

Merton Council

Council meeting

Membership

The Mayor: Councillor Krsytal Miller

The Deputy Mayor: Councillor John Sargeant

Councillors: Agatha Mary Akyigyina, Stephen Alambritis, Mark Allison, Stan Anderson, Laxmi Attawar, Mark Betteridge, John Bowcott, Margaret Brierly, Richard Chellew, David Chung, Caroline Cooper-Marbiah, David Dean, John Dehaney, Nick Draper, Iain Dysart, Chris Edge, Suzanne Evans, Karin Forbes, Brenda Fraser, Samantha George, Suzanne Grocott, Maurice Groves, Jeff Hanna, Richard Hilton, James Holmes, Janice Howard, Mary-Jane Jeanes, Philip Jones, Andrew Judge, Linda Kirby, Gilli Lewis-Lavender, Logie Lohendran, Edith Macauley, Russell Makin, Maxi Martin, Peter McCabe, Diane Neil Mills, Oonagh Moulton, Ian Munn BSc, MRTPI(Rtd), Henry Nelles, Dennis Pearce, Judy Saunders, Linda Scott, Rod Scott, Debbie Shears, David Simpson CBE, Peter Southgate, Geraldine Stanford, Linda Taylor OBE, Sam Thomas, Ray Tindle, Gregory Patrick Udeh, Peter Walker, Martin Whelton, David Williams, Richard Williams, Miles Windsor and Simon Withey

Date: Wednesday 11 September 2013

Time: 7.15 pm

**Venue: Council chamber - Merton Civic Centre, London Road,
Morden SM4 5DX**

This is a public meeting and attendance by the public is encouraged and welcomed. For more information about the agenda please contact

democratic.services@merton.gov.uk or telephone [020 8545 3361](tel:02085453361).

All Press contacts: press@merton.gov.uk, 020 8545 3181

Council meeting

11 September 2013

1	Apologies for absence	
2	Declarations of interest	
3	Minutes of the meeting held on 10 July 2013	1 - 34
4	Announcements from the Mayor, Leader of the Council and the Chief Executive	
5	Public questions to Cabinet members (to be circulated at the meeting)	
6	Councillors questions to Cabinet members (to be circulated at the meeting)	
7	Report: Sustainable Communities with a Focus on Transport	35 - 50
a	Appendix A	51 - 90
b	Conservative Motion (Parking)	91 - 92
8	Notices of Motion	
a	Motion 1 (Conservative)	93
b	Motion 2 (Merton Coalition)	94
c	Motion 3 (Labour)	95 - 96
9	Call-in and Urgency	97 - 98

10	Changes of Membership to Committees and Related Matters	99 - 100
11	Petitions	101 - 102
12	Business for the next ordinary meeting	

Note on declarations of interest

Members are advised to declare any Disclosable Pecuniary Interest in any matter to be considered at the meeting. If a pecuniary interest is declared they should withdraw from the meeting room during the whole of the consideration of that matter and must not participate in any vote on that matter. If members consider they should not participate because of a non-pecuniary interest which may give rise to a perception of bias, they should declare this, withdraw and not participate in consideration of the item. For further advice please speak with the Assistant Director of Corporate Governance.

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Agenda Item 3

COUNCIL
10 JULY 2013
(19:15 – 22:20)

PRESENT: The Mayor, Councillor Krystal Miller
The Deputy Mayor, Councillor John Sargeant
Councillors Agatha Akyigyina, Stephen Alambritis, Mark Allison, Stan Anderson, Laxmi Attawar, Mark Betteridge, John Bowcott, Margaret Brierly, Richard Chellew, David Chung, David Dean, John Dehaney, Nick Draper, Iain Dysart, Chris Edge, Suzanne Evans, Karin Forbes, Brenda Fraser, Samantha George, Suzanne Grocott, Maurice Groves, Jeff Hanna, Richard Hilton, James Holmes, Janice Howard, Mary-Jane Jeanes, Philip Jones, Andrew Judge, Linda Kirby, Gilli Lewis-Lavender, Logie Lohendran, Edith Macauley, Russell Makin, Maxi Martin, Peter McCabe, Ian Munn, Diane Neil Mills, Oonagh Moulton, Henry Nelles, Dennis Pearce, Judy Saunders, Linda Scott, Rod Scott, Debbie Shears, David Simpson, Peter Southgate, Geraldine Stanford, Linda Taylor, Sam Thomas, Ray Tindle, Gregory Udeh, Peter Walker, Martin Whelton, David Williams, Richard Williams and Simon Withey.

Prayer including 1 minute silence in remembrance of former councillor Gam Gurung

Tributes were made as follows:

Councillor Stephen Alambritis

“Gam Gurung first applied to go onto the long party list in 2008 to be a councillor for the Labour Party for the 2010 local elections here in Merton. Gam Gurung was successfully selected to be that prospective candidate for the Colliers Wood ward in 2009. Following the 2010 elections, Gam Gurung was now Councillor Gam Gurung of Colliers Wood ward. I was very happy at Council meetings like these when I looked behind me at the massed ranks of my Labour councillors to see that we had the first ever elected Labour Ghurkha councillor in this land. Gam Gurung loved representing his residents; he loved talking about politics, but above all, he loved speaking in this chamber.

We all get a bit apprehensive when it comes to giving our maiden speeches, Gam was no different. I well remember him coming to me when he was down to make his maiden speech. He wanted to rehearse it, not in front of a mirror, but as he always said to me, “in front of my leader”. After just one rehearsal and a few tweaks to his original speech, he said that he was ready, and from that day on his speeches were perfectly timed and brilliantly delivered.

On one occasion he said to me that he wanted to invite the Nepalese Ambassador to Merton. I said I doubted that such a busy man would leave Central London for an outer London spot here in Merton. I was of course completely wrong Madam Mayor and he was completely right. Not only did the Ambassador come here, but His Excellency spent the whole day here, and as we came into this chamber for a visit to his community, the Ambassador was pleasantly surprised by over 100 people here

1

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COUNCIL
10 JULY 2013

from the Nepalese community, here not only for the Ambassador, but for Gam.

Gam was often seen next to Labour's Shadow Secretary of State for Defence, Jim Murphy MP, at events celebrating our armed forces in the House of Commons. Gam was next to Jim Murphy when Labour Friends of the Forces was created. Gam had a touching personality and worked very closely with his ward colleagues, Councillors Draper and Attawar. He did many nice and valuable things for people here and back in Nepal, where he opened a school in a ceremony attended by Councillor Russell Makin.

His values were to be kind to people less fortunate than himself. He was a soldier and a very brave soldier at that. He was a worker and a very hard worker at that. I found him to be a family man to a truly wonderful family. I shall continue to look behind me in the council chamber and I will forever see the country's first ever Labour Ghurkha councillor."

Councillor Gam Gurung may you rest in eternal peace.

Councillor Peter Southgate

"Thank you for allowing me to follow the Leader in paying tribute to Councillor Gam Gurung on behalf of the Merton Park Independents. I must admit I did not know very much about Gam until he arranged a reception for the Nepalese Ambassador in the Mayor's Parlour some two years ago. I learnt that evening what an extraordinary life he had led in the course of his journey from Nepal to Merton from childhood poverty to his long service with the Ghurkhas, then his struggles to establish a business in Nepal and his eventual decision to come to England and make a life for himself and his family here.

He was very proud I know to be the first ex-Ghurkha elected as a Labour councillor in England.

The Leader has touched on different aspects of his life, but when I compare it to my own relatively safe and comfortable childhood and upbringing in Merton, I feel immensely humbled by all that Gam achieved in the face of such challenges and adversity and although he's been taken from us at the tragically young age of 53, he did achieve so much for so many people in his life.

To his widow and his family I would say, we share your sense of loss but take comfort from the knowledge that he will be remembered as a great man."

Councillor Oonagh Moulton

"The Conservative Group were shocked to learn of the death of Councillor Gam Gurung. He was one of our most respected colleagues and I would like to join the Leader and other colleagues in offering our deepest sympathy to his family, friends and colleagues across the chamber.

With his election in May 2010, he became the first Ghurkha to be a member of this Council in its history. Gam was someone who was rightly proud of his heritage and

2

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COUNCIL
10 JULY 2013

he was always identifiable with his Ghurkha Terai hat at special events and occasions.

He did ensure, as the Leader stated, that the Mayor, then Councillor Gill Lewis-Lavender had the privilege of welcoming the Nepalese Ambassador to the Court of St James and here to our borough. This was a great honour for Merton and it was a direct consequence of Gam's efforts.

We knew him as a very kind man who had chosen a life of public service and who represented his Ghurkha community and his residents in Colliers Wood with dedication, commitment and loyalty. We will miss him."

Councillor Iain Dysart

"Gam Gurung was one of the friendliest people in politics I have met, and Gam Gurung went out of his way to engage with those of all persuasions. He was always standing up for his community and on building links with other communities. At Merton's Armed Forces Parades in 2011 and 2012, he proudly represented his regiment, yet he was also a humble man, full of humility. I doubt that he fully realised the esteem in which he was held. However, he is certainly much mourned and missed, as I am sure his family will know."

Councillor Suzanne Evans

"Great privilege to be at Gam's funeral. It's very humbling isn't it when you hear people talk about a man who everyone knew so much better than you and you realise that actually you missed out on quite a lot of his life and you wished you had got to know him better. The sheer amount of people there, the incredible passionate tributes that were paid to him, I really did wish I'd known him better and I think I speak for my colleagues here too.

I too was proud that we had an ex-Ghurkha on the Council. I was proud to be part of a Council that had him here. He was very missed at the Armed Forces Day Parade, when Gam, in his hat always struck such a striking figure. We will miss him greatly and I extend my sympathies and those of the Merton Coalition to my colleagues on the Labour benches and of course to Gam's friends and family."

Councillor Nick Draper

"Madam Mayor, in losing Councillor Gam Gurung, Colliers Wood has lost a friend as well as a councillor. We didn't have him for long enough. He had so much more to contribute than time and cancer allowed him. Laxmi and I and all our friends and neighbours in Colliers Wood will truly miss him. Madam Mayor, if you go on your travels, you go down Walpole Road in Colliers Wood, halfway down that road, you will find a wall that Gam built; he built it because an elderly couple had had their front wall kicked down by drunken thugs and the council couldn't replace it. Their

COUNCIL
10 JULY 2013

insurance company wouldn't replace it. So we did replace it. Gam as the brickie, me as his mate, because that's the team that we are in Colliers Wood. But we've lost a member of our team and we mourn a colleague that we think of fondly. And we think of his family too at this very sad time."

Councillor Chris Edge

"It's often said that death and taxes are the only certain things in life and that obviously is true. I was privileged to be able to give Gam Gurung's wife her citizenship a few years ago and sadly he was so embarrassed about his treatment that he had to wear a hat in the room where we presented that to her.

From my own standpoint, Gam was always very friendly, a true gentleman, one would expect nothing less from a Ghurkha. I think even people from the opposition he was extremely friendly to. He will be sadly missed."

Councillor Russell Makin

"Namaste.

I have known Gam since he was elected to Council three years ago. Before being elected, Gam's dream was to build an extension to a school in his village in Nepal. With the help of the Power Trust and after ten years of planning, Gam was invited to open the new building at Easter this year. My family and I were honoured to witness this event. Unfortunately, even though Gam travelled to Nepal, he was far too ill to take part in the ceremony, so he was ably represented by his son, who performed the opening on his behalf. The plaque on the school building says 'opened by Councillor Gam Gurung'. This was one of many schemes that Gam was involved in, and even though he did not see the final build, he was very proud of this achievement in his lifetime. My family stayed in Gam's village for a couple of days and saw where he'd come from. He was constantly involved, concerned and respected within the Nepalese community. They and all his friends and family will miss him greatly."

The Mayor

"I would like to add my condolences to all of my Labour colleagues as well."

Order of Business

The Mayor sought the approval of the meeting, duly agreed, to change the order of business to allow the taking of agenda item 21 (Freedom of the Borough) after agenda item 9 (Notice of Motion).

- 1 APOLOGIES FOR ABSENCE (Agenda item 1)
Councillor Miles Windsor.

COUNCIL
10 JULY 2013

2 DECLARATIONS OF PECUNIARY INTEREST (Agenda item 2)

None advised.

3 TO APPROVE THE MINUTES OF THE ANNUAL COUNCIL MEETING HELD ON 15 MAY 2013 (Agenda Item 3)

The following corrections were moved and agreed:

Page 1 – add at the end of the sentence “...Councillor Suzanne Evans advised of her resignation from the Conservative group whip.” The phrase “and her intention to set up a new group on the council.”

Page 1 – add at the end of the sentence “...Councillor Richard Hilton advised of his resignation from the Conservative group whip.” The phrase “and his intention to join Councillor Evan’s new group.”

Page 2 – the sentence “The Mayor thereupon put the nomination of Councillor Krystal Miller to the vote.....” Is amended to read “The Mayor thereupon put the nomination of Councillor Krystal Miller to the vote and there voted on a show of hands 51 for the nomination, 4 against and 2 abstaining.

RESOLVED: That the minutes as amended of the Annual Council Meeting held on 15 May 2013 are agreed as a correct record.

Minutes of the meeting held on 27 March 2013

Council agreed the following corrections to the minutes of the 27 March 2013 meeting identified subsequent to their formal approval by Council at its meeting held on 15 May 2013:

1) agenda page 3, under Mayors Announcements; second paragraph, delete the word "a" after the word "from"

2) agenda page 4, after " 11 years" in the final paragraph add "ago".

3) agenda page 5, after "energetic" add "

4) agenda page 9 under Motion 3 (Conservative): Second sentence to read “In moving the motion, Councillor David Dean sought the consent of the meeting,

4 TO RECEIVE ANNOUNCEMENTS FROM THE MAYOR, LEADER OF THE COUNCIL AND THE CHIEF EXECUTIVE (Agenda Item 4)

Presentations

Leader

“I am delighted that on 20 June I was able, on behalf of the staff in particular of this borough, the officers, the directors and the councillors and everyone involved with the borough, including the residents, to be in attendance at the Hilton in Park Lane, along with the Chief Executive and a number of other councillors, including Councillor Mark Allison and other officers, all sponsored by Conways, at no cost to the borough, to the 10th Anniversary Awards of the Municipal Journal which has been going for

COUNCIL
10 JULY 2013

about 126 years. They've been doing these awards for the last ten years and I am delighted to announce that the highlight of the evening, the last award was for the Best Achieving Council and that was for the London Borough of Merton.

May I just read from the actual brochure published after the awards:

"The London Borough of Merton's quiet, consistent and unassuming journey to excellence which has been consistently maintained, impressed the judges and made it a worthy winner amongst the very high calibre field for this Best Achieving Council of 2013 Award. Its high levels of resident satisfaction, staff commitment and joined-up political and managerial leadership were also strong contributing factors. The Council's commitment to partnership and to empowering community participation in service delivery has made a real difference to the needs of the disparate communities it serves."

Mayor

"There will be a short presentation to the three Leaders that have led this Council over the last ten years to take it to where it is today, Councillors David Williams, Andrew Judge and Stephen Alambritis.

I just wanted to say a big thank you to those who supported the first mayoral fundraiser of the year. When we finally added up the total, we raised £1800 which was a wonderful start to the year so thank you to everyone who showed their support.

You may notice that the Rabbi is wearing an insignia. This is a new insignia which we have obtained so that it can be used by any faith leader when supporting the Mayor. Obviously we are conscious of these difficult economic times, so just as with the cross which was donated by the YMCA in the 1970s, I'm very pleased to say that Revd. Andrew Wakefield has very generously donated this insignia. I have a certificate that I would like to present to Revd. Andrew Wakefield if he'll come to the front, as a mark of thanks from the borough."

5 QUESTIONS FROM THE PUBLIC (Agenda Item 5)

The public questions and the replies given to these are available for inspection on the web page for this meeting.

6 QUESTIONS FROM COUNCILLORS (Agenda Item 6)

The priority councillor questions and the replies given to these are available for inspection on the web page for this meeting.

7 REPORT: CORPORATE CAPACITY WITH A FOCUS ON LOCAL GOVERNMENT FINANCE (Agenda Item 7)

The priority questions and the replies given to these are detailed on the web page for this meeting.

The report was moved by Councillor Mark Allison and seconded by Councillor Mark Betteridge.

COUNCIL
10 JULY 2013

Report received.

Motion 1 (Conservative)

It was moved by Councillor Gilli Lewis-Lavender and seconded by Councillor Diane Neil Mills that

This Council notes that:

- Merton currently has £107million of 'usable reserves' in the bank;
- the previous Conservative Administration had set aside a relatively small amount of capital funding in its 2010 budget to purchase the land situated at the end of Rookwood Avenue in West Barnes Ward, which is currently owned by The Royal Borough of Kingston upon Thames; and
- this piece of land is shortly to be sold at auction.

This Council recognises that the inhabitants of Rookwood Avenue have suffered considerably during the building of the B&Q Superstore, which is located more or less in their back yard, following the granting of planning permission by the previous Mayor of London, Ken Livingstone, after initial refusal of the application by Merton's Planning Applications Committee. Many residents have lost a natural skyline view from their garden and potentially many thousands of pounds have been wiped off the value of their homes.

This Council believes that it is important to improve the quality of the environment in this Borough for local residents wherever possible and that the purchasing of this piece of land for use as an amenity space would greatly benefit the residents of Rookwood Avenue.

This Council therefore supports the purchase of this said piece of land and recommends that Cabinet seeks to acquire it from Kingston Council at the auction on 15 July 2013.

Liberal Democrat Amendment

It was moved by Councillor Mary Jane-Jeanes and seconded by Councillor Iain Dysart that the motion is amended as follows:

In penultimate paragraph, delete all words after "possible" and insert "and that should this land be purchased by the London Borough of Merton, the decision to leave the land in its current wild state or to change it should be made by the residents of Rookwood Avenue".

The amended penultimate paragraph would therefore read;

"This Council believes that it is important to improve the quality of the environment in this Borough for local residents wherever possible and that should this land be purchased by the London Borough of Merton, the decision to leave the land in its current wild state or to change it should be made by the residents of Rookwood Avenue".

COUNCIL
10 JULY 2013

The Mayor put the amendment to the meeting and, there being none voting to the contrary, declared the amendment to be carried.

The motion as amended thereupon became the substantive motion.

