	2018	Diff (2017 Vs 2018)	% Diff (2017 Vs 2018)	2016	2017	2018	Diff (2017 Vs 2018)	% Diff (2017 Vs 2018)
January	391456	380942	371791	-9151	-2.4	770520	689915	558251	-131664	-19.1
February	374207	425098	394856	-30242	-7.1	794286	760966	637211	-123755	-16.3
March	468713	537076	459849	-77227	-14.4	1083769	1128526	865079	-263447	-23.3
April	391247	433108	400568	-32540	-7.5	887686	1048493	786246	-262247	-25.0
May	397987	415955	435046	19091	4.6	893843	976484	812518	-163966	-16.8
June	495339	548630	594470	45840	8.4	1061093	1221849	1071411	-150438	-12.3
July	449060	449174	463917	14743	3.3	910813	929376	863311	-66065	-7.1
August	428323	426373	434188	7815	1.8	794686	924869	739895	-184974	-20.0
September	504485	492889	523365	30476	6.2	1045287	1046611	878650	-167961	-16.0
October	408151	420327	460183	39856	9.5	761334	773402	625567	-147835	-19.1
November	382785	426293				756948	678782			
December	525111	554928				1090513	840203			

Footfall High Street – Street Live Event Days

Date	Activity	2018	2017	Difference	Variance %
07/06/2018	Beats & Eats	16440	13483	2957	21.9
15/06/2018	CROWD 1	25203	18827	6376	33.9
21/06/2018	Beats & Eats	15056	15393	-337	-2.2
22/06/2018	Busk Stop	19789	19603	186	0.9
23/06/2018	Scanners Inc	17749	17929	-180	-1.0
29/06/2018	Busk Stop	18802	18617	185	1.0
30/06/2018	Croydon Music & Arts	19213	19408	-195	-1.0
19/07/2018	Beats & Eats	15884	15235	649	4.3
20/07/2018	CROWD 2	18162	19724	-1562	-7.9
21/07/2018	Scanners Inc	17924	16165	1759	10.9
26/07/2018	Beats & Eats	17365	16201	1164	7.2
27/07/2018	Busk Stop	17117	17387	-270	-1.6
28/07/2018	Croydon Music & Arts	18825	18093	732	4.0
02/08/2018	Beats & Eats	17478	16415	1063	6.5
03/08/2018	Busk Stop	17475	18877	-1402	-7.4
04/08/2018	Made in Croydon 1	20183	18632	1551	8.3
05/08/2018	Scanners Inc	15147	12592	2555	20.3
10/08/2018	Busk Stop	15983	16912	-929	-5.5
11/08/2018	Scanners Inc Fit Street	16816	17817	-1001	-5.6
12/08/2018	Scanners Inc Fit Street	11649	13125	-1476	-11.2
16/08/2018	Beats & Eats	12951	16526	-3575	-21.6
17/08/2018	CROWD 3	16642	17222	-580	-3.4
24/08/2018	Busk Stop	19496	18425	1071	5.8
25/08/2018	Croydon Music & Arts	16724	18036	-1312	-7.3
31/08/2018	Busk Stop	17254	17300	-46	-0.3
01/09/2018	Made in Croydon 2	18686	18177	509	2.8
06/09/2018	Beats & Eats	17049	15112	1937	12.8
07/09/2018	Busk Stop	18436	15566	2870	18.4
08/09/2018	Scanners Inc	17241	18473	-1232	-6.7
09/09/2018	Scanners Inc	11711	11373	338	3.0
13/09/2018	Beats & Eats	15007	13349	1658	12.4

- Footfall was up on 17 of the 31 event days
- Footfall was up by double digits of 7 of the 31 event dates
- Footfall increased by as much as 33.9% for CROWD (St Georges Walk) and 21.9% on High Street
- Footfall data for Wimbledon available separately

The table below highlights engagement undertaken between **August 2017** and **November 2018**.

