

Merton Council

Council

2 February 2022

Supplementary Agenda 2 – Amendments to Motions

20 Amendments

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Agenda Item 20

Labour Amendment to Liberal Democrat Motion – Item 10

All England Lawn Tennis Club – restrictive covenants

Council Notes:

The assurances given by the AELTC and Merton Council when the Freehold of the land occupied by the Wimbledon Golf Club was sold to the AELTC by Merton Council

| The statement in the Wimbledon Informer on 24 September 1993 by the then Leader of Merton Council that:

“The golf course land will be retained as open space. The whole stretch has been designated Metropolitan Open Land. We have declared it a conservation area and placed strong covenants on the sale.”

The statement in the Wimbledon Informer on 24 September 1993 by the Chairman of the All England Lawn Tennis Club that:

| “We completely understand and support everyone’s determination to keep the land open and we have purchased the land on that basis.”

| Council therefore requests reiterates Cabinet to inform the AELTC that regardless of the results of the AELTC Planning Application 21/P2900 and any future similar applications, that it intends to enforce its that, while the land has in fact never been freely open to residents, covenants over this land held on behalf of the residents of Merton will need to be respected henceforth.

Council also notes that the covenant is a legal issue separate to the consideration of the AELTC Planning Application 21/P2900 and any future similar applications.

| Cllr Simon McGrath

Cllr Anthony Fairclough

Cllr Paul Kohler

| Amended motion reads:

Council Notes:

The assurances given by the AELTC and Merton Council when the Freehold of the land occupied by the Wimbledon Golf Club was sold to the AELTC by Merton Council

The statement in the Wimbledon Informer on 24 September 1993 by the then Leader of Merton Council that:

“The golf course land will be retained as open space. The whole stretch has been designated Metropolitan Open Land. We have declared it a conservation area and placed strong covenants on the sale.”

The statement in the Wimbledon Informer on 24 September 1993 by the Chairman of the All England Lawn Tennis Club that:

“We completely understand and support everyone’s determination to keep the land open and we have purchased the land on that basis.”

Council therefore reiterates that, while the land has in fact never been freely open to residents, covenants over this land held on behalf of the residents of Merton will need to be respected henceforth.

Council also notes that the covenant is a legal issue separate to the consideration of the AELTC Planning Application 21/P2900 and any future similar applications.

Labour Amendment to Conservative Motion – Item 12

Road charging non-strategic theme motion

Council recognises that since 2018 the Labour administration has introduced considered a range of new parking taxes charges that:

1. ~~Impose new charges on~~ Encourage all residents ~~in wards where there are no Labour councillors;~~ to use more sustainable travel;
2. ~~Do not work, as taxing parking cars does not reduce~~ Highlight the role that car use has on climate change and air pollution;
3. ~~Has~~ Recognise that, though they are least likely to be car owners, price rises could hit those on low incomes the hardest at a time when they are also those hit hardest by the government's cost of living crisis;
4. ~~Has had~~ Reflect that air pollution has a negative impact on children, families, the elderly and those who need care;
5. Has not, on its own, led to a significant reduction in emission levels in Merton, but has contributed towards this, alongside measures such as school streets and additional walking and cycling infrastructure which has seen Merton achieve the second highest score of all Outer London boroughs on the Healthy Streets Scorecard.

Council is therefore deeply concerned about suggestions that due to the loss of income to TfL there will be new proposals from the Mayor of London to:

1. Expand the ULEZ to all of Greater London;
2. Introduce a compulsory daily clean air charge for all petrol and diesel vehicles in Greater London;
3. Introduce a new boundary charge on vehicles travelling into Greater London.

Council recognises that as government is failing to fund TfL for the losses it has made during the pandemic as it has other transport providers, they are forcing TfL to consider the new proposals from the Mayor of London which – without appropriate mitigation measures – will risk:

- Hitting the residents with the lowest incomes the hardest;
- Threatening Merton's economic recovery from the pandemic by unnecessarily harming businesses;
- ~~Do nothing to tackle the pollution crisis which has gone unaddressed by the Mayor of London and the Labour administration.~~

Council calls upon the Leader of the Council to write to the Mayor of London Department of Transport to request that he the government abandons their approach to TfL funding that could lead to his damaging new proposals to unnecessarily tax Merton residents and harm the borough's economic recovery.

Cllr Nick McLean

Cllr Daniel Holden

Cllr Thomas Barlow

Amended motion reads:

Council recognises that since 2018 the Labour administration has considered a range of new parking charges that:

6. Encourage all residents to use more sustainable travel;
7. Highlight the role that car use has on climate change and air pollution;
8. Recognise that, though they are least likely to be car owners, price rises could hit those on low incomes the hardest at a time when they are also those hit hardest by the government's cost of living crisis;
9. Reflect that air pollution has a negative impact on children, families, the elderly and those who need care;
10. Has not, on its own, led to a reduction in emission levels in Merton, but has contributed towards this, alongside measures such as school streets and additional walking and cycling infrastructure which has seen Merton achieve the second highest score of all Outer London boroughs on the Healthy Streets Scorecard.

Council is therefore deeply concerned about suggestions that due to the loss of income to TfL there will be proposals from the Mayor of London to:

4. Expand the ULEZ to all of Greater London;
5. Introduce a compulsory daily clean air charge for all petrol and diesel vehicles in Greater London;
6. Introduce a new boundary charge on vehicles travelling into Greater London.

Council recognises that as government is failing to fund TfL for the losses it has made during the pandemic as it has other transport providers, they are forcing TfL to consider new proposals which – without appropriate mitigation measures – will risk:

- Hitting the residents with the lowest incomes the hardest;
- Threatening Merton's economic recovery from the pandemic by unnecessarily harming businesses;

Council calls upon the Leader of the Council to write to the Department of Transport to request that the government abandons their approach to TfL funding that could lead to damaging new proposals to unnecessarily tax Merton residents and harm the borough's economic recovery.