Labour Amendment

It was moved by Councillor Andrew Judge and seconded by Councillor Stephen Alambritis that the substantive motion is amended as follows:

In the first paragraph, delete the first bullet point; in the second bullet point, insert after "Kingston upon Thames": ", and the current capital budget includes a budget for acquisitions"; and delete the third bullet point and insert "officers have worked with The Royal Borough of Kingston upon Thames over a number of months to achieve a realistic valuation of the site which ensures value for money for council tax payers, albeit that Kingston have ultimately decided to sell the land at auction".

In the second paragraph, delete the rest of the first sentence after "back yard".

In the final paragraph, delete all after "said piece of land" and insert "if value for money for council tax payers can be achieved".

Motion now to read

This Council notes that:

- the previous Conservative Administration had set aside a relatively small amount of capital funding in its 2010 budget to purchase the land situated at the end of Rookwood Avenue in West Barnes Ward, which is currently owned by The Royal Borough of Kingston upon Thames, and the current capital budget includes a budget for acquisitions; and
- officers have worked with The Royal Borough of Kingston upon Thames over a number of months to achieve a realistic valuation of the site which ensures value for money for council tax payers, albeit that Kingston have ultimately decided to sell the land at auction.

This Council recognises that the inhabitants of Rookwood Avenue have suffered considerably during the building of the B&Q Superstore, which is located more or less in their back yard. Many residents have lost a natural skyline view from their garden and potentially many thousands of pounds have been wiped off the value of their homes.

This Council believes that it is important to improve the quality of the environment in this Borough for local residents wherever possible and that the purchasing of this piece of land for use as an amenity space would greatly benefit the residents of Rookwood Avenue.

This Council therefore supports the purchase of this said piece of land if value for money for council tax payers can be achieved.

The Mayor put the amendment to the meeting and, there being none voting to the contrary, declared the amendment to be carried.

COUNCIL
10 JULY 2013

The motion as further amended thereupon became the substantive motion.

The Mayor put the substantive motion to the meeting and, there being none voting to the contrary, declared the motion as amended to be carried.

It was, therefore

RESOLVED: That

This Council notes that:

- the previous Conservative Administration had set aside a relatively small amount of capital funding in its 2010 budget to purchase the land situated at the end of Rookwood Avenue in West Barnes Ward, which is currently owned by The Royal Borough of Kingston upon Thames, and the current capital budget includes a budget for acquisitions; and
- officers have worked with The Royal Borough of Kingston upon Thames over a number of months to achieve a realistic valuation of the site which ensures value for money for council tax payers, albeit that Kingston have ultimately decided to sell the land at auction.

This Council recognises that the inhabitants of Rookwood Avenue have suffered considerably during the building of the B&Q Superstore, which is located more or less in their back yard,. Many residents have lost a natural skyline view from their garden and potentially many thousands of pounds have been wiped off the value of their homes.

This Council believes that it is important to improve the quality of the environment in this Borough for local residents wherever possible and that should this land be purchased by the London Borough of Merton, the decision to leave the land in its current wild state or to change it should be made by the residents of Rookwood Avenue.

This Council therefore supports the purchase of this said piece of land if value for money for council tax payers can be achieved.

Motion 2 (Conservative)

It was moved by Councillor Suzanne Grocott and seconded by Maurice Groves that

This Council notes that:

- At the Council meeting of 21 November 2012 Merton adopted the default Localised Council Tax support scheme which was financed by removing second home discounts. No further budget reductions are required to fund this scheme for 2014/15.
- 22,808 residents in Merton currently benefit from the 25% single person council tax discount;
- The discount constitutes a £351 annual saving for the average Band D council tax bill in Merton; and

COUNCIL
10 JULY 2013

- If residents were to lose their discount, they would see a more than 30 per cent increase in their council tax bill.

This Council welcomes the current review being undertaken in order to reflect local requirements and recognises that residents may face difficulties if they are required to pay more towards Council Tax.

This Council believes that the single person discount provides a welcome reduction in council tax bills for thousands of hard working Merton residents, and in particular for many widowed pensioners and single parent families.

This Council is therefore concerned by recent calls from the Local Government Association and some individual councils around the country for the “full and unconstrained ability” to vary council tax discounts so that they can remove the single person discount.

This Council also recognises the potentially negative impact on pensioners' incomes posed by recent policy proposals from the Shadow Chancellor of the Exchequer, which include changes to the winter fuel allowance and inclusion of the state pension in the welfare cap.

This Council wants to see lower council tax bills for all residents in Merton and therefore resolves to firmly resist any attempts to scrap the 25% single person council tax discount; and further resolves to make the strongest possible representations to all national political parties and to the Local Government Association in support of retaining this discount for the thousands of pensioners and single parent families in the borough who currently benefit.

Labour Amendment

It was moved by Councillor Mark Allison and seconded by Councillor Richard Williams that the motion is amended as follows:

In the first paragraph, first bullet point, first sentence, after “Council Tax support scheme” insert “, and that the council meeting of 6 February 2013 removed” and after “second home discounts” insert “and exemptions on empty and unfurnished properties including those classed as uninhabitable. Although most Councils have simply absorbed the latter into their general funds, without maintaining Council Tax support at previous levels, Merton has used one to help offset the other”.

In the first paragraph, first bullet point, second sentence, delete “No” from “No further”; delete “are” and insert “may be”; and at the end of this bullet point insert “if the number of eligible claimants increases or the Government reduces the amount of grant available for Localised Council Tax support schemes”.

At the end of the second paragraph insert the following:

“Council notes that the Financial Monitoring Task Group of the Overview and

COUNCIL
10 JULY 2013

Scrutiny Commission is and will continue to be fully involved in the review and that the review findings will go to the Commission for comment.”

At the end of the fourth paragraph insert the following:

“However, council notes that local authorities have no local discretion in respect to single person discount. We are not aware of any plans to change it but if central government did make changes we would need to abide by them.”

Delete the fifth paragraph.

At the beginning of the fifth paragraph insert “As agreed by full council on 13 July 2011,”; delete all after “residents in Merton and” and insert the following:

“as such has frozen council tax for three years in a row and absorbed the cut in council tax benefits. Council resolves to await with interest the Overview and Scrutiny Commission’s response to the review of Merton’s local council tax scheme and asks Scrutiny to ensure that, as part of the 2014/15 budget round, all aspects of council tax are interrogated to ensure we are abiding by our July 2011 agreement and delivering low council tax to our residents.”

Motion now to Read

This Council notes that:

- At the Council meeting of 21 November 2012 Merton adopted the default Localised Council Tax support scheme, and that the council meeting of 6 February 2013 removed second home discounts and exemptions on empty and unfurnished properties including those classed as uninhabitable. Although most Councils have simply absorbed the latter into their general funds, without maintaining Council Tax support at previous levels, Merton has used one to help offset the other. Further budget reductions may be required to fund this scheme for 2014/15 if the number of eligible claimants increases or the Government reduces the amount of grant available for Localised Council Tax support schemes.
- 22,808 residents in Merton currently benefit from the 25% single person council tax discount;
- The discount constitutes a £351 annual saving for the average Band D council tax bill in Merton; and
- If residents were to lose their discount, they would see a more than 30 per cent increase in their council tax bill.

This Council welcomes the current review being undertaken in order to reflect local requirements and recognises that residents may face difficulties if they are required to pay more towards Council Tax. Council notes that the Financial Monitoring Task Group of the Overview and Scrutiny Commission is and will continue to be fully

COUNCIL
10 JULY 2013

involved in the review and that the review findings will go to the Commission for comment.

This Council believes that the single person discount provides a welcome reduction in council tax bills for thousands of hard working Merton residents, and in particular for many widowed pensioners and single parent families.

This Council is therefore concerned by recent calls from the Local Government Association and some individual councils around the country for the “full and unconstrained ability” to vary council tax discounts so that they can remove the single person discount. However, council notes that local authorities have no local discretion in respect to single person discount. We are not aware of any plans to change it but if central government did make changes we would need to abide by them.

As agreed by full council on 13 July 2011, this Council wants to see lower council tax bills for all residents in Merton and as such has frozen council tax for three years in a row and absorbed the cut in council tax benefits. Council resolves to await with interest the Overview and Scrutiny Commission’s response to the review of Merton’s local council tax scheme and asks Scrutiny to ensure that, as part of the 2014/15 budget round, all aspects of council tax are interrogated to ensure we are abiding by our July 2011 agreement and delivering low council tax to our residents.

The Mayor put the amendment to the meeting and declared it to be carried on a vote of 30 voting for the amendment, 25 voting against the amendment and 3 not voting.

The Mayor put the substantive motion to the meeting and, there being none voting to the contrary, declared the substantive motion to be carried.

RESOLVED: That the motion in the terms expressed by the Labour amendment detailed above is agreed.

Motion 3 (MPWIR)

It was moved by Councillor Peter Southgate and seconded by Councillor Karin Forbes that

This council congratulates all those who contributed to Merton’s outstanding success in being recognised as the Best Achieving Council in the MJ Achievement Awards 2013. Congratulations are due not only to the directors and staff of the council who worked so hard towards this award, but also to the partners, volunteers and community groups who play their part in making Merton a great place to live.

In 2002 the CPA rated Merton a “weak” authority and children’s services were put on special measures. Five years later, a radical change programme to turn around the council’s infrastructure resulted in a “four star – improving strongly” rating from the CPA – the highest attainable.

Continuous improvements have been achieved under the Conservative

COUNCIL
10 JULY 2013

administration of 2006-10, and the Labour administration from 2010 to the present. Both administrations focussed on the need to achieve operating efficiencies in order to maintain services in the face of reducing budgets. A shared sense of purpose ensured organisational and financial stability through the change of political control.

“Merton 2015” aims to transform services by 2015, and has already saved £70m from the budget. But Merton is more than a cost cutting council:

- The Merton Compact is an exemplary model of a partnership agreement between voluntary, public and private sectors to deliver services to residents, and has won many awards
- Nearly 400 volunteers in Merton’s libraries have prevented closures and enabled a 40% reduction in budget. The service won the 2012 Team London Award for the best practice and recruitment of volunteers
- Merton has pioneered shared services with neighbouring boroughs:
 - HR shared service with Sutton
 - Legal service shared with Richmond since 2011, now being extended to Kingston and Sutton
 - South London Waste partnership teams Merton with Croydon, Kingston and Sutton to build and operate an energy from waste plant that will save LBM £60m over the next 25 years

The need to maintain services to residents with fewer resources is expected to continue, but the MJ Achievement Award demonstrates that Merton is well placed to meet the challenge in the years ahead.

The Mayor put the motion to the meeting and, there being none to the contrary, declared the motion to be carried.

It was, therefore

RESOLVED: That the motion detailed above is agreed.

8 REPORTS OF COMMUNITY FORUMS (Agenda Item 8)

Councillor Richard Hilton addressed the meeting in respect of an issue raised at the Wimbledon Community Forum.

He referred to the matter raised in respect of good parking across the borough for both businesses and residents and, in particular, the need to simplify the free parking times which, at present, are confusing. The Forum agreed that officers look at this issue and report back.

Reports otherwise received.

9 NOTICES OF MOTION (Agenda Item 9)

Motion (Conservative and Independent Member)

It was moved by Councillor John Bowcott and seconded by Councillor Samantha George that

COUNCIL
10 JULY 2013

This Council notes Cabinet's agreement at its meeting on 16 January 2012 that:

- “the preferred management model for Morley Park should secure the best value and best facilities and services for the community within the borough and that, in addition to any lawful requirements, the process for selecting such should also be reasonable, fair and transparent”; and
- officers should continue “to review the details, rules and implementation of the Localism Act 2011 to ensure that the Council does not frustrate the aims of the legislation and, furthermore, to explore the opportunities presented by community trusts in respect of the management of parks and open spaces and to support local groups to achieve this objective where it can be demonstrated that there are clear and sustainable social, environmental and/or financial benefits to be gained from doing so”.

However, further to these resolutions by Cabinet and the motion passed by Full Council on 6 February 2013 welcoming the new Community Right to Bid and Community Right to Challenge, concerns continue to be raised by residents in the vicinity of the Atkinson Morley site about a lack of openness and transparency over the future management of the Metropolitan Open Land gifted to the Council under a section 106 agreement. In particular there have been concerns about:

- the Council's prejudicial antipathy to the proposal for an umbrella lease covering the whole of the open space;
- the process for awarding a formal sub-lease to Ursuline High School for use of the playing fields;
- the need to ensure the long term sustainability of the dowry received as part of the section 106 agreement; and
- the lack of information provided by the Council to enable the Morley Park Trust or any other community group to put together a detailed business plan for management of the open space.

This Council fully recognises the importance of assisting Ursuline High School to fulfil its outdoor sport and educational needs and therefore supports the leasing of the Morley Park playing fields to the school.

This Council also believes, however, that Merton needs to address the concerns highlighted by residents in a timely manner and so resolves to be much more open and transparent in its dealings with all community groups wishing to bid for local services or community assets.

This Council therefore requests that from now on Cabinet:

- a) sets out a clear and public timeline for considering each individual submission made by a community group in Merton under the Community Right to Bid or the Community Right to Challenge; and
- b) cooperates and engages closely with all such community groups, keeping both them and interested ward councillors fully informed at all stages of the

COUNCIL
10 JULY 2013

process so that local assets and services can be maintained for the benefit of the whole community.

Labour Amendment

It was moved by councillor Andrew Judge and seconded by Councillor Martin Whelton that the motion is amended as follows:

After the first paragraph, insert new paragraphs as follows:

“Council reiterates these principles and notes that as yet the land has not been gifted to the Council and therefore no decisions can be made at this stage.”

In the second paragraph, first bullet point, delete “prejudicial antipathy to” and insert “position on”.

In the second paragraph, fourth bullet point, insert “perceived” before “lack” and insert the following at the end of this bullet point:

“, noting however that the land has not yet come into council ownership or management and therefore many relevant details are unavailable”

At the end of paragraph four, after “bid for local services or community assets.”, insert new paragraphs as follows:

“The Council notes that no Community Right to Challenge could be considered at this site yet since no ‘qualifying service’ is in operation.

The Council welcomes the work being undertaken and progress made with Morley Park Trust and the Ursuline School to explore the potential of a Community Trust. A Steering Group has been established with these groups and the Council to oversee the development of a management regime and schedule of management for the site as well as a viable business plan allowing use by the school whilst maintaining public access. A work schedule and timetable is being prepared that will guide work between now and practical handover of the site to the Council.”

In final paragraph, delete “from now on” after “This Council therefore requests that” and in bullet point a) delete “sets” and insert “continues to set”.

Motion now to read:

This council notes Cabinet’s agreement at its meeting on 16 January 2012 that:

- “the preferred management model for Morley Park should secure the best value and best facilities and services for the community within the borough and that, in addition to any lawful requirements, the process for selecting such should also be reasonable, fair and transparent”; and
- officers should continue to “review the details, rules and implementation of the Localism Act 2011 to ensure that the Council does not frustrate the aims of the legislation and, furthermore, to explore the opportunities presented by community trusts in respect of the management of parks and open spaces and to support local groups to achieve this objective where it can be demonstrated

COUNCIL
10 JULY 2013

that there are clear and sustainable social, environmental and/or financial benefits to be gained from doing so”.

Council reiterates these principles and notes that as yet the land has not been gifted to the Council and therefore no decisions can be made at this stage.

However further to these resolutions by cabinet and the motion passed by Full Council on 6 February 2013 welcoming the new Community Right to Bid and Community Right to Challenge, concerns continue to be raised by residents in the vicinity of the Atkinson Morley site about a lack of openness and transparency over the future management of the Metropolitan Open Land gifted to the Council under a section 106 agreement. In particular there have been concerns about:

- the Council’s position on the proposal for an umbrella lease covering the whole of the open space;
- the process for awarding a formal sub-lease to Ursuline High School for the use of the playing fields;
- the need to ensure the long term sustainability of the dowry received as part of the section 106 agreement; and
- the perceived lack of information provided by the Council to enable the Morley Park Trust or any other community group to put together a detailed business plan for management of the open space, noting however that the land has not yet come into council ownership or management and therefore many relevant details are unavailable

This Council fully recognises the importance of assisting Ursuline High School to fulfil its outdoor sport and educational needs and therefore supports the leasing of Morley Park playing fields to the school.

This Council also believes, however, that Merton needs to address the concerns highlighted by residents in a timely manner and so resolves to be much more open and transparent in its dealings with all community groups wishing to bid for local services or community assets.

The Council notes that no Community Right to Challenge could be considered at this site yet since no ‘qualifying service’ is in operation.

The Council welcomes the work being undertaken and progress made with Morley Park Trust and the Ursuline School to explore the potential of a Community Trust. A Steering Group has been established with these groups and the Council to oversee the development of a management regime and schedule of management for the site as well as a viable business plan allowing use by the school whilst maintaining public access. A work schedule and timetable is being prepared that will guide work between now and practical handover of the site to the Council.

This Council therefore requests that Cabinet:

- a) continues to set out a clear and public timeline for considering each individual submission made by a community group in Merton under the Community

COUNCIL
10 JULY 2013

- Right to Bid or the Community Right to Challenge; and
- b) cooperates and engages closely with all such community groups, keeping both them and interested ward councillors fully informed at all stages of the process so that local assets and services can be maintained for the benefit of the whole community.

The Mayor put the amendment to the meeting and there voted for the amendment 30, 25 voting against the amendment and 3 not voting.

The Mayor declared the amendment to be carried.

The Mayor put the motion as amended to the meeting and, there being none to the contrary, it was

RESOLVED: That the motion expressed in the terms of the Labour amendment is agreed.

10 FREEDOM OF THE BOROUGH (Agenda Item 21)

Reason for Urgency: The Mayor has agreed to the submission of this item as a matter of urgency in order that arrangements may be put in place to hold a meeting of the council specially convened for the purpose to admit a person to the roll of honorary freeman of the borough.

The recommendations to the submitted report were moved by Councillor Stephen Alambritis and seconded by Councillor Nick Draper.

Oral Amendment (Merton Coalition)

It was moved by Councillor Suzanne Evans and seconded by Councillor Richard Hilton that, in addition to Andy Murray, Virginia Wade, Angela Mortimer and Ann Haydon-Jones are admitted Honorary Freewomen of the London Borough of Merton with immediate effect and without the need, therefore, to refer the matter to the General Purposes Committee.

At the request of the Mayor, the Chief Executive confirmed that legislation requires that notice is given of a council meeting specially convened for the purpose of admitting persons as Freeman/Freewoman of the borough.