Description	Dates
A face-to-face exercise was conducted with businesses at High Street on (Tuesday 8 August). Business were presented with detailed plans for the street and made aware of the works to be carried out in early September. An internal report has been published and is available upon request.	08/08/2017
Works notification letters were hand delivered to all businesses on High Street - (22 August)*	22/08/2017
A briefing and FAQs will be provided to internal stakeholders and BID (Letter)*	04/09/2017
Meeting with Debbie of Alchemy Croydon Friday	01/09/2018
Meeting with Ward Councillors EM and NK	05/09/2018
Occupier Forum (Develop Croydon)	19/09/2018
Develop Croydon Investor Tour	27/09/2017
PubWatch Meeting Spread Eagle Pub	27/09/2017
Develop Croydon Partner Meeting	28/09/2017
Met with Croydon BID	
Bus stand options review TFL Project Centre London Buses	11/09/2017
Members Briefing to Mark Watson, Stuart King Mohan, Vidhi Vidhi Mohan, Susan Winborn; Helen Pollard	03/10/2017
Members Bulletin Cllr King and Cllr Watson	09/10/2017
Update to CALAT Students *	13/10/2017
Transport Liaison Panel meeting	17/10/2017
Pubwatch Meeting update	07/11/2017
Croydon Mobility Forum	06/12/2017
Meanwhile Use Concept member bulletin to Members relation to (14 December)*	14/12/2017
Mobility Forum	17/12/2017
Construction Excellence Forum	27/02/2018
Cycle Forum	20/03/2018
Croydon Mobility Forum	21/03/2018
Fairfield Ward Member briefing	27/03/2018
Mobility Forum High Street walkabout workshop	05/06/2018
Croydon Business Network Engagement	13/07/2018
Mobility Forum AGM	05/09/2018
Transport Liaison Panel	16/10/2018
Pub Watch	16/10/2018

Equality Analysis Form

September 2018

1. Introduction

1.1 Purpose of Equality Analysis

The council has an important role in creating a fair society through the services we provide, the people we employ and the money we spend. Equality is integral to everything the council does. We are committed to making Croydon a stronger, fairer borough where no community or individual is held back.

Undertaking an Equality Analysis helps to determine whether a proposed change will have a positive, negative, or no impact on groups that share a protected characteristic. Conclusions drawn from Equality Analyses helps us to better understand the needs of all our communities, enable us to target services and budgets more effectively and also helps us to comply with the Equality Act 2010.

An equality analysis must be completed as early as possible during the planning stages of any proposed change to ensure information gained from the process is incorporated in any decisions made.

In practice, the term '**proposed change**' broadly covers the following:-

- Policies, strategies and plans;
- Projects and programmes;
- Commissioning (including re-commissioning and de-commissioning);
- Service review;
- Budget allocation/analysis;
- Staff restructures (including outsourcing);
- Business transformation programmes;
- Organisational change programmes;
- Processes (for example thresholds, eligibility, entitlements, and access criteria).

2. Proposed change

Directorate	Place
Title of proposed change	High Street Croydon – removal of motor vehicle traffic between Park Street and Katherine Street.
Name of Officer carrying out Equality Analysis	Sue Ritchie

2.1 Purpose of proposed change (see 1.1 above for examples of proposed changes)

High Street, Croydon is being closed to motor vehicle traffic to provide a new public space. Changes to bus stop locations to facilitate this mean that bus stops are now around 200 yards further away from the High Street and notably the post office. This impacts on those with reduced mobility as they will have a longer journey to access the post office and other popular destinations such as Surrey Street market, North End shops.

3. Impact of the proposed change

Important Note: It is necessary to determine how each of the protected groups could be impacted by the proposed change. Summarise any positive impacts or benefits, any negative impacts and any neutral impacts and the evidence you have taken into account to reach this conclusion. Be aware that there may be positive, negative and neutral impacts within each characteristic.

Where an impact is unknown, state so. If there is insufficient information or evidence to reach a decision you will need to gather appropriate quantitative and qualitative information from a range of sources e.g. Croydon Observatory a useful source of information such as Borough Strategies and Plans, Borough and Ward Profiles, Joint Strategic Health Needs Assessments <http://www.croydonobservatory.org/> Other sources include performance monitoring reports, complaints, survey data, audit reports, inspection reports, national research and feedback gained through engagement with service users, voluntary and community organisations and contractors.

3.1 Deciding whether the potential impact is positive or negative

Table 1 – Positive/Negative impact

For each protected characteristic group show whether the impact of the proposed change on service users and/or staff is positive or negative by briefly outlining the nature of the impact in the appropriate column. . If it is decided that analysis is not relevant to some groups, this should be recorded and explained. In all circumstances you should list the source of the evidence used to make this judgement where possible.

Protected characteristic group(s)	Positive impact	Negative impact	Source of evidence
Age		Longer journey on foot to access the post office and popular destinations such as Surrey Street market, North End shops.	Croydon Mobility Forum members feedback
Disability		Longer journey on foot/by wheelchair to access the post office and popular destinations such as Surrey Street market, North End shops.	Croydon Mobility Forum members feedback
Gender			

Gender Reassignment			
Marriage or Civil Partnership			
Religion or belief			
Race			
Sexual Orientation			
Pregnancy or Maternity		Longer journey on foot to access the post office and popular destinations such as Surrey Street market, North End shops.	Croydon Mobility Forum members feedback

Important note: You must act to eliminate any potential negative impact which, if it occurred would breach the Equality Act 2010. In some situations this could mean abandoning your proposed change as you may not be able to take action to mitigate all negative impacts.

When you act to reduce any negative impact or maximise any positive impact, you must ensure that this does not create a negative impact on service users and/or staff belonging to groups that share protected characteristics. **Please use table 4 to record actions that will be taken to remove or minimise any potential negative impact**

3.2 Additional information needed to determine impact of proposed change

Table 2 – Additional information needed to determine impact of proposed change

No further information required		
Additional information needed and or Consultation Findings	Information source	Date for completion

For guidance and support with consultation and engagement visit <https://intranet.croydon.gov.uk/working-croydon/communications/consultation-and-engagement/starting-engagement-or-consultation>

3.3 Impact scores

Example

If we are going to reduce parking provision in a particular location, officers will need to assess the equality impact as follows;

1. Determine the Likelihood of impact. You can do this by using the key in table 5 as a guide, for the purpose of this example, the likelihood of impact score is 2 (likely to impact)
2. Determine the Severity of impact. You can do this by using the key in table 5 as a guide, for the purpose of this example, the Severity of impact score is also 2 (likely to impact)
3. Calculate the equality impact score using table 4 below and the formula **Likelihood x Severity** and record it in table 5, for the purpose of this example - **Likelihood (2) x Severity (2) = 4**

Table 4 – Equality Impact Score

Severity of Impact	3	3	6	9
	2	2	4	6
	1	1	2	3
		1	2	3
	Likelihood of Impact			

Key

Risk Index	Risk Magnitude
6 – 9	High
3 – 5	Medium
1 – 3	Low

Table 3 – Impact scores

Column 1 PROTECTED GROUP	Column 2 LIKELIHOOD OF IMPACT SCORE Use the key below to score the likelihood of the proposed change impacting each of the protected groups, by inserting either 1, 2, or 3 against each protected group. 1 = Unlikely to impact 2 = Likely to impact 3 = Certain to impact	Column 3 SEVERITY OF IMPACT SCORE Use the key below to score the severity of impact of the proposed change on each of the protected groups, by inserting either 1, 2, or 3 against each protected group. 1 = Unlikely to impact 2 = Likely to impact 3 = Certain to impact	Column 4 EQUALITY IMPACT SCORE Calculate the equality impact score for each protected group by multiplying scores in column 2 by scores in column 3. Enter the results below against each protected group. Equality impact score = likelihood of impact score x severity of impact score.
Age	3	2	6
Disability	3	2	6
Gender	1	1	1
Gender reassignment	1	1	1
Marriage / Civil Partnership	1	1	1
Race	1	1	1
Religion or belief	1	1	1
Sexual Orientation	1	1	1
Pregnancy or Maternity	3	2	6

4. Statutory duties

Equality Analysis

4.1 Public Sector Duties

Tick the relevant box(es) to indicate whether the proposed change will adversely impact the Council's ability to meet any of the Public Sector Duties in the Equality Act 2010 set out below.