The Mayor put the amendment to the meeting and declared it to be lost on a vote of 6 voting for the amendment, 43 voting against the amendment and 7 not voting.

The Mayor put the recommendations to the meeting and, there being none to the contrary, declared the recommendations to be carried.

It was, therefore

RESOLVED: That

A. agreement is given to the holding of a special meeting to admit Mr Andy Murray as Honorary Freeman of the London Borough of Merton;

B. the Chief Executive is authorised to make all necessary arrangements and spend such reasonable sums as may be required to give effect to resolution A; and

C. recognising that there may be other persons deserving of consideration for the Honorary Freedom of the Borough, not least Merton residents who have made very significant contributions to our local community, but also the last British Ladies' Singles Champion at the Wimbledon Tennis Championships, and therefore asks the General Purposes Committee to consider a report on this at its next meeting for recommendation to Full Council.

11 OVERVIEW AND SCRUTINY ANNUAL REPORT 2012-2013 (Agenda Item 10)

The recommendation to the submitted was moved by Councillor Peter Southgate and seconded by Councillor Peter McCabe.

The Mayor put the recommendation to the meeting and, there being none to the contrary, it was

RESOLVED: That the report of the Overview and Scrutiny Commission is received.

12 APPOINTMENT OF A CO-OPTED MEMBER OF THE STANDARDS COMMITTEE (Agenda Item 11)

The recommendation to the submitted report was moved by Councillor Mark Allison and seconded by Councillor Stephen Alambritis

The Mayor put the recommendation to the meeting and, there being none to the contrary, it was

RESOLVED: That agreement is given to the appointment of Sophie Bowen as a co-opted member of the Standards Committee for a three year period from 1 July 2013.

13 MERTON'S COMMUNITY INFRASTRUCTURE LEVY – SUBMISSION TO THE SECRETARY OF STATE (Agenda Item 12)

The recommendation to the submitted report was moved by Councillor Andrew Judge and seconded by Councillor Ian Munn.

The Mayor put the recommendation to the meeting and, there being none to the contrary, it was

RESOLVED: That

1. Merton's Community Infrastructure Levy Charging Schedule is submitted to the Secretary of State for examination by a Planning Inspector; and

2. any changes to Merton's CIL charging schedule that arise between 11

COUNCIL
10 JULY 2013

July 2013 and the receipt of the Inspector's final report are delegated to the Director of Environment and Regeneration, in consultation with the Cabinet Member for Environmental Sustainability and Regeneration.

14 MERTON'S SITES AND POLICIES PLAN AND POLICIES MAP –
SUBMISSION TO THE SECRETARY OF STATE (Agenda Item 13)

The recommendation to the submitted report was moved by Councillor Andrew Judge and seconded by Councillor Ian Munn.

Amendment (Conservative)

It was moved by Councillor David Williams and seconded by Councillor Linda Taylor that the recommendations are amended as follows:

At Recommendation (A) to add the words:

“...save that:

- at 2.17 (a) the cross party BPAC recommendation of the Allocated Use description for Wimbledon Library (Site 16) be accepted by re-inserting the word ‘ancillary’ and also adding after ‘...retained and improved...’ the words ‘with ground floor access from the Wimbledon Hill Road frontage’
- Site 01 (Hartfield Road car park), Site 28 (P4 Land adjacent to Wimbledon Theatre) and Site 41 (Kingston Road opposite Lower Downs) be removed from the Sites and Policies Plan
- Serious consideration be given to the various concerns raised by residents about the nature of the ‘supporting enabling development’ proposed for Site 37 (Wimbledon Greyhound Stadium) and its impact in terms of noise, traffic and risk of flooding; and full and early consultation be undertaken with local residents, businesses and community groups during the development of the Supplementary Planning Document proposed for this Site.”

N.B. The Wimbledon Library (Site 16) Allocated Use description would become (with additional words highlighted in italics):

Library to be retained and improved ***with ground floor access from the Wimbledon Hill Road frontage***. Remainder of the site to be considered suitable for an ***ancillary*** appropriate mix of any of the following: community (D1 Use Class), retail (A1 Use Class), financial and professional services (A2 Use Class) restaurants and cafes (A3 Use Class) offices (B1a Use Class) and residential (C3 Use Class)

The amended Recommendation (A) would then read:

Recommendation A

A. Note the recommendations of Cabinet as detailed in paragraphs 2.16-2.18 of this report save that:

- at 2.17 (a) the cross party BPAC recommendation of the Allocated Use

COUNCIL
10 JULY 2013

description for Wimbledon Library (Site 16) be accepted by re-inserting the word 'ancillary' and also adding after '...retained and improved...' the words 'with ground floor access from the Wimbledon Hill Road frontage'

- Site 01 (Hartfield Road car park), Site 28 (P4 Land adjacent to Wimbledon Theatre) and Site 41 (Kingston Road opposite Lower Downs) be removed from the Sites and Policies Plan
- Serious consideration be given to the various concerns raised by residents about the nature of the 'supporting enabling development' proposed for Site 37 (Wimbledon Greyhound Stadium) and its impact in terms of noise, traffic and risk of flooding; and full and early consultation be undertaken with local residents, businesses and community groups during the development of the Supplementary Planning Document proposed for this Site.

The Mayor put the amendment to the meeting and declared it to be lost on a vote of 23 voting for the amendment, 29 voting against the amendment and 5 not voting.

Amendment (Merton Coalition)

It was moved by Councillor Suzanne Evans and seconded by Councillor Chris Edge that the recommendations are amended as follows:

SITE PROPOSAL 16 – WIMBLEDON LIBRARY/MARLBOROUGH HALL (P332-333)

Paragraph: 'Use suggested/organisation' (p332)

First sentence: Library to be retained *at least at its current size and in its current position on the ground floor* and improved.

Then insert new following sentence: *The main entrance of the library will remain at the front of the building on Wimbledon Hill Road .*

Paragraph: 'Allocated Use' (p333)

At end of paragraph add the words: *subject to the proviso there will always be a library of at least the same size as at present on the ground floor of the current building."*

SITE PROPOSAL 28 – "P4" LAND ADJOINING WIMBLEDON THEATRE (P337-339)

Paragraph: 'Use suggested/organisation:' Business use (B1) *and Sui Generis Use (Car Park)*

Paragraph: Allocated Use:' Add additional first sentence to read:

20

All minutes are draft until agreed at the next meeting of the committee/panel. To find out the date of the next meeting please check the calendar of events at your local library or online at www.merton.gov.uk/committee.

COUNCIL
10 JULY 2013

Current public car park capacity to be maintained on the site together with....etc

The Mayor put the amendment to the meeting and declared it to be lost on a vote of 6 voting for the amendment, 29 against the amendment and 23 not voting.

The Mayor put the recommendations to the submitted report to the meeting and declared them to be carried on a vote of 30 voting for, 25 against and 3 not voting.

It was, therefore

RESOLVED: That

A. the recommendations of Cabinet as detailed in paragraphs 2.16-2.18 of the submitted report are noted;

B. Merton's Sites and Policies Plan and Policies Map is submitted to the Secretary of State for independent examination (this would be preceded by a statutory six week consultation period between July and September 2013);

C. agreement is given to the timetable for production set out in section 5 of the submitted report;

D. delegated authority is given to the Director of Environment and Regeneration in consultation with the Cabinet Member for Environmental Sustainability and Regeneration and the chair and vice-chair of the Borough Plan Advisory Committee for changes to the documents between 10 July 2013 and the receipt of the Planning Inspector's final report:

(i) to approve minor alterations to the plans for submission to the Secretary of State for independent examination and as necessary throughout the examination process

(ii) to consider and approve officers' response to comments received at the pre-submission public consultation, and associated minor alternations to the plans for their submission to the Planning Inspector via the Secretary of State

D. delegated approval of significant alterations to Merton's *Sites and Policies Plan and Policies Map* arising from matters including responses to pre-submission public consultation, national or regional policy changes, additional relevant evidence is given to the Director for Environment and Regeneration in consultation with the Cabinet Member for Environmental Sustainability and Regeneration and the chair and vice chair of the Borough Plan Advisory Committee.

COUNCIL
10 JULY 2013

15 MERTON'S COMMUNITY PLAN REFRESH 2013 (Agenda Item 14)

It was moved by Councillor Stephen Alambritis, seconded by Councillor Mark Betteridge and, upon the Mayor putting the recommendation to the meeting

RESOLVED: That the Merton Community Plan 2013 detailed at Appendix 1 to the submitted report is endorsed.

16 DEVELOPING AN ARMED FORCES COMMUNITY COVENANT FOR THE LONDON BOROUGH OF MERTON (Agenda Item 15)

The recommendation to the submitted report was moved by Councillor Edith Macauley and seconded by Councillor Mark Betteridge.

Amendment (Merton Coalition)

It was moved by Councillor Suzanne Evans and seconded by Councillor Richard Hilton that:

Appendix 2 - Armed Forces Community Covenant action plan

Paragraph headed: "Support Veterans to find suitable housing locally"

Change the first paragraph to read:

Maintain as a minimum the current Housing Allocation quota of 8 units for the provision of housing to ex-armed forces personnel and their families providing tenancy sustainment and referrals to floating support services where required. Review this quota on a six-monthly basis and if required increase the allocation to meet demand. Between reviews, armed forces personnel with a serious injury, illness or a disability which is wholly or partly attributable to their service will be given priority.

The Mayor put the amendment to the meeting and declared the amendment to be lost on a vote of 6 voting for the amendment and 28 voting against.

The Mayor put the recommendation to the meeting and, there being none to the contrary, declared the recommendation to be carried.

It was, therefore

RESOLVED: That the Community Covenant and associated action plan set out in Appendices 1 and 2 of the submitted report are agreed.

Note:

It being 22:15, the guillotine fell and the remaining business was conducted in accordance with Part 4A and Paragraph 5.5(b) of the Council's constitution.

COUNCIL
10 JULY 2013

17 PROPORTIONALITY AND APPOINTMENT OF GROUP NOMINATIONS
(Agenda Item 16)

The Mayor confirmed that two amendments comprising a proposal received from the Conservative group (incl. nominations) and a proposal received from the Merton Coalition group had been circulated in the chamber **(the proposals are attached as appendices to these minutes)**

The Mayor advised that she would take the Conservative amendment first and this was duly moved and seconded by Councillors David Simpson and Oonagh Moulton.

The Mayor put the Conservative amendment to the vote and there voted for the amendment 19 and voting against the amendment 6.

The Mayor declared the amendment to be carried and that, consequently, the Merton Coalition amendment falls.

Legal advice was sought on the position with regard to the amendments. The legal adviser stated:

“What was put to the meeting was proposition 1 submitted by the Conservative group. Proposition 2 is also on the table. A vote was taken on proposition 1 which has been agreed by Council and, therefore, proposition 2 falls.”

The Mayor advised that she would now move to the next item of business.

18 CALL-IN AND URGENCY – AWARD OF CONTRACT FOR WINDOW
REPLACEMENT PROJECT AT THE CIVIC CENTRE (Agenda Item 17)

The report was deemed to be moved and seconded.

The Mayor put the recommendation in the submitted report to the meeting and there being none to the contrary, declared the recommendation to be carried.

It was, therefore

RESOLVED: That the taking of an urgent key decision requiring the waiving of the call-in procedure is noted.

19 CHANGES TO MEMBERSHIP OF COMMITTEES AND RELATED MATTERS
(Agenda Item 18)

The report was deemed to be moved and seconded.

Councillor David Simpson advised of a proposed membership change which was duly agreed i.e.

Local Government Association – replace Councillor Chris Edge with Councillor John Bowcott.

The Mayor put the recommendation in the submitted report to the meeting and there being none to the contrary, declared the recommendation to be carried.

It was, therefore

COUNCIL
10 JULY 2013

RESOLVED: That the changes to the membership of committees approved under delegated powers since the last meeting of the Council are noted and that the foregoing membership change detailed above is agreed.

20 PETITIONS (Agenda Item 19)

The report was deemed to be moved and seconded.

The Mayor put the recommendation in the submitted report to the meeting and there being none to the contrary, declared the recommendation to be carried.

It was, therefore

RESOLVED: That

1. the advice given by officers in respect of the petition presented to the 27 March Council meeting is noted; and

2. petitions are received as follows:

a petition submitted by Councillor Iain Dysart on behalf of residents of Stanley Avenue and Blakes Terrace asking that their streets are resurfaced; and

a petition submitted by Councillor Mary-Jane Jeanes on behalf of residents Barnard Gardens and Errol Gardens asking the Council to enforce the 'Tree Preservation Order' on the mature ash tree at the cul de sac end of Barnard Gardens.

21 BUSINESS FOR THE NEXT ORDINARY MEETING (Agenda Item 20)

It was moved by Councillor Oonagh Moulton and duly agreed that the Strategic Theme to be considered at the September meeting of the Council is 'Sustainable Communities with a Focus on Transport'

Conservative Proposal – Agenda Item 16 - Proportionality

Committees subject to Statutory proportionality	Allocations actual						
	Labour	Con	MPIR	MC	LD	I	
Scrutiny committees							
OS Commission (10)	4	4	1	0	1	0	
Healthier Communities (8)	4	3	0	0	0	1	
Children and Young People (10)	4	4	1	0	1	0	
Sustainable Communities (8)	4	3	1	0	0	0	
JHSC (2)	1	0	0	1	0	0	
Committees							
Appointments (10)	5	3	0	1	0	1	
General Purposes (10)	5	4	0	1	0	0	
Licensing (12)	5	5	1	1	0	0	
Licensing misc (12)	5	5	1	1	0	0	
Planning (10)	5	3	1	1	0	0	
Standards (8)	4	2	0	1	1	0	
Appeals (6)	3	2	0	1	0	0	
Advisory Committees established by the Council							
Pension Fund AC (3)	2	1	0	0	0	0	
Borough Development Plan AC (6)	3	2	0	1	0	0	
JCC (5)	3	1	0	1	0	0	
CADAP (5)	2	2	0	1	0	0	
Member School Standards Panel (3)	1	1	0	0	1	0	

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APPENDIX A
CONSTITUTION OF COMMITTEES, SUB-COMMITTEES AND SCRUTINY BODIES AND ALLOCATION OF SEATS TO GROUPS

COMMITTEE	CONSERVATIVE
<p>OVERVIEW AND SCRUTINY COMMISSION (10 seats + 4 voting Co-opted Members) – substitutes allowed</p>	<p>4 seats Cllr Diane Neil Mills Cllr Samantha George Cllr Logie Lohendran Cllr Suzanne Grocott Substitutes: Cllr Oonagh Moulton Cllr Henry Nelless</p>
<p>HEALTHIER COMMUNITIES AND OLDER PEOPLE OVERVIEW AND SCRUTINY PANEL (8 seats) – substitutes allowed</p>	<p>3 seats inc chair Cllr Logie Lohendran (Chairman) Cllr Debbie Shears Cllr Maurice Groves Substitutes: Cllr Gilli Lewis-Lavender Cllr Suzanne Grocott</p>
<p>CHILDREN AND YOUNG PEOPLE OVERVIEW AND SCRUTINY PANEL (10 seats) – substitutes allowed</p>	<p>4 seats inc vice-chair Cllr James Holmes (Vice Chairman) Cllr Ray Tindle Cllr Linda Taylor Cllr Oonagh Moulton Substitutes: Cllr Simon Withey Cllr Debbie Shears</p>

APPENDIX A

<p>SUSTAINABLE COMMUNITIES OVERVIEW AND SCRUTINY PANEL (8 seats) – substitutes allowed</p>	<p>3 seats inc vice-chair</p> <p>Cllr Ray Tindle (Vice Chairman) Cllr David Dean Cllr Samantha George</p> <p>Substitutes: Cllr Janice Howard Cllr Miles Windsor</p>
<p>BOROUGH PLAN ADVISORY PANEL (6 seats) – substitutes allowed</p>	<p>2 seats inc vice-chair</p> <p>Cllr Diane Neil Mills (Vice Chairman) Cllr Henry Nelles</p> <p>Substitute: Cllr Maurice Groves</p>
<p>APPOINTMENTS COMMITTEE (10 seats) No substitutes</p>	<p>3 seats</p> <p>Cllr Oonagh Moulton Cllr Debbie Shears Cllr Samantha George</p>

APPENDIX A

<p>GENERAL PURPOSES COMMITTEE (10 seats) – substitutes allowed</p>	<p>4 seats inc vice-chair</p> <p>Cllr Janice Howard (Vice Chairman) Cllr David Williams Cllr Gilli Lewis-Lavender Cllr Debbie Shears</p> <p>Substitutes: Cllr Ray Tindle Cllr Henry Nellless</p>
<p>STANDARDS COMMITTEE (8 seats plus 3 co-opted non-voting members)</p>	<p>2 seats</p> <p>Cllr Janice Howard Cllr David Williams</p> <p>Substitutes: Cllr Oonagh Moulton Cllr Henry Nellless</p>
<p>LICENSING COMMITTEE (Licensing Act and Gambling Act purposes) (12 seats) No substitutes</p>	<p>5 seats inc chair</p> <p>Cllr David Simpson (Chairman) Cllr John Bowcott Cllr Logie Lohendran Cllr Debbie Shears Cllr Linda Taylor</p>
<p>LICENSING SUB-COMMITTEE (of above committee) (3 seats)</p>	

APPENDIX A

<p>PLANNING APPLICATIONS COMMITTEE (10 seats plus 1 Independent non-voting co-opted member to be appointed by the Planning Committee) Substitutes allowed</p>	<p>3 seats inc vice-chair Cllr John Bowcott (Vice Chairman) Cllr David Dean Cllr Simon Withey Substitutes: Cllr Maurice Groves Cllr Janice Howard</p>
<p>APPEALS COMMITTEE (6 seats) No substitutes</p>	<p>2 seats Cllr Margaret Brierly Cllr Oonagh Moulton</p>
<p>SOUTH WEST LONDON JOINT HEALTH OVERVIEW AND SCRUTINY COMMITTEE (2 SEATS) – substitutes allowed</p>	<p>0 seat</p>

CONSTITUTION OF CONSULTATIVE FORUMS AND OTHER BODIES AND ALLOCATION OF SEATS TO GROUPS

COMMITTEE	CONSERVATIVE
<p>CONSERVATION AND DESIGN ADVISORY PANEL (5 seats plus representatives of local conservation areas and regional/national organisations) – substitutes allowed</p>	<p>2 seats inc chair Cllr Maurice Groves (Chairman) Cllr John Bowcott Substitute: Cllr Miles Windsor</p>
<p>Now operating as the Heritage and Design Working Group JOINT CONSULTATIVE COMMITTEE WITH ETHNIC MINORITY ORGANISATIONS</p>	<p>1 seat Cllr Logie Lohendran</p>
<p>(5 seats plus representatives of Barton's ethnic minority organisations) No substitutes</p>	<p>1 seat</p>
<p>MEMBERS' SCHOOL STANDARDS PANEL (3 seats + 1 substitute)</p>	<p>Cllr James Holmes</p>
<p>PENSION FUND ADVISORY COMMITTEE (3 seats)</p>	<p>1 seat Cllr Samantha George</p>

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Agenda item 16 - Merton Coalition – Proportionality

Committees subject to Statutory proportionality	Seats	Allocations actual						
		Labour	Con	MPIR	MC	IND	LD	
Scrutiny committees								
Commission	10	4	3	1	1	0	1	0
Healthier Communities	8	4	3	0	1	0	0	0
Children and Young People	10	4	3	1	0	1	1	0
Sustainable Communities	8	4	2	1	1	0	0	0
JHSC	2	1	1	0	0	0	0	0
Committees								
Appointments	10	5	4	0	1	0	0	0
General Purposes	10	5	4	0	1	0	0	0
Licensing	12	5	5	1	1	0	0	0
Licensing misc	12	5	5	1	1	0	0	0
Planning	10	5	3	1	1	0	0	0
Standards	8	4	2	0	1	0	1	0
Appeals	6	3	3	0	0	0	0	0
Advisory Committees established by the Council								
Pension Fund AC	3	2	1	0	0	0	0	0
Borough Development Plan AC	6	3	2	0	0	1	0	0
JCC	5	3	1	0	1	0	0	0
CADAP	5	2	2	0	1	0	0	0
Member School Standards Panel	3	1	1	0	0	0	1	0

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Committee: Ordinary Council Meeting

Date: 11th September 2013

Wards: All

Subject: Strategic Objective Review – Sustainable Communities with a focus on Transport

Lead officer: Chris Lee, Director of Environment and Regeneration

Lead member: Councillor Andrew Judge, Cabinet Member for Environmental Sustainability & Regeneration

Forward Plan reference number: N/A

Contact officer: Richard Lancaster, Future Merton

Recommendations:

A. That Council consider the content of the report

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 Council at its meeting on 6 March 2013 approved the Business Plan 2013 - 2016.