Advancing equality of opportunity between people who belong to protected groups

Eliminating unlawful discrimination, harassment and victimisation

Fostering good relations between people who belong to protected characteristic groups

Important note: If the proposed change adversely impacts the Council's ability to meet any of the Public Sector Duties set out above, mitigating actions must be outlined in the Action Plan in section 5 below.

In order to mitigate the impact on those with reduced mobility 3 disabled parking bays were introduced in Park Street (western section) to assist in accessing the post office, shops, to compensate for relocating bus stops further away.

5. Action Plan to mitigate negative impacts of proposed change

Important note: Describe what alternatives have been considered and/or what actions will be taken to remove or minimise any potential negative impact identified above (table 1). Attach evidence or provide link to appropriate data, reports, etc.):

Table 4 – Action Plan to mitigate negative impacts

Complete this table to show any negative impacts identified for service users and/or staff from protected groups, and planned actions mitigate them.				
Protected characteristic	Negative impact	Mitigating action(s)	Action owner	Date for completion
Disability	Longer journey on foot to access the post office and popular destinations such as Surrey Street market, North End shops.	To mitigate the impact on those with reduced mobility 3 disabled parking bays were introduced in Park Street (western section) to assist in accessing the post office and town centre shops		Already completed
Race				
Sex (gender)				
Gender reassignment				
Sexual orientation				
Age	Longer journey on foot to access the post office and popular destinations such as Surrey Street market, North End shops.	To mitigate the impact on those with reduced mobility 3 disabled parking bays were introduced in Park Street (western section) to assist in accessing the post office and town centre shops		Already completed
Religion or belief				
Pregnancy or maternity	Longer journey on foot to access the post office and popular destinations such as Surrey Street market, North End shops.	To mitigate the impact on those with reduced mobility 3 disabled parking bays were introduced in Park Street (western section) to assist in accessing the post office and town centre shops		Already completed

Equality Analysis

Marriage/civil partnership			
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6. Decision on the proposed change

Based on the information outlined in this Equality Analysis enter X in column 3 (Conclusion) alongside the relevant statement to show your conclusion.		
Decision	Definition	Conclusion - Mark 'X' below
No major change	Our analysis demonstrates that the policy is robust. The evidence shows no potential for discrimination and we have taken all opportunities to advance equality and foster good relations, subject to continuing monitoring and review. If you reach this conclusion, state your reasons and briefly outline the evidence used to support your decision.	
Adjust the proposed change	We will take steps to lessen the impact of the proposed change should it adversely impact the Council's ability to meet any of the Public Sector Duties set out under section 4 above, remove barriers or better promote equality. We are going to take action to ensure these opportunities are realised. (Note – mitigation is already in place).	X
Continue the proposed change	We will adopt or continue with the change, despite potential for adverse impact or opportunities to lessen the impact of discrimination, harassment or victimisation and better advance equality and foster good relations between groups through the change. However, we are not planning to implement them as we are satisfied that our project will not lead to unlawful discrimination and there are justifiable reasons to continue as planned.	
Stop or amend the proposed change	Our change would have adverse effects on one or more protected groups that are not justified and cannot be mitigated. Our proposed change must be stopped or amended.	
Will this decision be considered at a scheduled meeting? e.g. Contracts and Commissioning Board (CCB) / Cabinet		Meeting title: Traffic Management Advisory Committee Date: 5 February 2019

7. Sign-Off

Officers that must approve this decision	
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Equality Analysis

Equalities Lead	Name: Yvonne Okiyo	Date: 08.01.19
	Position:	
Director	Name: Lee Parker	Date: 09.01.19
	Position: Programme Director, Growth	

DRAFT

Traffic Management Advisory Committee

Meeting held on Tuesday, 5 February 2019 at 6.30 pm in F10, Town Hall, Katharine Street, Croydon CR0 1NX

MINUTES

Present: Councillor Stuart King (Chair);
Councillors Muhammad Ali, Jeet Bains, Chris Clark and Vidhi Mohan

Apologies: Councillor Simon Hoar and Karen Jewitt

PART A

1/19 **Minutes of the Previous Meeting**

The minutes of the meeting held on 12 December 2018 were agreed as an accurate record.

2/19 **Disclosure of Interests**

There were none.

3/19 **Urgent Business (if any)**

There were no items of urgent business.

4/19 **High Street Croydon - Experimental Traffic Restriction Order - Outcome of Experimental Scheme**

The Committee considered the report which outlined the outcomes of surveys and monitoring of the experimental closure of High Street, Croydon, to motor traffic, between Park Street and Katharine Street. Members were informed by officers that if the decision was not made to make the Traffic Restriction Order permanent then the High Street would have to be reopened to motor traffic.

The Committee were informed that the experimental order commenced in October 2017 which also enabled free of charge public events to take place in collaboration with the Croydon BID, including the Wimbledon Live showings. Traffic reviews had been undertaken and local businesses had been surveyed to understand the impact of the experimental order, and feedback showed that businesses had experienced an increase in trade following the pedestrianisation of High Street. It was noted that in April the High Street would be reopened to bus movements to enable the removal of bridge links for the RNF construction at St Georges Walk.

Members requested further background to the data within the appendices; in particular the footfall figures at pages 21 and 22 of the agenda. Officers stated the data was from two of Croydon BID's cameras which were located by North End, near West Croydon, and High Street. The data suggested that footfall at North End had decreased whilst footfall on High Street had increased following the experimental order. The Chair stated that his interpretation of the data was that a general reduction in footfall had been experienced in Croydon which was due to the economic climate; however the trend had been bucked on the High Street which had seen an increase following the introduction of the experimental order. As such, the Chair concluded, it could be reasonable to suggest that the experimental order had had a positive impact on the area. Furthermore, the Chair noted that local businesses had reported increased trade during the period.

In response to Member questions the Chair noted that following the introduction of the experimental order there had been a discussion at the Mobility Forum in relation to the impact. Following the discussion three disabled parking bays were located on Park Street which had addressed the concerns by the Forum.

Members queried how a permanent Traffic Restriction Order would fit in with the long term plan for the town centre and were informed that it facilitated the wider programme; including supporting the night time economy and the Healthy Streets agenda. It was further noted that the centre of Croydon was undergoing a large amount of regeneration and the TRO would help to ensure the area continued to be used with further plans to introduce additional public realm to the area which would complement future plans.

In response to Member questions officers stated that five locations had been identified within the borough by the Police as possible locations for hostile vehicle attacks. Risk assessments were being undertaken to ensure the public was protected and further public realm improvements would be made to mitigate the risk. A risk assessment for the area around High Street would be undertaken which would take into consideration future plans for Katherine Street and Park Street also.

Concerns were raised by some Members that a full years data was required and more events needed to take place before the decision to make the Order permanent should be made. The Chair noted that the experimental order was for 18 months only, and it was necessary to make a decision otherwise the road would have to be reopened. In addition, it was stated by officers that if it was found to not work with the wider traffic management for the centre of Croydon, during and following the regeneration of the town, then a decision could be made in future to remove the Order and reopen the road to motor movements.

Members noted that the data and survey results suggested the experimental order had been successful. It was further noted that in future years the town centre would be in transition with an increase in Meanwhile usages of some areas which were intended to mitigate the risk of leaving the town centre as a

building site during all the construction. The Chair stated that it was important to the Administration that work continued to improve the public realm space during this period to ensure the town centre remained a usable and active space.

RESOLVED: That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they

1. Consider the public responses to surveys and monitoring carried out during the Experimental Traffic Order restrictions and highway changes relating to the effect of closing the High Street to motor vehicle traffic from 16 October 2017;
2. Agree to proceed with the making of a permanent Traffic Management Order to keep the High Street closed to motor vehicle traffic;
3. Agree to make permanent the related amendments to one way working, bus lanes, taxi ranks, loading bays and motor cycle bays - High Street Croydon, Park Lane, Park Street and St Georges Walk;
4. Agree to make permanent the revocation of 5 pay and display only parking bays in the Park Lane slip road;
5. Agree to make permanent 3 disabled parking bays located Park Street with reduction of the loading bay length; and
6. If the above measures are agreed delegate to the Highway Improvements Manager the authority to make the Experimental Traffic Orders permanent.

5/19 **Exclusion of the Press and Public**

This item was not required.

The meeting ended at 6.50 pm