1.2 The Business Plan represents the way in which the council will deliver the Community Plan, which is grouped into five strategic themes (sustainable communities, safer and stronger communities, healthier communities, older people, children and young people). Performance against these themes, plus an additional theme of corporate capacity, is monitored by Council.

1.3 Each meeting of Council will receive a report updating on progress against one of these strategic themes. This report provides Council with an opportunity to consider progress against the priorities that are to be delivered under the Sustainable Communities theme, with a focus on transport.

1.4 The ambition for this theme is to improve sustainable transport provision, support economic growth, increase investment and work towards carbon reduction. The key portfolio holder is Councillor Andrew Judge, Cabinet Member for Environmental Sustainability & Regeneration.

1.5 The report will focus on the policy context, delivery, challenges, successes and opportunities in relation to traffic and transport.

2 POLICY CONTEXT

2.1 The Mayor's Transport Strategy (MTS) sets out the transport vision for the capital and details how Transport for London and partners, including boroughs, will deliver the plan over the next 20 years.

2.2 Key proposals within the MTS that are most relevant to Merton include:

- improving the underground, rail and buses;
- implementing a cycle 'revolution';
- smoothing traffic flow;
- improving transport interchanges;
- making walking count;
- creating a better public realm;
- improved accessibility to the transport network.

2.3 At a local level, improving access to transport, addressing issues associated with road safety, tackling congestion and encouraging sustainable travel behaviour are important elements of Merton's Community Plan. In addition, Merton's overarching transport policy is set out in the Local Development Framework Core Strategy, adopted in 2011. With respect to transport, there are 3 overarching themes: 'Active Transport', 'Public Transport' and 'Parking, Servicing and Delivery'.

2.4 The key transport document for Merton is the Local Implementation Plan (LIP), which is a statutory document designed to demonstrate how Merton can contribute to the Mayor of London's Transport Strategy (MTS) and to deliver the transport objectives identified in Merton's key policy documents including the Local Development Framework Core Strategy and the Community Plan.

3 KEY TRANSPORT CHALLENGES

3.1 Over the 20 year lifetime of the MTS and the LIP Merton faces a number of transport challenges. Many of these challenges align with the key transport related issues identified in the Community Plan and are summarised as follows:

Regenerating Town Centres

3.2 The regeneration of Merton's town centres is one of the highest priorities for the borough, and transport planning has a fundamental role to play in order to create the necessary conditions to encourage future growth. Key elements include improving access to the town centre, movement through the town centre and enhancing the overall quality and functionality of the public realm.

Car Ownership

3.3 Whilst Merton is generally well connected to public transport services, it does experience high levels of car ownership when compared to London as a whole, principally a reflection of its outer London location. Whilst car ownership levels across the borough are reducing, approximately 68% of households still have access to at least one car. In addition, a high proportion of residents also work outside the borough, with an average commute of 10.7km, taking an average of 31 minutes.

Congestion

- 3.4 Given Merton's relatively high car ownership levels, residents' commuting patterns and the high proportion of traffic passing through and not stopping in the borough, congestion remains a major issue for Merton. Associated problems with congestion relate to the impact upon health, including air pollution and increasing CO2 levels, and the economic cost created by delays. Tackling congestion is a principle objective of the MTS, with key policies focusing on smoothing traffic flow and increasing the modal share of sustainable transport modes. However, the issue is extremely complex, and the establishment of the Roads Task Force by the Mayor of London emphasises the need for an increased focus on the function of roads.

Road Safety

- 3.5 Whilst there has been significant progress in the last 10 years to reduce accidents, road safety remains a high priority. One of the key issues to tackle is the disproportionate accident rates amongst cyclists and powered two wheelers. In addition, given the MTS's focus on significantly increasing walking and cycling over coming years, a corresponding increase in funding and resources to tackle casualty levels associated with such modes will be required. Over the last 2 years Merton has begun to experience an increase in casualty rates. Whilst the increases are coming from a relatively low base rate, road safety projects and education programmes will need to be adjusted accordingly, and collision rates will need to be closely monitored, to address the issues.

Encouraging Sustainable Transport

- 3.6 Increasing walking and cycling levels, within Merton and across the sub-region, is a fundamental challenge. For example, the MTS includes a target to increase cycling in London by 400% by 2031, in order to achieve a 5% modal share. Within Merton, the current modal share for cycling is approximately 2%, so in order to achieve this step-change and necessary 'lift off' to create the environment to significantly improve the conditions for cycling will inevitably require substantial investment and improved co-ordination across the south sub-region.

Encouraging the use of Public Transport

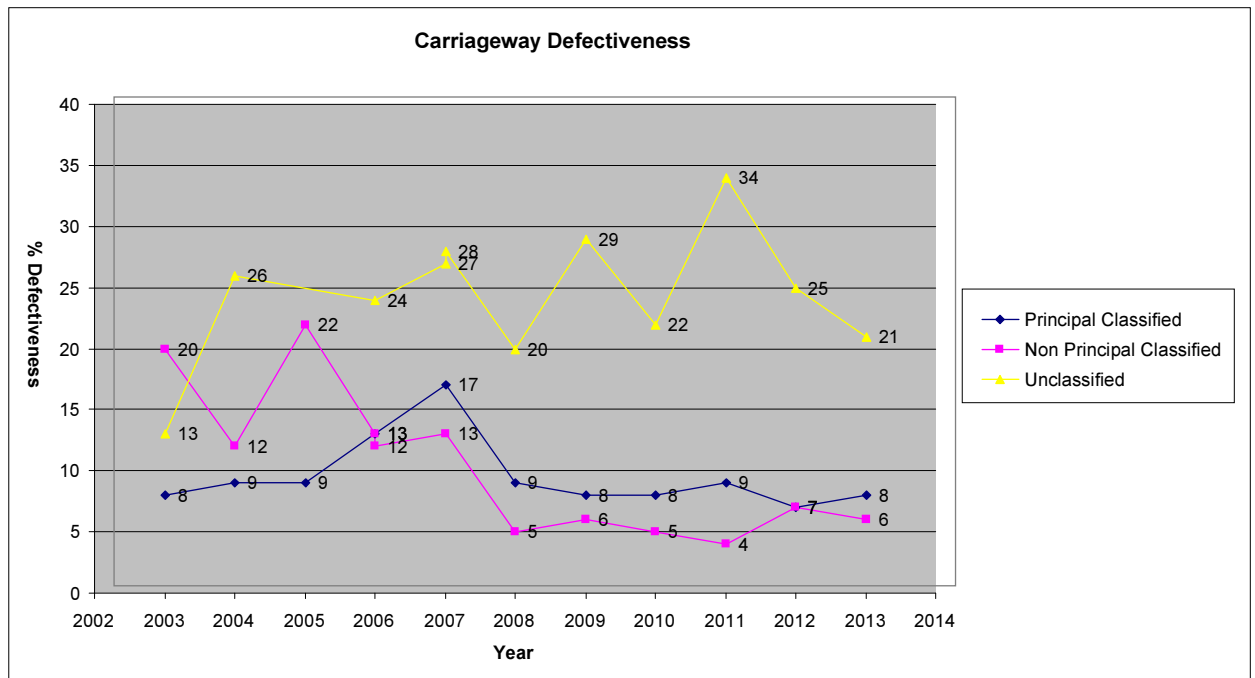
- 3.7 Increasing the use of public transport, and improving access for all, remain a key priority, and reflects some of the key issues identified in the Community Plan.
- 3.8 Certain areas of the borough experience public transport accessibility levels on a par with a central London location, whilst others are very poorly served. Addressing this issue, improving orbital connections, and increasing capacity on the existing network, remain key priorities.

Road Condition

- 3.9 The Council's highway network plays a major role in the economic growth of the borough through increased mobility for citizens and goods, and from building and maintaining infrastructure. The local road

network also affects broader quality of life, not least providing access to local services and having a direct link to the safety of people using the highway network. The Highway network is the Council's single biggest asset with a Gross Replacement Cost (GRC) of in excess of £700m. It is therefore vital that this asset is maintained. To this end the Council invests £2.5m annually in the maintenance of both the carriageway and footway network.

3.10 The graph below shows the current and historical condition of Merton's carriageway network since 2003.



The Council currently invests over £3.0 million per annum via capital and revenue in the maintenance and improvement of carriageways and footways across the borough. The majority of roads are unclassified and whilst the general trend was one of deterioration up until the recent past we have seen an improving picture for the past 2 years. This has also been reflected in reduced insurance claims and settlements arising from highway defectiveness. Highway investment is prioritised according to an annual assessment of condition alongside other factors including location.

Funding & Resources

3.11 Funding remains the key to enable Merton to address critical challenges. Whilst the borough has successfully taken advantage of available funding streams during recent years, funding to deliver core transport related responsibilities remains under increasing pressure. Funding reductions are likely to mean that the borough may have a reduced ability to respond to new and changing circumstances in the

future. The increase in accident rates is an example where additional funding may need to be set aside to try and address evolving issues.

Mayoral Targets

3.12 In order to quantify some of the key challenges faced by Merton, reference can be made to the seven mandatory transport targets set for the borough by the Mayor of London:

Indicator	Period	Base Year Value	Current Value (2012)	Target Value (2031)
1: Increase in the mode share for walking in London Borough of Merton	2011 - 2031	33.3%	33.5%	35.0%
2: Increase in the mode share for cycling in London Borough of Merton	2011 - 2031	1.3%	2.2%	5.0%
3: Maintain mean Bus Excess Waiting Time (minutes)	2011-2018	1.1	1.0%	0.9%
4 : Reduction in Killed & Seriously Injured (KSI) casualties (no. per annum)	2011 – 2020	60	65	39
5: Reduction in total road traffic casualties (KSI's & Slight) (no. per annum)	2011 – 2020	512	536	380
6: Reduction in CO2 emissions in London Borough of Merton (tonnes of CO2 per annum)	2011 - 2031	164	138	90
7: Reduction in % of principal road network in need of repair	2011-2018	9.3%	7%	6%

4 DELIVERY

4.1 Responsibility for the delivery of the council's transport and traffic related functions sits with Future Merton and Traffic & Highways. Whilst the teams have distinct roles and responsibilities, they work closely together, particularly with respect to major regeneration / public realm projects.

Future Merton

4.2 The Future Merton team forms part of the Sustainable Communities Division in the Environmental and Regeneration Department.

4.3 Future Merton leads on the delivery of regeneration and growth in the borough. Transport Planning has a fundamental role to play in this process and the team has responsibility for a number of transport related workstreams, including the following:

- project management and delivery of major regeneration / public realm projects, with a particular focus on town centres;
- securing transport related funding, including the annual LIP submission, Transport for London Major Schemes submissions, European bids and negotiations with developers;
- promotion of sustainable transport, in particular walking and cycling;
- promotion of public transport, including improving bus services and longer term strategic improvements to the rail and tram network;
- senior level engagement with key stakeholders and partners, including Transport for London;
- transport policy monitoring;
- assessing the transport related impacts of planning applications;
- Road Safety Education, Cycle Training and School Travel Plans.

4.4 All work is undertaken in-house, other than when specialist services are required.

Traffic & Highways

4.5 Traffic and Highway Services forms part of Street Scene and Waste Division in the Environment and Regeneration Department. The purpose of the services is:

- To provide the Council with the operational capacity to manage, improve and maintain the boroughs roads and footways, streetlights, non-illuminated street furniture, bridges and culverts, trees, shrubs, hedges and verges.
- To discharge the Council's responsibilities' as a Highway, Traffic and Parking Authority and assist with the Council's duty as a Planning Authority.
- To deliver a safe, serviceable and sustainable network, taking into account the need to contribute to the wider objectives of asset management, integrated transport, corporate policy and continuous improvement.
- To maintain the highway network for the safe and convenient movement of people and goods.

4.6 The service is responsible for:

- Ensuring the highway is safe
- Repairing and maintaining the highway
- Keeping traffic moving
- Managing work activities on the highway
- Improving and enhancing the network
- Managing 3 Term Maintenance contractors (Highway Work and Services Contract, Street Lighting, Ground Maintenance Contract)
- Providing professional advice

4.7 The highway asset is one of the biggest assets owned by the Council and consists of the following:

- 34km of Principal Road
- 38km of Non-Principal Road
- 291km of Unclassified Road
- 740km of Footway
- 70km of Public Rights of Way
- 50 Bridges and Structures
- 17,000 Street Trees
- 245,000 m2 of Grassed Areas
- 18,000 Lighting Columns and illuminated street furniture
- 20,000 Gullies
- £725m Total Asset Value (GRC) - based on 2011/12 CIPFA Valuation

4.8 **Current Delivery Model**

- In house feasibility, consultation and schemes detailed design
- In house Highway Safety Inspections
- In house Streetworks inspections
- Winter Service delivered through SLA with Waste Services
- All works delivered through three contracts
- Consultants are commissioned to assist with peaks in workload or to provide specialist services.

5. **SUCCESSSES**

5.1 Merton has unprecedented success in the last few years with respect to securing funding and delivering transport and public realm improvement projects. This is principally due to the adoption of a multi-disciplinary project management and delivery structure that has enabled resources to be pooled efficiently and projects to be delivered effectively. Successful projects have increased external confidence in Merton's ability to deliver, which has enabled significant levels of external funding to be secured, principally via Transport for London.

5.2 Examples of projects that have been delivered in the last 3 years include the following:

Destination Wimbledon

5.3 A major public realm improvement project in Wimbledon Town Centre to significantly improve the pedestrian environment prior to the Olympics. Key aspects of the project include the pedestrianised station forecourt and the introduction of a diagonal junction crossing. The project won the London Transport Award for 'Excellence in Walking & Public Realm' in 2013.

Raynes Park Public Realm Enhancements

5.4 Working closely with community groups in Raynes Park to deliver public realm enhancements, helping Raynes Park become London's best performing high street in a 2012 survey.

Mitcham Junction Station

- 5.5 A station access improvement project to improve the general conditions for pedestrians and cyclists using the station, whilst formalising arrangements for vehicle access and parking. The project was Highly Commended in the category of Rail Station of the Year at the London Transport Awards 2011.

South Wimbledon Business Area Streets for People Scheme

- 5.6 The project involved significant improvements to the streetscape within the South Wimbledon Business Area, principally focused on Lombard Road. Key elements of the scheme include the introduction of a contra-flow cycle lane and substantial improvements to the parking layout and enforcement. The project won in the category of 'Most Effective Enforcement & Road Safety Project' at the London Transport Awards 2012.

Be a Brighter Biker Project

- 5.7 There is also a number of less high profile, but equally important and effective projects, that have been delivered by traffic and transport officers. One such example is the 'Be a Brighter Biker' project, a safety education project which focuses on improving the safety of motorcyclists, one of the most vulnerable road users. Merton's innovative approach to tackle the issue has been recognised with 2 recent awards, the Laurie Bunn Road Safety Award 2012 and the Prince Michael of Kent International Road Safety Award 2012.

6 OPPORTUNITIES

- 6.1 Moving forward, there are a number of transport related projects that the council will be taking forward, in order to build on previous success and meet the challenges discussed in the report. Key projects and associated areas of work are as follows:

Town Centres

Mitcham Town Centre

- 6.2 The council has pooled a variety of funding streams, including TfL LIP, TfL Major Schemes, S106, Outer London Fund and Merton Capital funding, with a project value of approximately £6m, to regenerate the town centre and improve public transport facilities. The second stage of the consultation has recently finished. The results of the consultation will be reported to the relevant Committee as part of the approval process in September / October 2013.

Colliers Wood & South Wimbledon

- 6.3 To complement the significant improvements to the Brown and Root Tower the council has pooled a variety of funding streams, including TfL LIP, S106, Mayor's Regeneration Fund and Merton Capital funding, to enable the delivery of a £3 million public realm scheme. This project will be delivered in partnership with TfL and the GLA, with a particular focus on enhancing the quality of the public realm and improving

conditions for pedestrians and cyclists. The main consultation in relation to the works is due to take place in November 2013.

Morden Town Centre

- 6.4 Merton has ambitious, but realistic plans, to comprehensively redevelop Morden Town Centre. The borough is working collaboratively with TfL and a planning brief is currently being developed for the station site, which is intended to act as the catalyst for future public realm and regeneration activities in the town centre.

Sustainable Transport

Cycling & “mini Hollands”

- 6.5 As stated in 3.6, significant increases in cycling will be required in order to achieve the Mayor’s target of a 400% increase in cycle trips by 2031. The borough considers that the ambitious target provides an opportunity to create a cycling ‘lift off’ in the borough.
- 6.6 Merton is working closely with other boroughs across the south sub-region to take forward a co-ordinated approach to cycle improvements. It is considered that such an approach will increase the ability to leverage in further investment in infrastructure, which will be essential to increase cycle trips on the network.
- 6.7 Merton continues to prioritise cycling investment via the LIP, both in terms of physical improvements and cycle training. It is also had ‘Biking Borough’ status for the last 3 years, and has utilised this additional funding to improve cycle facilities between South Wimbledon and Colliers Wood, providing a connection to Cycle Superhighway 7. The borough is also a partner in a European project over the next 3 years, known as CycleCities, which focuses on sharing best practice with respect to cycling across Europe. As part of this work, Merton hosted a European Partners’ Meeting in December 2012.
- 6.8 Recent investment in cycle related infrastructure investment in the borough is focused on improvements from Colliers Wood to South Wimbledon, Raynes Park to Wimbledon via railside path and Worcester Park to Morden via Green Lane. Current plans include a cycle improvement scheme along Beddington Lane, with future complimentary extensions intended to provide a route from Beddington to Colliers Wood via Mitcham. Cycle related improvements are also being incorporated into the borough’s highway maintenance schemes. In addition, the cycle related work being undertaken as part of the town centre projects in Mitcham and Colliers Wood will open up opportunities for new cycle routes and links.

“Mini Hollands”

- 6.9 All 20 outer London boroughs were invited by the Mayor of London to bid to become “mini-Hollands”, which is a project designed to focus a very high spend on cycling, concentrated over a relatively small geographical area. The funding is designed to achieve transformational change for those living and working in the area, with the projects intended to act as cycling exemplars for other towns and cities to aspire to in the future. Up to four boroughs are expected to be successful, with overall funding within the region of £100million.
- 6.10 All 20 boroughs had the opportunity to submit an ‘Expression of Interest’ application, in order to make the case for why their borough should be considered for the money.
- 6.11 On 30th August 2013 the Mayor’s Cycle Commissioner, Andrew Gilligan, confirmed in writing that Merton is one of six boroughs that have been selected to go forward to the second stage of this process. This second stage will involve TfL providing each of the selected boroughs additional ‘seed’ funding to further develop the proposals put forward in their respective ‘Expressions of Interest’ bids. Once this stage of the work is complete TfL will make a decision on the final 3 or 4 successful boroughs that will share the “mini Hollands” funding.
- 6.12 Due to the importance and high-profile nature of this work over coming months, a copy of the council’s “mini-Hollands” Expression of Interest submission has been included in Appendix A.

Car Clubs / Car2go / Electric Vehicles

- 6.13 Car clubs have been operating successfully in Merton for a number of years. Zipcar is the leading company, and has 2,163 members using 38 cars in 31 locations within the borough. The borough has an ongoing dialogue with the car club operators and continues to seek opportunities to provide new bays in appropriate locations.
- 6.14 The car club / urban mobility market is currently undergoing a certain level of change, with new companies coming to the market such as Car2go and BMW DriveNow. Such companies work to a different model to conventional car clubs, whereby the cars are not fixed to specific bays, but have the freedom to drive and park across a wide geographical area or zone. Such a model has been successfully launched in a number of locations across the world, and has the potential to dramatically alter the traditional relationship that connects access to a car with ownership of a car. Officers are currently

considering the level of support that can be afforded to the new concepts, including the level of access it is prepared to controlled parking zone bays within the borough.

- 6.15 The council has recently launched a new electric pool car, which is now utilised by staff for site visits within the borough. In addition, it is the intention to introduce the borough's first on-street publically accessible charging points during the current financial year.

Roads

Congestion

- 6.16 There are a number of methods available to boroughs to address the issue of congestion, including increased parking enforcement, optimising traffic signals, removing traffic signals and managing road works. Merton has adopted these methods to help address congestion related issues.
- 6.17 Parking provision and the enforcement of parking contraventions are an important aspect of transport and traffic policy. The council has recently undertaken widespread consultation in relation to the supply and cost of parking in town centres. Between July and October 2012 the council sought the views of local residents, business groups and businesses in our six town centres on parking. This questionnaire asked users of each town centre about cost, availability, restricted hours and maximum stay. The recommendations were agreed and it was further agreed that a second consultation would take place on the 34 neighbourhood parades across the borough. This was carried out between March and April of this year and recommendations are due to be presented in October 2013.
- 6.18 Enforcement of parking regulations remains an important method of easing congestion, as well as managing the availability of finite parking spaces in town centres and residential areas.

Road Safety

- 6.19 Merton will continue to employ a comprehensive road safety education programme to encourage safe and sustainable travel behaviour, with a particular focus on children, cyclists, motorcyclists and pedestrians. Given the recent pattern of increasing casualty rates across London, including Merton, the programmes are being tailored to target the most vulnerable groups.
- 6.20 In terms of infrastructure improvements, Merton supports the commitment from Transport for London to work with boroughs to support the introduction of 20mph zones and limits on borough roads where appropriate.
- 6.21 The borough is in the final stages of researching the effectiveness of borough-wide 20mph speed limits that have been implemented

elsewhere in the UK, along with the impact of existing zones and limits that have been introduced in Merton. A separate paper specifically in relation to this matter is currently being finalised and will be presented in October / November 2013.

Homezones

- 6.22 In order to reduce vehicle speeds, improve road safety and enhance the overall quality of the public realm environment, the council is in the process of adopting 'homezone principles' in certain locations.
- 6.23 Such measures are intended to be an effective, low-cost measure. Examples of such measures may include the use of natural features, trees and planters to provide 'visual cues' to help reduce vehicle speeds and improve the overall quality of the environment.
- 6.24 A number of locations are currently being considered to pilot such projects, with the first stage of implementation due to take place within the current financial year.

Public Transport

- 6.25 Partnership working is essential in delivering improvements to public transport. The council's role is mainly focused on proactively planning for growth and lobbying to steer emerging transport policy towards its own strategic objectives as well as working with our partners to deliver broader London wide and regional aims. Ongoing projects include Crossrail2 (Chelsea - Hackney Line), route extensions to the tram network, station improvements and bus service enhancements.

Crossrail2 (Chelsea – Hackney Line)

- 6.26 This scheme was originally conceived to connect the Epping branch of the Central Line with the Wimbledon branch of the District Line back in 1974. The safeguarding was last refreshed by the Secretary of State in 2008.
- 6.27 Crossrail2 is currently being promoted by Transport for London and Network Rail as one of the key long-term projects needed to support London's continued growth and support future demands on the transport system. As part of this work Transport for London has recently undertaken a consultation on two specific options; a metro style route and a regional route. LB Merton expressed firm support for Crossrail2 as part of the consultation, along with a preference for the regional option that offers wider benefits for the borough.
- 6.28 Now that the consultation has closed Transport for London is in the process of analysing the results, which will be presented to the Mayor by the end of 2013. Moving forward it is anticipated that there will be further consultation and safeguarding between 2013 – 2016, detailed design and an application for planning powers between 2016 – 2019 and construction between 2020 – 2030. The Government has set aside £2 million to support the feasibility study.

Extensions to the Tram Network

Existing Network

- 6.29 Transport for London has set aside £30 million in their current Business Plan to increase tram capacity on the Wimbledon branch, the busiest route on the tramlink network. The scheme will deliver 800 metres of twin tracking between Mitcham Junction and Beddington Lane, an additional platform for trams at Wimbledon Station and 4 new trams will be added to the existing fleet of 30 trams.
- 6.30 The changes will increase services along this section of the tram network from 8 to 12 trams per hour. This will reduce waiting times and increase service reliability. The works are due to take place between 2014 – 2016.

Tram Extensions

- 6.31 Officers have been working with LB Sutton and TfL to investigate the business case for an extension to the tram network from Wimbledon to Sutton, via Morden. The borough is supportive of the extension and this commitment was formalised via a joint Statement of Intent with Sutton in 2011. TfL has also been undertaking similar work in relation to an extension to the tram network to Crystal Palace. It should be noted that both options are not currently funded.
- 6.32 TfL has recently commissioned two pieces of work to help inform the business case for the Wimbledon – Sutton extension; an engineering feasibility assessment to determine the most appropriate route for the service and work to determine the level of additional growth that could be generated by a tram extension. TfL is now in the process of working with boroughs to further assess the case for tram extensions and work through some of the potential funding options.

Rail Improvements

- 6.33 Council officers attend a number of stakeholder and engagement forums with TfL, Network Rail and the wider rail industry to lobby for improvements to rail infrastructure, as well as responding to various rail based consultations, including franchise and rail investment programmes. Particular issues over the past year include the potential curtailment of Wimbledon Loop services at Blackfriars and capacity improvements at Wimbledon Station. The former issue resulted in a successful outcome, whereby on 23rd January 2013 the Government announced that Thameslink trains from the Wimbledon loop will continue to run through central London to St Pancras and beyond, rather than terminating at Blackfriars as originally proposed.

Bus Improvements

- 6.34 The delivery of bus services and related infrastructure, with the exception of some bus shelters, fall under the direct control of London Buses and TfL. The council's primary role is to respond to on-going

service reviews, lobby for new or improved services to fill gaps in the local network or to respond to more strategic issues, such as access to employment and other important social services and facilities. The council also liaises with London Buses and their Network Planning teams to deliver major public realm schemes, and are currently in the early stages of discussing some of the potential changes to bus routes within Mitcham Town Centre.

- 6.35 Buses have an important role to play in terms of improving access to areas that experience poor public transport facilities. A prime example is the extension to the S1 bus service to the Lavender Fields Ward that residents' groups, councillors and officers have lobbied for a considerable period of time. Transport for London officially approved the route extension on 31st July 2013 and officers will be consulting on changes to the public highway to facilitate the new bus service in September / October 2013.

Reports of Overview and Scrutiny Commission / Panels

- 7.1 The Panel refer any public transport related issues to the Public Transport Liaison Committee to consider, which is chaired by Cllr Russell Makin (Chair of the Sustainable Communities Scrutiny Panel).
- 7.2 Cllr Dennis Pearce chaired the Public Transport Liaison Committee meeting in June 2013, on Cllr Makin's behalf, and reported the outcomes and issues to the Panel at their June 2013 meeting. The Panel did not identify any issues or concerns raised that needed to be subject to further scrutiny at this stage but agreed to maintain an overview. Issues regarding transport that were raised as part of the annual topic suggestion campaign for the Scrutiny Work Programme for 2013/14 that were not selected were also referred to the departmental lead and the Public Transport Liaison Committee lead officer to address.

8 ALTERNATIVE OPTIONS

- 8.1 Not applicable – this report is for information only.

9 CONSULTATION UNDERTAKEN OR PROPOSED

- 9.1 N/A

10 TIMETABLE

- 10.1 Performance information is monitored annually as a requirement of TfL.

11 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 11.1 There are no financial, resource or property implications arising from this information report. All related services are delivered within existing resources.

12 LEGAL AND STATUTORY IMPLICATIONS

- 12.1 This report is for information only.

- 13 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**
- 13.1 There are no specific human rights, equalities or community cohesion
- 14 CRIME AND DISORDER IMPLICATIONS**
- 14.1 There are no specific crime and disorder implications arising from this information report.
- 15 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**
- 15.1 There are no risk management or health and safety implications arising from this information report.
- 16 APPENDICES** – the following documents are to be published with this report and form part of the report.

Appendix A: The Mayor's 'Cycling 'Mini-Hollands' in Outer London Fund' – Expression of Interest

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Expression of Interest for
**The Mayor's 'Cycling
'Mini-Hollands' in
Outer London' Fund**

THE MJ
Achievement Awards
10th ANNIVERSARY

Best
Achieving
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Contents

01 Why Merton?

- Cycling Potential in Merton
- Cycling Segmentation
- Driver Segmentation

02 Our Proposals

- Wimbledon – Our Mini Holland
- Destination Wimbledon
- Wimbledon Gyrotory
- Proposals for Wimbledon Town Centre
- Merton's Town Centres
- Cycle Hubs
- Cycling Projects that require the Mayor's funding
- Bridges

03 Supporting Initiatives

- Cycling in the Planning Process
- Advanced Stop Lines
- Car parking in cycle lanes
- 20 mph zones
- Way finding
- Promotion and Support for Change

04 Delivering Our Vision

- Estimate of costs
- Monitoring our success
- Data Sources
- Ensuring Transformation Change

Our Vision

“ To increase the modal share of cycling by making Merton the best place to cycle in outer London ”

This is our pledge to ensure that we make Merton the best place to cycle in outer London. We will:

- provide segregated cycle facilities where possible
- open our parks for cyclists
- improve signage
- review our public rights of way network and allow cycle access where possible
- target underrepresented groups
- ensure that our cycle routes are adequately maintained.
- expand our cycle training programme
- make it safer and easier for cyclists to cross at junctions applying innovative measures where possible
- implement a range of new junction typologies
- seek to provide contra-flow cycle lanes on one way streets
- provide advanced stop lines where possible
- seek to run cycle routes along existing tram lines
- improve safety for cyclists at roundabouts
- enforce parking restrictions in cycle lanes
- ensure that neighbourhoods are fully permeable to cyclists
- reduce severance by railways, waterways and major roads
- work with housing providers to ensure adequate cycle storage
- ensure that cycling is at the heart of our sustainable policies

Foreword

The London Borough of Merton would like to be considered for the Mayor's 'Cycling 'Mini-Hollands' in Outer London' fund. We have fully embraced the Mayor's Cycling Vision as an essential ingredient of the way people will live and work. Merton is committed to transformation of our town centres and local neighbourhoods so that all residents can enjoy a better quality environment. We aim to achieve a 10% modal share for cycling journeys by 2020. We have a record of success in delivering successful and award winning regeneration schemes and new builds in Wimbledon and Raynes Park town centres as well as new award-winning housing at Rowan Park and Brenley Park in Mitcham. We are delivering new cycle infrastructure now in Merton High Street as part of an intended extension to CSH7 and are beginning extensive regeneration schemes in Colliers Wood, Mitcham and Morden. Inclusion in the 'Mini-Hollands' programme would enable us to ensure that cycling is a key driver in achieving close integration of homes, schools, shops and places of work. Cycling would be a catalyst enabling us to deliver levels of residential and commercial viability, sustainability and quality of life that would otherwise not be possible.

Merton is unique in a number of respects! Once the home of the medieval foundation of Merton Priory and the 'Paradise Merton' home of Nelson and Emma Hamilton; Merton Abbey Mills on the Wandle was also the location of the workshops of William Morris and Arthur Liberty. Contemporary Merton straddles the urban and suburban; we have a relatively affluent west and a diverse east where life circumstances are inevitably more challenging. In Wimbledon SW19 we have a global brand that is being developed as a London exemplar: a new kind of business district integrated closely with great urban living close by to wonderful sport and open space and with the prospect of Crossrail 2 adding to its transport connectedness. We have a number of concepts that we believe would exemplify the Mayor's Vision: the hubs and spokes of cycle routes feeding into major centres; a borough of many different flavours that can each demonstrate the advantage of cycling to all; a Borough severed by railways, where neighbourhoods can be reunited by new links; perhaps by utilising the Wimbledon name as a show case for communicating what can be achieved!



Councillor Andrew Judge
Cabinet Member for
Environmental Sustainability
and Regeneration

A handwritten signature in black ink that reads "Andrew Judge".

Figure 1: Merton Cycling Connectivity Map



“Inclusion in the ‘Mini-Hollands’ programme would enable us to ensure that cycling is a key driver in achieving close integration of homes, schools, shops and places of work”

Chapter 01 Why Merton?

Located in south west London, Merton is one of London's smallest boroughs with an area of 37km² and a population close to 200,000 and expected to rise to 220,000 over the next ten years. Current population density is 53 people per hectare which is higher than the majority of other outer London Boroughs. We are also one of London's greenest borough's with 18% open space including Mitcham Common, Wimbledon Common and the Wandle Valley. However, Merton is also a borough of contrasts; physically, where inner London meets outer London and socially, there exists an imbalance of affluence and quality of life between the west and east of Merton. Merton is a culturally diverse borough with 35% of the borough's residents from an ethnic minority (based on 2011 census). This figure has increased by 10% in just 10 years.



VISION CYCLING
INTEGRATED
EDUCATION SECURITY
INFRASTRUCTURE
HEALTH SAFE



Expression of Interest 7

“Merton is also a borough of contrasts; physically, where inner london meets outer london and socially...”

Why Merton?

The borough is an important link between the urban heart of London and its suburban outskirts. Our strength is our strategic location bridging the inner and suburban boroughs. Merton is also a key connection between many residential and employment centres. The borough has good connections with central London and radial links to south west London that we wish to improve. Ensuring Merton has a good cycle network in place will help to open up accessibility to neighbouring boroughs and improve the urban / suburban link mentioned. The neighbouring boroughs that would also benefit are Kingston, Sutton, Croydon, Lambeth and Wandsworth and we have discussed our proposals with these boroughs.

We have ambitious plans to shape the future of the borough's town centres, the role they play and their capacity to accommodate more housing, create jobs and provide a better quality built environment. We intend to build on the existing network and increase the number of cycling trips, particularly short trips.

With an estimated population growth of 10% by 2026 it is essential to focus on accessibility by bike now as the existing day to day challenges of congestion, access to employment and supporting healthier lifestyles are only going to become more challenging.

The main commercial centres in Merton are Mitcham, Morden and Wimbledon, of which Wimbledon is the largest. Other smaller centres include Raynes Park, Colliers Wood, South Wimbledon, Wimbledon Park, Wimbledon Village and Pollards Hill.

Wimbledon is being put forward as the primary town centre as it is a key sub-regional employment centre, has a number of schools and colleges and experiences high levels of traffic and congestion. Destinations such as the Wandle Valley Regional Park, Wimbledon and Mitcham Commons and Wimbledon Tennis are key attractions generating large numbers of trips from within the borough and further afield. In developing our vision we have taken on board the lessons learnt from the Cycling Demonstration Towns, that of people, place and purpose.

Who are the people travelling?

Residents, employees, visitors.

Where are they going?

Town centres, stations, commons.

Why are they making the trip?

Education, shopping, employment, leisure.





Cycling Potential in Merton

There is great potential to increase cycling in Merton as currently there **are only approx 1.3% of trips in the borough undertaken by bike**. We currently have a target to increase this to 4% in our Local Implementation Plan by 2031 but know that with additional investment an achievable target could be at least 10%.

Household access to bicycles is higher in Merton than the London average of 30%, with 38% of all households having access to a bicycle. The proportion of people living in a household with access to a bicycle is also higher (44% compared to the London average of 38%) therefore lots of potential for an increase in usage.

An important statistic to highlight is that the **majority of trips (59%) undertaken are short and are within the borough therefore there is huge potential for an increase in cycling.**

Most **potential cycle trips in Merton end in the borough** but a significant number finish in neighbouring boroughs. The **highest proportions of trips out of the borough are northwards to Wandsworth** and southwards to Sutton.

Most potential cycle trips in the borough are for shopping, leisure and personal business. Of these, the majority are **currently made by car, with a higher proportion in Merton than in London as a whole.**

Receiving the Mayor's funding would be an opportunity to significantly build on the cycling related improvements that are already taking place in the borough. It would also be a significant opportunity for innovation, based around connecting communities, addressing localised severance and transforming the borough.

MERTON	LAMBETH	WANDSWORTH	CROYDON	KINGSTON UPON THAMES	SUTTON	OTHER (INCL. OUTSIDE GREATER LONDON)
58.5%	5.1%	14.3%	7.2%	4.4%	8.2%	1.3%

Source: Merton's Biking Borough Strategy. Destination of trips starting in Merton.

	POTENTIALLY CYCLEABLE TRIPS UP TO 2KM	POTENTIALLY CYCLABLE TRIPS (2KM-5KM)	POTENTIALLY CYCLABLE TRIPS (5KM – 8KM)
Merton	36%	45%	19%

Source: Merton's Biking Borough Strategy. Potential cycleable trips by distance.

Cycling Segmentation

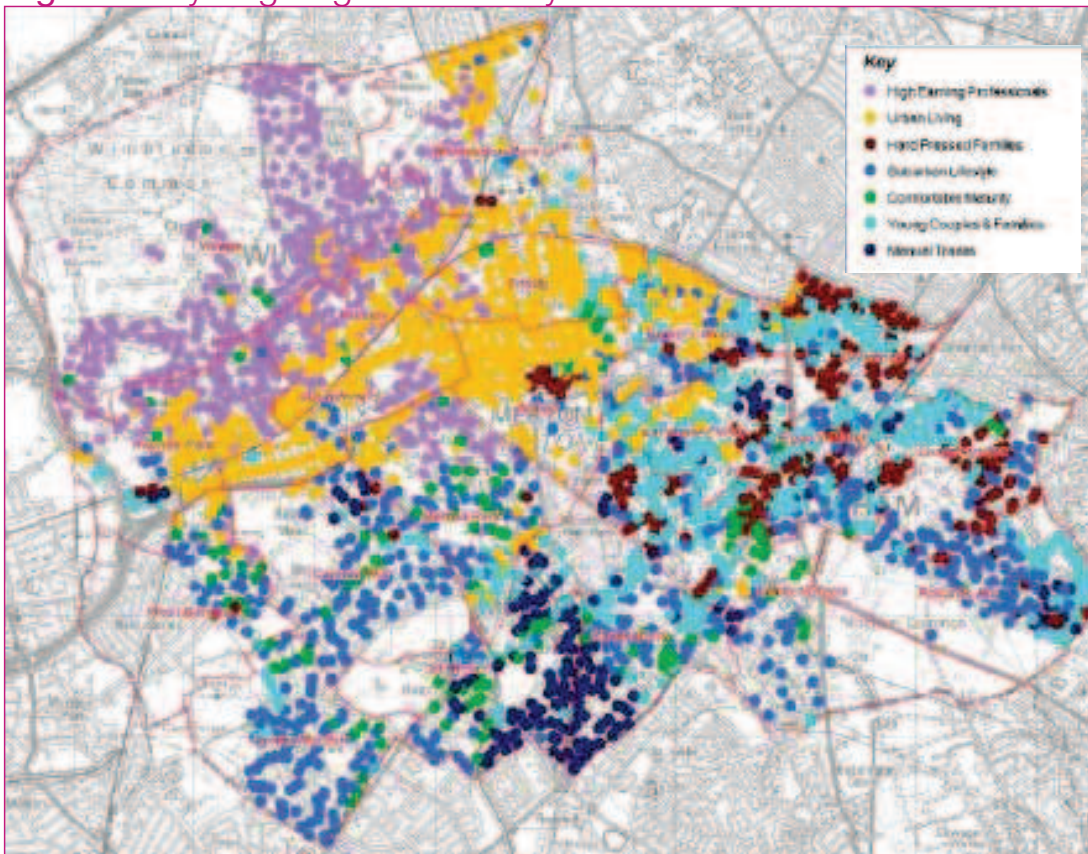
We have undertaken an analysis of MOSAIC data to ensure we understand the diversity within the borough. We have a mix of “high urban professionals” and “young couples with families” in the West and “urban trendies” and “suburban lifestyle” in the East.

Our proposals will ensure connectivity across the borough and up to its boundaries. Once our routes are improved and we feel we have a truly connected cycle network then we will progress our marketing activity and will target those that:

- a) would benefit from our activity e.g. those that require access to employment, education, shops and;
- b) are most likely to make a change e.g. those with the highest propensity to cycle.

The areas with highest propensity to cycle can be seen to lie around a band running roughly west-east between Raynes Park, Wimbledon and Colliers Wood. On the basis of the cycling market segmentation these areas therefore form the most suitable areas in which to promote cycling, although it should be recognised that there may also be other reasons for promoting cycling in other areas.

Figure 2: Cycling Segmentation by Ward 2010.



Source: Merton's Biking Borough Strategy

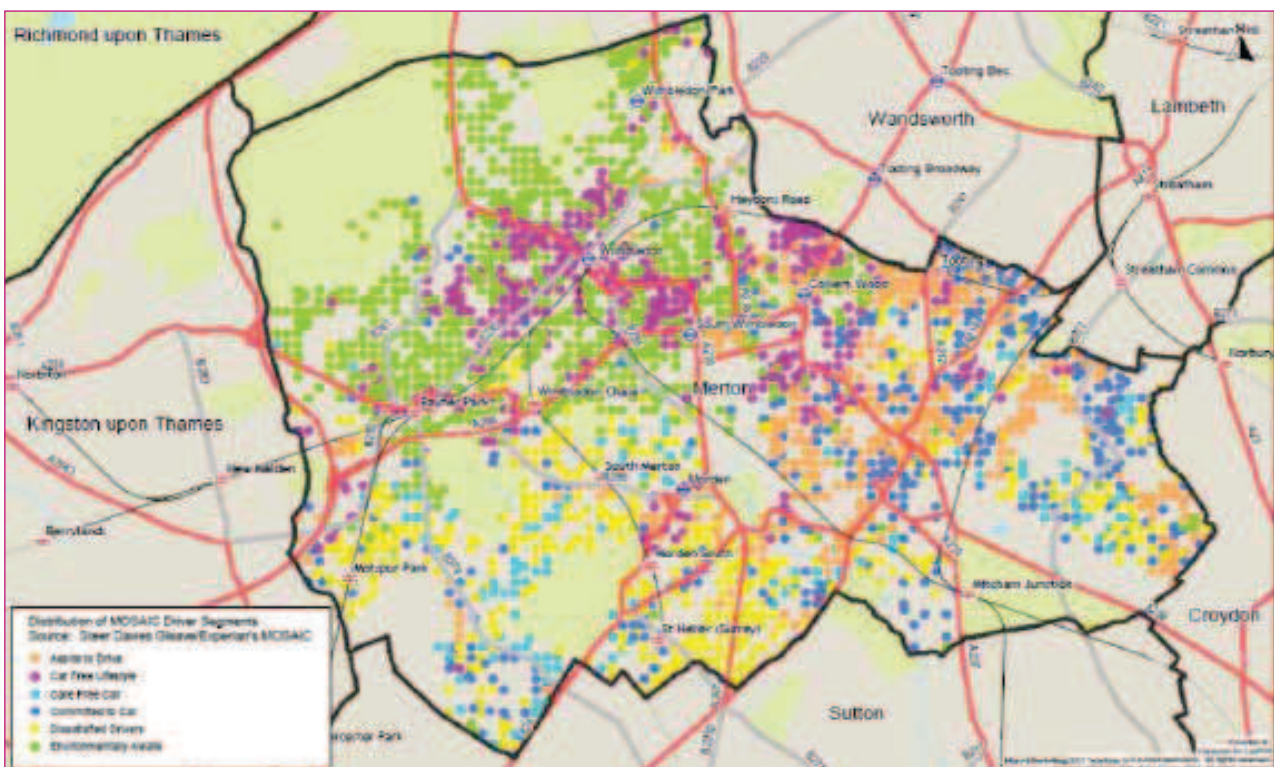
Driver Segmentation

TfL also provided data on Driver segmentation. The segments with the highest propensity to cycle are 'Car free lifestyle' and 'Environmentally Aware', which can be seen to lie around the north and west of the borough, overlapping with some of the positive cycling segments. However the areas in the east of the borough are mostly in the "Aspire to drive" segment, with the implication that any initiatives here need to focus on the advantages of cycling over driving, possibly with links to the use of car clubs.

The market segmentation starts to identify which groups of people might be most likely to make a shift; they are what Cycling England termed "maybe cyclists". Based on the MOSAIC cycling and driving analyses it is possible to make informed assumptions about their relationship to cycling.

We will develop initiatives and marketing activity to target the relevant groups but this will take place once we have improved our infrastructure and have a set of routes that we can confidently promote.

Figure 3: MOSAIC Driver Segmentation 2010.



Source: Merton's Biking Borough Strategy.

Chapter 02 Our Proposals

Wimbledon – Our Mini Holland

We propose Wimbledon town centre as the focus of our 'Mini Holland'. We see this additional funding as an opportunity to build upon 'Destination Wimbledon', a recently completed scheme that improved accessibility for pedestrians and cyclists.

The scheme won the London Transport Award 2013 for 'Excellence in Walking and Public Realm'. Even though there has been investment to support cyclists in the town centre we are acutely aware that the busy gyratory acts as a barrier to those travelling by bike therefore we would like to tackle this and provide a safe and segregated facility for cyclists of all levels, to access and travel across the town centre with ease.

12 The Mayor's 'Cycling 'M

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“ We propose Wimbledon town centre as the focus of our ‘mini Holland’. We see this additional funding as an opportunity to build upon ‘Destination Wimbledon’ ”

Destination Wimbledon

BEFORE



AFTER



BEFORE



AFTER



Busy crossroad potential for improved priority for cyclists.



Wimbledon Gyratory (more work required)



Busy gyratory with priority for vehicles



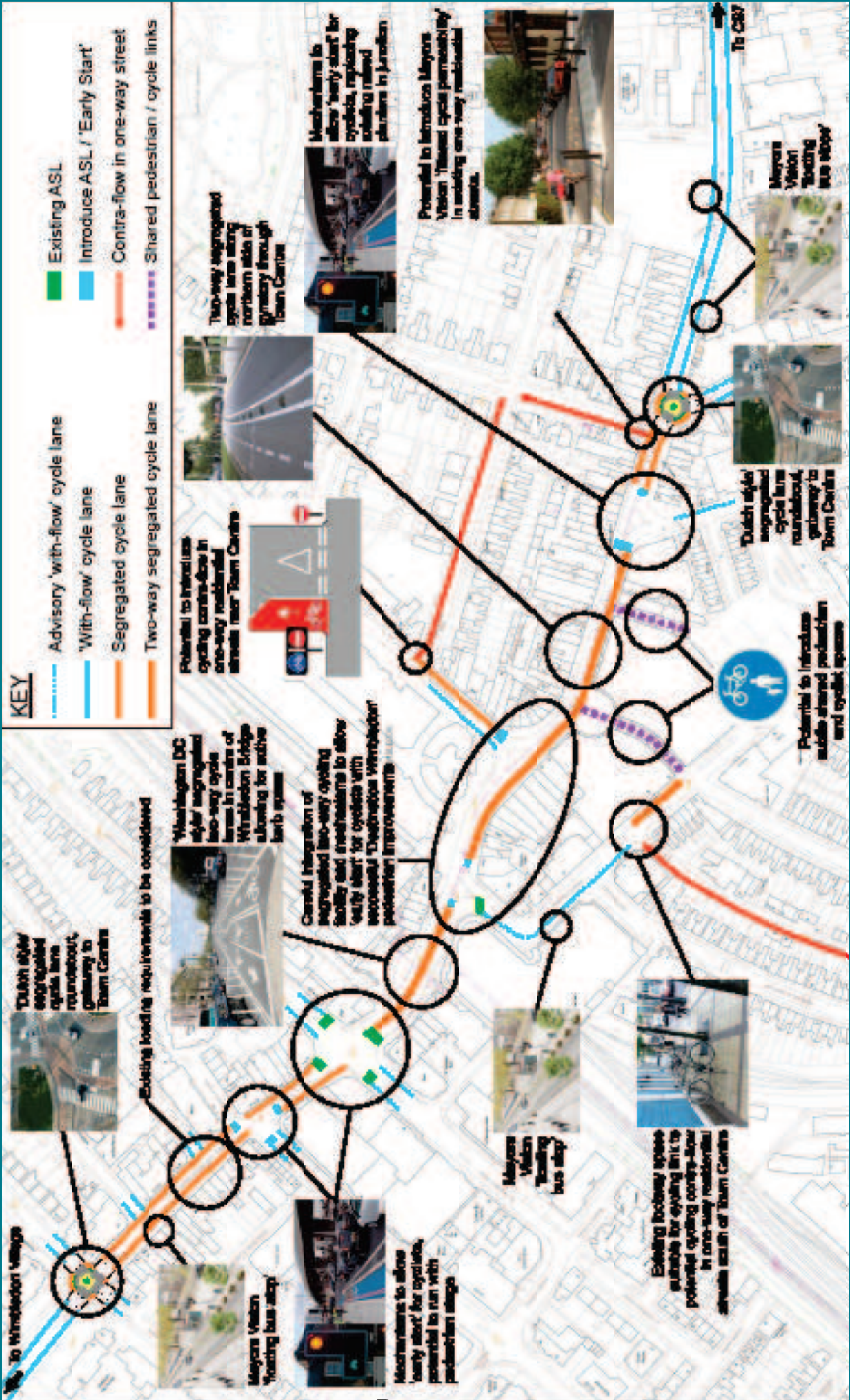
Busy gyratory with lack of priority for cyclists

Proposals for Wimbledon Town Centre

We have undertaken a traffic analysis of the town centre (all modes) to get an understanding of the routes undertaken by various road users travelling into and across the town centre. This has enabled us to develop a range of concept ideas, 7 in total with a variety of measures to support cyclists. Below is our chosen concept with a summary of the measures that we would like to include.

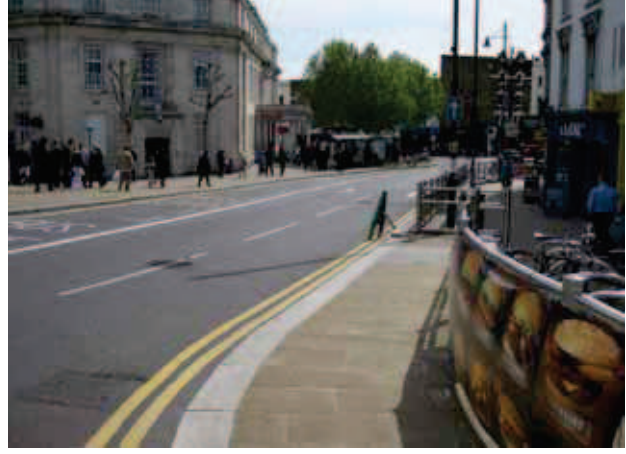
We are putting forward plans for a substantial redesign of Wimbledon town centre to make it accessible for cyclists. The concept for the town centre includes some of the radical and innovative measures highlighted in the Mayor's Vision for Cycling report.

Figure 4: Our Proposed Vision for Wimbledon Town Centre





Space that could be better utilised



Footway that could be reallocated for cycle lanes

Mayor's funding required for the following measures:

- The introduction of a two way segregated cycle lane along the northern side of the gyratory through the town centre.
- Reallocation of space for cyclists, this includes introducing shared space for pedestrians and cyclists and allocation of road space for segregated cycle routes.
- The introduction of Dutch style segregated roundabouts at the 'gateways' to the town centre.
- Advanced stop lines for cyclists at all suitable junctions.
- Floating bus stops.
- Improved connections to South Wimbledon, including junction improvements.
- Improve connections with other parts of the borough.
- Cycle hub to be provided in Centre Court Shopping Centre or a suitable alternative location

We also plan to support the implementation of a Cycle Hire scheme in Wimbledon town centre and also trial an electric bike hire scheme between Wimbledon town centre and the Village. The Cycle Hire and E-Bike Trial could be tested during the Wimbledon Tennis Tournament.

We plan to work with local stakeholders including Love Wimbledon, retailers such as Sainsbury's, Marks & Spencer, Morrisons, Waitrose and the Centre Court Shopping Centre.

We would like to be given the opportunity to reappraise the priority afforded to different road users and achieve a compromise through detailed assessment. This detailed assessment will take place in the next stage of this bidding process.

Merton's Town Centres

As stated in our vision and foreword we have plans in place to improve access by bike to Merton's town centres some of which are detailed in the following section. The key town centres are:

Colliers Wood, Mitcham, Morden, Raynes Park, South Wimbledon, Wimbledon Park and Wimbledon Village.

Colliers Wood has received funding via the Mayor's Regeneration Fund, principally based around improvements to the public realm to enhance the local environment for pedestrians, cyclists and public transport users. In addition, Mitcham Town Centre will be subject to significant change, as part of the £6 million Rediscover Mitcham Project, which will transform the experience for pedestrians, cyclists and bus users in the town centre. Summaries are provided for each of the larger town centres stating their plans to support cyclists and funding requirements to improve accessibility by bike.

Cycle Parking Outside Colliers Wood station.



Colliers Wood

Colliers Wood is designated as one of the GLA's Areas for Intensification and is soon to be designated as a new District Centre in Merton's Local Development Framework. The area has a rich history and strong potential for growth. The challenge lies in transforming three out-of-town retail parks and an over-sized road network into a coherent and mixed use town centre that will provide more housing and jobs over the next decade.

Merton Council sees Colliers Wood and South Wimbledon as a potential new town at the heart of the Wandle Valley. A number of key projects are beginning to emerge, leading to a Masterplan to guide development, expected in 2014/15. Key projects underway include:

- Colliers Wood Tower
- Connecting Colliers Wood: Public Spaces Programme
- Merton Priory Chapter House Museum



Our Proposals for a secondary 'mini-Holland' in Colliers Wood

Colliers Wood features as Merton's secondary centre for the mini-Holland bid for a number of reasons;

The area has the physical space to develop a number of segregated cycle routes, quiet-ways and demonstrate new junction typologies including dutch-style roundabouts, cycle hook-turns at cross roads, bus stop bypasses, dedicated cycle crossings and a new pedestrian-cycle footbridge.

The area is a key node between the urban east-west cycle superhighway and the green north-south Wandle Valley corridor.

The area has the best demographics that would support a rise in the levels of cycling if the infrastructure were provided.

The cycle bid proposals will be complementary to the Connecting Colliers Wood project, acting as a second phase of public realm improvements, but more fundamentally, reorganising road space and addressing missing links for cyclists and pedestrians.

Creating a new town centre is ambitious. Creating a sense of place is essential.

Creating a place that is a model for cycling and the democratisation of public space is the goal; achieving a transformational change for the future of urbanism in outer London.

Mayor's funding required for:

- Cycle hub near to Colliers Wood station.
- Cycling connections to Mitcham

Mitcham

Rediscover Mitcham, the largest town centre regeneration project in Merton is undergoing consultation and is currently in the detailed design phase of the project. Designs put forward for this town centre project will ensure that improvements to support cyclists are an integral element of the scheme.

The scheme includes contra flows for cyclists, removal of parking bays and an increase in cycle parking in the town centre. The scheme also proposes the introduction of formal cycle routes along pedestrianised streets and a 2 way segregated route running east to west through the town centre adjacent to the green. This ambitious scheme will help to resolve cycling accessibility issues in the town centre but we will still need to address the links to and from the town centre and ensure connectivity across the borough.

The scheme is a priority for the borough as it links to regeneration, nearby new residential developments, the potential for cycling as demonstrated by MOSAIC data and the link with Mitcham Eastfields Station.

The Mayor's funding will not be required for the town centre initiatives, as these will be addressed and funded as part of Rediscover Mitcham – the mayoral funding will need to focus on the linkages / spokes that will connect the improved town centre with other town centres / key routes / surrounding area.

Public Realm proposals - Mitcham Fair Green





Morden

Morden town centre has been identified as a location for regeneration and masterplan development whereby there will be substantial improvements to infrastructure and public realm. These plans have already received public and political support. Parallel investment will be provided in Morden by private developers within the town centre also aided by the proximity / potential extension of the Cycle Superhighway route and the nearby Low Carbon Zone and Lombard Estate Improvements. The redesign of the town centre is still in the early stages. The borough is working with TfL to investigate the viability of a scheme on the station site.

Proposals will aim to significantly improve the public realm, with a particular focus on walking and cycling. We plan to remove the gyratory, improve some of the key routes into the town centre (Martin Way, Morden Hall Road, Morden Road), whilst also providing a strong focus on some of the quieter routes. One route proposed is a new route via the station site and Kendor Gardens to Dorset Road and route via Poplar Road South from Martin Way (requires filtered cycle permeability) and Poplar Road to Wimbledon.

An assessment of potential cycle hubs has indicated that the Morden sub area offers the greatest potential for a shift to cycling and where resources can be targeted.

Morden is on the Northern line, a key transport interchange that would benefit from cycle parking.

Mayor's funding required for:

- Cycle hub at Morden station
- Complimentary measures to assist the removal of the gyratory and improve the key routes into and through the town centre.



The existing junction at South Wimbledon

Raynes Park

'Raynes Park Local Centre Enhancement Plan' is a short-medium term investment guide for the physical environment in Raynes Park centre. The plan indicates how resources from the council and external partners have been allocated to projects in Raynes Park over the last three years. The plan seeks to improve the attractiveness and functionality of the area to ensure that it remains a competitive destination for local shopping and services. The scheme has principally involved some public realm improvements, providing significant benefits for pedestrians and cyclists. The public realm improvements have helped contribute to Raynes Park being hailed as the UK's best performing High Street, based on research by the Local Data Company in 2012.

Options for Raynes Park's focus on the one-way system – this could be through full gyratory removal and increased priority for cyclists. Alternatively this could be a contra flow cycle lane along Coombe Lane / Pepys Road to assist the Wimbledon – New Malden quiet way connection.

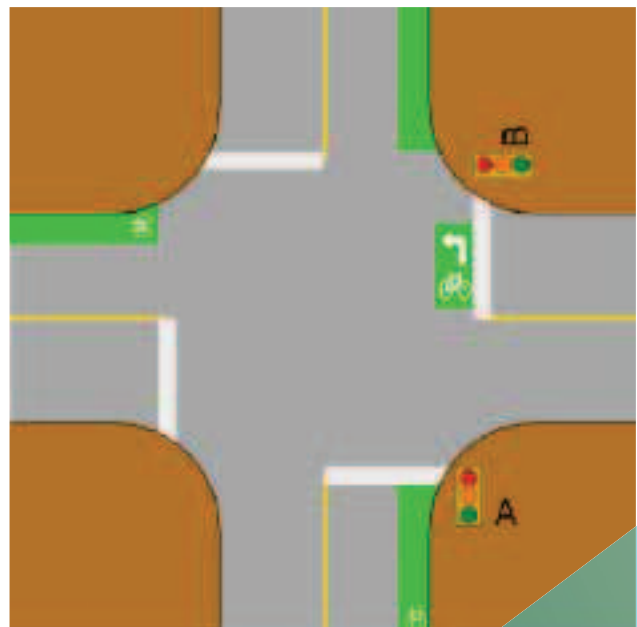
Mayor's funding required for:

- Cycle hub at the station
- Improvements to the cycle route through the town centre with the potential to remove the gyratory or develop a contra flow cycle lane.

South Wimbledon

The existing junction at South Wimbledon is a busy junction close to planned cycle route improvements that link the CSH 7 route and Wimbledon town centre therefore it is vital to improve this junction and increase safety for cyclists. To date there have been a large number of KSI's at this junction involving a variety of road users. We want to trial the use of the 'Copenhagen Left turn' that we will adapt for this junction. This would improve safety for cyclists and help to increase connectivity across the borough as it would link four of the larger town centres (Wimbledon, Colliers Wood, Raynes Park and Morden). Other local authorities such as Southampton City Council are currently seeking approval from the DfT for this initiative to be included in a proposed scheme.

Potential Solution – 'Copenhagen Left' but reversed for London roads



Mayor's funding required for:

- Re-design of the existing junction to improve safety for all road users and implementing the potential solution, the 'Copenhagen Left' (or the 'London Right').

Source: cyclelondoncity.blogspot.com



Cycle Hubs

We understand that it is important to provide covered and secure cycle parking facilities at key destinations. Examples of best practice are provided below:

Ealing Cycle Hub and the conversion of car parking spaces to cycle parking in car parks managed by the City of London.

The Ealing Cycle Hub has increased the provision of cycle parking in the town centre. The facility is secure and covered.

The City of London provides free public cycle parking in all of its off-street public car parks. All of the car parks are open and staffed at all times. All of the car parks feature protection from the elements, good lighting, security patrols, on-site assistance staff and closed-circuit television (CCTV) surveillance.

In accordance with TfL's guidance Merton has identified potential cycle hub locations that make best use of existing Borough initiatives to ensure the most efficient use of all identified and potential resources and funding. The locations put forward scored the highest based upon the set of assessment criteria provided by TfL. We will utilise the Mayor's funding to install cycle hubs at these locations.

The proposed cycle hub locations are:

Wimbledon

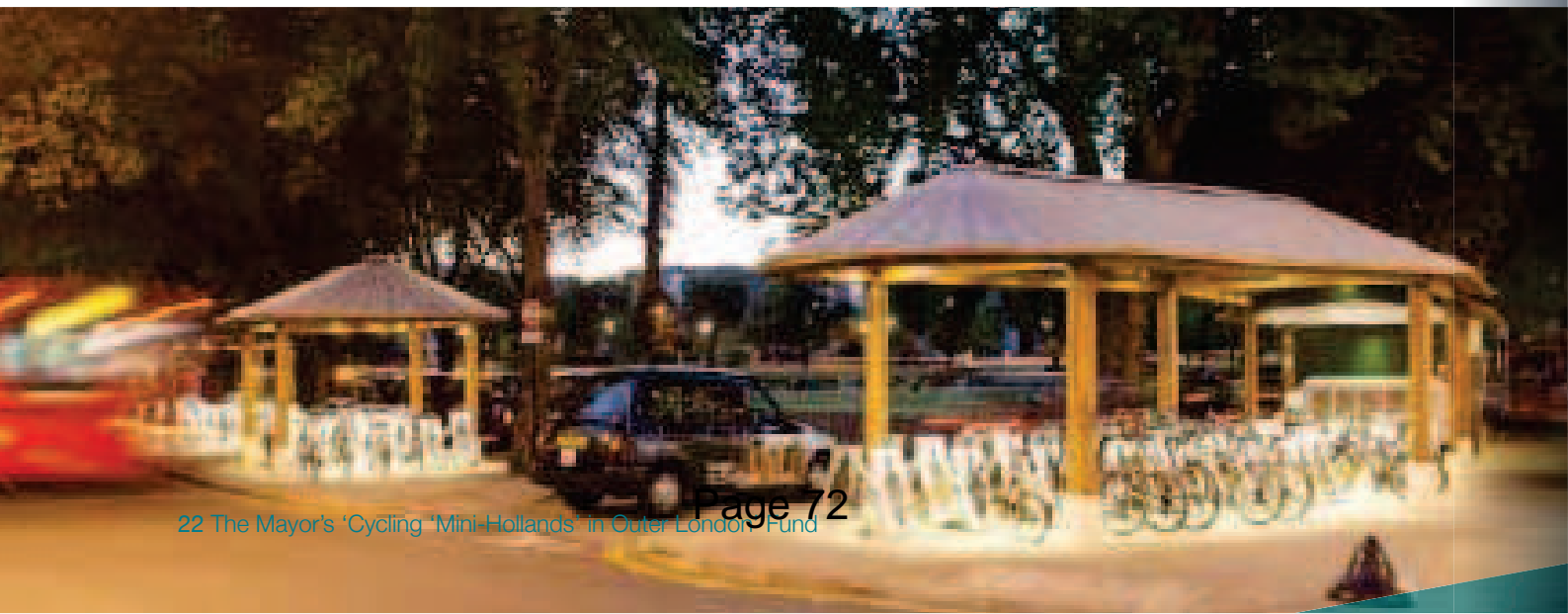
In Wimbledon town centre we will work with the Centre Court shopping centre management team to allocate secure, covered cycle parking locations close to the shopping centre and within the on site car parking. This would be a similar facility to that offered by the City of London to cyclists.

Morden station / Colliers Wood station / Raynes Park station / Mitcham Eastfields station

In these locations we propose to introduce a cycle hub facility. This will be similar to the Ealing cycle hub but could also feature a bike repair facility similar to that provided by The London Bicycle Kitchen featured above.

On other projects whereby we have improved facilities near to or within station land and forecourts we have worked closely with TfL and transport operators such as South West Trains. We have a good relationship with the relevant staff at these organisations which will ensure successful implementation of additional facilities.

Source: Westtrans.org





The London Bicycle Kitchen

Successes that demonstrate our ability to deliver

Whilst the borough has a recent history of delivering award winning regeneration and transport projects, it has also demonstrated an ability to implement innovative schemes with a specific focus on cycling. One such example is the South Wimbledon Business Area Streets for People Project, summarised as follows:

- Innovative scheme involving the introduction of a contra-flow cycle lane to improve access to and through an industrial estate
- Important connection to the wider cycle network
- Awarded the London Transport Award 2012 for 'Most Effective Road Safety, Traffic Management & Enforcement Project'

BEFORE



AFTER



Cycling Projects in Progress – Funded and at Implementation Phase

As part of our ongoing programme of cycle improvements, principally delivered via the LIP programme, the following projects are currently being implemented:

TO / FROM	ROUTE	PROGRESS
COLLIERS WOOD TO SOUTH WIMBLEDON	Extension to the Cycle Superhighway - working with TfL to extend the CSH from Colliers Wood along Merton High Street towards South Wimbledon.	In progress – substantially complete
WIMBLEDON TO RAYNES PARK	Railside Path - completion of the next stage of the project between Raynes Park and Elm Grove.	In progress
WORCESTER PARK TO MORDEN	Green Lane - completion of an important link to the network.	In progress - LIP funding allocated
MORDEN TO ST HELIER	A24 Morden Town Centre – Lower Morden Lane. TfL led scheme including a combination of on-road cycle lanes and shared footways / cycleways.	In progress – substantially complete
EARLFIELD TO MORDEN HALL PARK	Wandle Trail Improvements to the cycleway / leisure route as part of the Wandle Valley Regional Park work. Bridge in Wandle Park - across the river Wandle in Wandle Park Wandle Trail - Plough Lane to Earlsfield route improvements	In progress

Cycling Projects that require the Mayor’s funding

To ensure the borough achieves its target of increasing the cycling mode share to at least 10% then investment is required to improve our cycle routes and unlock access to all of the key trip attractors in the borough.

We have discussed the need to improve our town centres in order to significantly improve conditions for cyclists. However, an essential element of the vision is to also have the right connections in place between the town centres and to surrounding boroughs.

We will use a significant proportion of the funding to focus on the connectivity between town centres. The following table illustrates the key routes that we would like to improve utilising the funding. Some of these are along busy main roads where we will aim to introduce segregated routes and others will be along quieter routes that will just require signing and lining. We are supportive of the introduction of segregated routes where it is practical but also understand the benefit of promoting quieter ‘back’ or parallel routes.

A list of routes that require funding for feasibility, design and implementation are listed below. Funding may vary depending on the level of segregation required therefore this will impact our cost estimate in an upcoming section.

TO / FROM	ROUTE
SOUTH WIMBLEDON TO WANDSWORTH (EXTENSION OF CSH8)	South Wimbledon to Wandsworth – extension of CSH 8. Haydons Road, Durnsford Road, Penwith Road, Garrett Lane and then link to CSH 8. Funding to address severance issue – improvements for cyclists along the bridge at Durnsford Road.
WIMBLEDON TO WANDSWORTH (EXTENSION OF CSH8)	Wimbledon town centre to Wandsworth – extension of CSH 8. Route via Alexandra Road, Wimbledon Park, Arthur Road and linking to Durnsford Road.
SOUTH WIMBLEDON TO RAYNES PARK / NEW MALDEN (EXTENSION OF CSH7)	South Wimbledon to LB Kingston - an extension to CSH 7 along Kingston Rd, via Bushey Rd to Raynes Park /New Malden.
WIMBLEDON TO WIMBLEDON COMMON	Wimbledon town centre to Wimbledon Common via Wimbledon Village.
WIMBLEDON TO RAYNES PARK / NEW MALDEN	Wimbledon town centre to New Malden, via Elm Grove and Raynes Park.
WIMBLEDON TO SOUTH WIMBLEDON (ANOTHER OPTION TO THE TOWN CENTRE CONCEPT ROUTE)	Wimbledon town centre to South Wimbledon via South Park Road, Bridges Road, Merton Road.
SOUTH WIMBLEDON TO MORDEN	Morden Road
MORDEN TO WIMBLEDON	Morden station site to Kendor Gardens / Dorset Road and route via Poplar Road South from Martin Way (requires filtered cycle permeability) and Poplar Road to Wimbledon.
MITCHAM TO COLLIERS WOOD	Church Road / Western Road.
MITCHAM TO TOOTING (POTENTIAL TO JOIN UP WITH CSH 7 – IN LB WANDSWORTH)	Holborn Way / London Road.
MITCHAM TO CROYDON	Croydon Road to Mitcham Road
WIMBLEDON & MITCHAM COMMON / MORDEN HALL PARK	Improve cycle routes across all parks and commons.

Examples to Demonstrate our Vision



London Road proposal



Bridges

We are also seeking funding to deal with severance notably across rail lines and rivers. We wish to utilise the Mayor's funding to address four key locations where there are issues of severance for cyclists. We would like funding to improve or install bridges at the following locations:

River Wandle:

Install a new bridge across the River Wandle, Colliers Wood near to Merton High Street, to provide a direct connection as part of the Wandle Trail.

Durnsford Road:

Existing road / bridge that requires to include cycle lane provision

Merton Hall road:

A footbridge over the railway that requires improvement for cyclists via a new bridge, or alternatively via the introduction of Wheel Channels.

Lower Downs tunnel:

Work has been undertaken on feasibility to improve this location. Investigations to install a shared pedestrian path away from the carriageway.

Edge Hill Road:

A footbridge that requires improvement for cyclists possibly via the introduction of Wheel Channels.

Croydon Road proposal



Chapter 03 Supporting Initiatives

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““ With the development of a behaviour change programme similar to that of the cycle demonstration towns we will increase the cycling mode share in Merton ””

Cycling in the Planning Process

Via the planning process we continue to ensure that new and proposed developments provide accessibility for cyclists, installing cycle routes and cycle parking. Some examples of which are as follows:

- Former Gas Works Site, Western Road
- SITA site, Hallowfield Way
- Lessa Site, Grand Drive

Advanced Stop Lines

We are committed to the introduction of Advanced Stop Lines at junctions and will introduce more along our key routes as appropriate. Some of highlighted on the concept for Wimbledon town centre.

Car parking in cycle lanes (general enforcement)

We are supportive of the removal of car parking in appropriate locations to allow cycle routes to be implemented. We will as outlined in our pledge enforce car parking restrictions in cycle lanes.

20 mph zones

There are already a number of 20mph zones in the borough and we plan to extend the existing zones across the borough.

Way finding

We have a way finding strategy in place that covers the whole borough. We plan to sign our key routes ensuring connectivity across the borough's trip attractors. The routes will be signed and well lit and will include a provide a common typology for lanes, surfacing and crossings.

Promotion and Support for Change

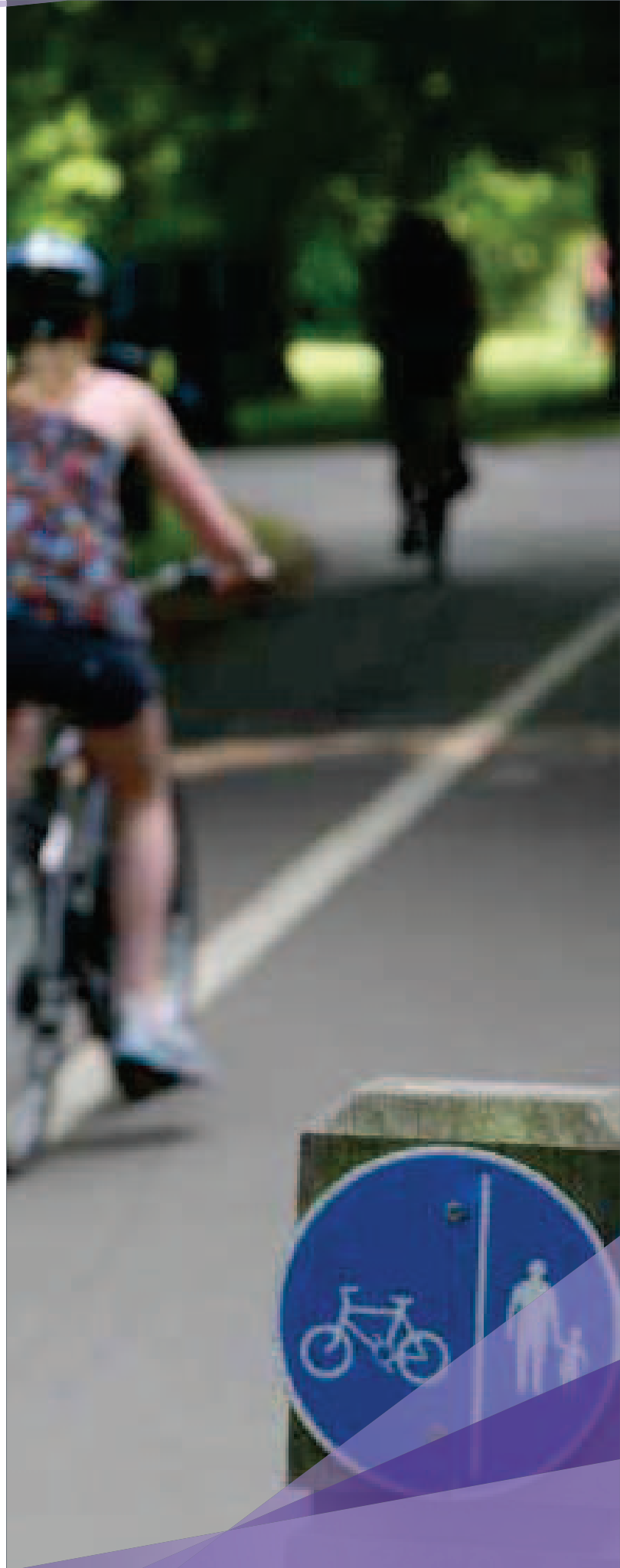
With the development of a behaviour change programme similar to that of the Cycle Demonstration Towns we will increase the cycling mode share in Merton. This will involve a programme to include and not limited to the following:

- Free cycle training for adults.
- Bikeability level 1,2 and 3 training for all school children
- Secondary school cycling programme targeting all of the 8 secondary schools in the borough. This will provide additional cycle parking, intensive level 3 training, events and monthly Doctor Bike visits.
- Free doctor bike service to be provided in the town centres every Sunday lunchtime - this could alternate between the town centres and could be bi-weekly in Wimbledon town centre.
- Marketing campaign targeting residents along the routes and the town centres similar to that of Cycle Aylesbury where they distributed information about the routes close to residential areas.

- Development of a cycle map focussing in on Wimbledon town centre and highlighting the key routes radiating out of the town centre. The 'Merton Cycle Map' tube style – an initial design has been provided.
- Supporting women via women only information evenings, led rides and ensuring capacity of female cycle trainers.
- Supporting those seeking employment by working with the Job Centre Plus to provide unemployed residents with a bike, training and personalised travel planning information.
- Supporting all residents by working with the NHS on developing a cycling on prescription service or a Cycling for Health programme.

Format of promotion will take place via a variety of methods including and not limited to the following:

- Website
- Social media
- Events
- Articles in local press
- Via stakeholders



Chapter 04 Delivering Our Vision

We can demonstrate successful implementation of large complicated town centre projects that have received awards, have been completed on time and on budget. One example is Destination Wimbledon as summarised in an earlier section. We have prepared an estimate of costs for our bid and a project plan to confirm the timeline of activity.

VISION CYCLING
INTEGRATED
EDUCATION SECURITY
INFRASTRUCTURE
HEALTH SAFETY



“ Realise this vision and ensure a consistent and integrated approach ”

Y

Estimate of costs

We have prepared an estimate of the costs for implementation which are presented below. With the options only being at 'concept design' stage, we can only provide a budget cost based on our experience (and costs) of previous similar schemes.

At this stage, no refined measurement and estimation is practicable without further development of the scheme options. As a result, the budget estimates must be treated with some caution. Budget costs will be developed (and refined) once the schemes themselves are developed through the various design stages.

Our initial thoughts were to benchmark the costs against estimates of cycle schemes in published guidance such as LCN Design Guidelines and Sustrans guidance (so we could reference to a recognised source of our costs). However, the mini-Holland schemes do not 'fit in' with previous typical cycle schemes, so we were much more reliant on our judgement and reference to other similar highway schemes.

NO.	WIMBLEDON TOWN CENTRE CONCEPTS - SCHEME MEASURES FOR OUR 'MINI-HOLLAND'	ESTIMATE OF COSTS
1	"Dutch Style" segregated cycle lane roundabout	£500,000
2	Floating bus stop facilities	£30,000
3	Existing loading and parking restriction review	£25,000
4	Early start for cyclists - new traffic signal configuration and adjustments to existing highway alignment at junction	£300,000
5	Segregated two way cycle lanes in centre of Wimbledon Bridge	£350,000
6	Segregated two way cycle facilities/Early start for cyclists - new traffic signal configuration and adjustments to existing highway alignment at junction	£540,000
7	Cycle contra-flow in one way residential streets near town centre	£50,000
8	Two-way segregated cycle lane along gyratory through town centre	£300,000
9	Early start for cyclists - new traffic signal configuration and adjustments to existing highway alignment at junction	£300,000
10	Filtered cycle permeability in existing one-way residential streets	£50,000
11	"Dutch Style" segregated cycle lane roundabout	£500,000
12	Floating bus stop facilities	£60,000
13	Introduction of shared ped/cycle facilities and cycle parking	£100,000
14	Cycle contra-flow in one way residential streets south of town centre	£80,000
	SUB TOTAL	£3,185,000
15	Preliminaries and traffic management (20%)	£637,000
16	Contingencies (25%)	£955,500
	WIMBLEDON GYRATORY WORKS SUB - TOTAL	£4,777,500

Programme Plan

TOWN CENTRES		
17	Wimbledon to Wimbledon Village electric bike hire trial.	£100,000
18	Bicycle Hire - working with south London boroughs to develop a cycle hire scheme tailored specifically to meet the needs of outer London boroughs.	£200,000
19	Raynes Park	£500,000
20	Mticham town centre	£500,000
21	Morden town centre	£500,000
22	South Wimbledon junction	£500,000
CONNECTIVITY		
23	Install a new bridge across the river Wandle, Colliers Wood near to Merton High Street.	£200,000
24	Edge Hill Road – a footbridge that requires Wheels Channels.	£20,000
25	Merton Hall road - introduction of Wheels Channels.	£20,000
26	Durnsford road - existing road / bridge that requires to include cycle lane provision	£500,000
27	Lower Downs tunnel – work undertaken on feasibility, install a shared pedestrian path away from the carriageway.	£500,000
28	Cycle routes - connectivity - physical measures required along approx 10 km of routes (estimate based on cost of CSH 5 which included more segregation).	£10,000,000
CYCLE HUBS		
29	Wimbledon cycle hub - within existing car parking facility	£250,000
30	Colliers Wood cycle hub	£250,000
31	Morden station cycle hub	£250,000
32	Raynes Park cycle hub	£250,000
33	Mitcham Eastfields	£250,000
SUPPORTING MEASURES		
34	Cycling for health programme development	£500,000
35	Cycling for employment programme with Job Centre Plus	£500,000
36	Secondary school programme (cycle parking, level 3 intensive training and doc bike)	£800,000
37	Marketing and travel awareness (includes brand development, events, promotions, campaigns)	£3,000,000
ADDITIONAL STAFF SUPPORT		
38	Project management - one member of staff full time - 5 years	£250,000
39	Transport planning support either via consultancy or contractors (feasibility, design and implementation)	£1,000,000
NOTES:		
<ul style="list-style-type: none"> • No major statutory undertakers diversion works have been allowed for in this cost estimate • Costs above assume for a streetscape finish which will (at least) match existing but will aim for high quality finish. • All prices excluding VAT. • Wimbledon town centre costs do not include design fees or Council costs. 		
Sub-total		£20,840,000
Total		£25,617,500

Monitoring our success

We will develop a list of Key Performance Indicators to help assess the success of our activity. We will also utilise the data sources provided in the following table to monitor the success of our activities. We will develop a detailed programme to undertake annual monitoring to ensure we are progressing towards our targets.

Data Sources

	DATA	SOURCE
1	Borough Automated Traffic Counts (Biking Borough data)	LB Merton
2	Merton TLRN traffic data	Transport for London
3	Department for Transport traffic and cycle data	Department for Transport
4	Accident data	Transport for London
5	Cycle parking data	LB Merton
6	Cycle theft data	Metropolitan police website
7	Cycle training data	LB Merton
8	Doctor Bike activity	LB Merton
9	Rail station counts	Office of Rail Regulation
10	School travel plans	LB Merton
11	Workplace travel plans	LB Merton
12	CO2 levels	NoLHAM
13	Air Quality	Kings College Website
14	LTDS data	Transport for London
15	Website hits	LB Merton
16	Marketing material and images	LB Merton
17	Cycling events / road show case studies	LB Merton

Ensuring Transformation Change

In summary, Merton has a strong case for investment in cycling as part of the 'Mini-Hollands' programme for the following reasons:

- There is a sound political commitment for major cycling improvements, along with support from key stakeholders, including Merton Cycle Campaign and Sustrans.
- The borough has a strong track record in delivering cycling and award-winning town centre schemes to time and budget.
- The borough is an important 'bridge' between the higher cycle use boroughs of Kingston and Wandsworth, and is linked to central London (only 8 miles away) via a Cycle Superhighway
- It has the highest density of outer London boroughs, very high cycle ownership and a very high proportion of shorter cycleable trips, along with many open spaces to encourage cycle use
- It has a number of town centres which can be easily linked by safe and direct cycle routes
- Wimbledon town centre is an ideal location for the core of a mini-Holland, with a strong cycling catchment and is an international 'brand' to build cycling around

Merton's proposal includes:

- Measures to achieve a ten percent modal share for cycling by 2020
- an innovative Wimbledon town centre 'mini-Holland' with segregated cycle facilities through the core centre linked with Dutch-style roundabouts, a cycle hub and string links to surrounding areas
- Major cycling improvements with segregated facilities and cycle hubs in Morden, Mitcham, Raynes Park, Colliers Wood and South Wimbledon town centres
- New safe and direct cycling connections linking the town centres
- Innovative proposals to trial electric cycles to link with the AELTC (All England Lawn Tennis Club)
- A complementary promotional, safety and behaviour change programme

An indicative budget has been developed, and a number of 'quick wins' identified in a phased, deliverable programme.

MERTON - MINI-HOLLAND BID - WIMBLEDON TOWN CENTRE	YEAR 1				YEAR 2				YEAR 3				YEAR 4				
	QUARTER 1	QUARTER 2	QUARTER 3	QUARTER 4	QUARTER 5	QUARTER 6	QUARTER 7	QUARTER 8	QUARTER 9	QUARTER 10	QUARTER 11	QUARTER 12	QUARTER 13	QUARTER 14	QUARTER 15	QUARTER 16	
1	BASE DATA COLLECTION (TRAFFIC FLOWS, TOPO, QUEUES, PARKING, SIGNAL TIMINGS, ETC)																
2	PROBLEMS AND OPTIONS STAKEHOLDER ENGAGEMENT																
3	BASE CASE TRAFFIC MODELLING IN LINSIG AND VISSIM																
4	FEASIBILITY STUDY FOR TOWN CENTRE PRODUCING OUTLINE DESIGNS AND CARRYING OUT INITIAL MODELLING ASSESSMENTS																
5	PUBLIC CONSULTATION ON MAIN FEASIBILITY OPTIONS (INCLUDING PREPARATION AND MEMBER APPROVALS TO CONSULT)																
6	OFFICER / MEMBER DECISION OF PREFERRED OPTIONS TO TAKE FORWARD TO PRELIMINARY DESIGN																
	PRELIMINARY DESIGN OF MEASURES CONTAINED WITHIN PREFERRED OPTION INCLUDING MORE DETAILED MODELLING, HIGHWAYS TEAM ENGAGEMENT, ETC																
	MEMBER APPROVALS																
9	PUBLIC ENGAGEMENT (INCLUDING EARLY STAGE TRO DISCUSSIONS)																
10	HIGHWAYS DETAILED DESIGN																
11	HIGHWAY AUTHORITY (TECHNICAL APPROVAL)																
12	TFL TRAFFIC SIGNAL DISCUSSIONS AND APPROVALS																
13	TRAFFIC SIGNAL DETAILED DESIGN																
14	SAFETY AUDITS																
15	TRAFFIC REGULATION ORDERS (TROS) PROCESSES																
16	PREPARE CONTRACT DOCUMENTS																
17	TENDER PROCESS																
18	APPOINTMENT OF CONTRACTOR / MOBILISATION																
19	NRSWA NOTICES (C2/C3/C4 STATUTORY UNDERTAKERS CONSULTATION)																
20	UTILITY DIVERSIONS (IN PHASES)																
21	CIVIL WORKS (MAJOR SCHEMES)																
22	TRAFFIC SIGNAL IMPLEMENTATION (IN PHASES)																
23	POST IMPLEMENTATION SURVEYS AND MONITORING																

Future Merton
London Borough of Merton
12th Floor Merton Civic Centre
London Road
Morden SM4 5DX

Email: future.merton@merton.gov.uk
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Motion (Conservative)

Submitted by Councillors Janice Howard, Debbie Shears and Simon Withey

This Council recognises that parking is a key concern for many Merton residents, whether it is being able to park at their local parade of shops to pick up a newspaper or parking in one of the borough's town centres for a more varied shopping experience.

This Council notes that:

- The recent town centre and neighbourhood parade parking surveys highlight the serious concerns expressed by residents and businesses about both the cost and availability of parking in Merton, and particularly in Wimbledon, Raynes Park and Wimbledon Village.
- There continues to be low occupancy rates in some of the council's car parks whilst we see severe pressure on the limited amount of on street parking available in many of the residential areas that abut our town centres.
- The local retention of business rates now means that councils have a direct financial incentive to support business and retail growth in town centres. Vibrant town centres will raise more money for Merton and its council taxpayers and so it makes financial as well as environmental sense to encourage the borough's residents to support local businesses as much as possible rather than travelling further afield.

This Council believes that Merton's residents and businesses want to see a fair, coherent and consistently applied parking regime, which supports and encourages thriving town centres and shopping parades, rather than excessive parking charges and over-zealous enforcement, both of which are harmful to local high streets.

This Council therefore resolves to call on the Labour administration to:

- a) Amend with immediate effect the current 'zero tolerance' parking enforcement regime and allow the borough's traffic wardens and parking officers to use sensible discretion when enforcing parking regulations, in line with the Government's proposed 'grace period' for motorists to allow them to stop outside shops for short periods of time;
- b) Roll out 20 minutes' free parking to those neighbourhood shopping parades across Merton which currently do not benefit from any such arrangement, to help support our small local businesses; and
- c) Give Merton residents one hour's free parking in any of the borough's council-run car parks thereby encouraging people to use our town centres more.

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Motion 1 (Conservative)

Submitted by Councillors Diane Neil Mills, Suzanne Grocott and Henry Nelles

This Council recognises that for too long vital local assets such as car parks, pubs and libraries have been lost without proper consideration being given to the effect on the community in Merton.

Recent efforts by residents to try and save Wimbledon Library, the P4 car park and Morden Tavern by having them listed as 'assets of community value' under the provisions of the 2011 Localism Act clearly demonstrate the willingness and determination of local people to protect the borough's assets for the benefit of future generations. However time and again, residents and community groups have come up against council bureaucracy and a lack of transparency with regard to management of the council's assets.

This Council believes that Merton should seek to help not hinder residents and community groups in their efforts and as such it would be beneficial to have a comprehensive list of assets around the borough which local people would like to see protected. This Council also believes that any proposals brought forward by the Cabinet to acquire or dispose of assets should as far as possible be consistent with the budget adopted annually by Full Council so as to ensure greater transparency of decision making and improve the long term management of the council's assets.

This Council therefore resolves:

- a) Actively to encourage and support Merton's residents, businesses and community groups to come forward with proposals for local sites to be included on a list of Merton's 'assets of community value'.
- b) To request Cabinet to replace the current Strategic Property Asset Group, which is made up only of council officers, with a new cross party body consisting of a mixture of Members and officers who are tasked with considering these proposed sites.
- c) As part of a move towards greater openness and transparency and improved forward planning, that any acquisitions and disposals of council assets proposed by Cabinet, which are not already clearly stated in the budget approved in March each year, should be brought to Full Council for decision by all Members and that a report be presented to General Purposes Committee to consider the implications and amendments required to the constitution to give effect to this change

Motion 2 (Merton Coalition)

Submitted by Councillors Suzanne Evans, Richard Hilton and Linda Scott

Council is aware that by 1st January 2015 all rubbish collections must comply with the European Waste Framework Directive and the Waste (England and Wales) Regulations 2011 and the Waste (England and Wales) (Amendment) Regulations 2012 which provide that there will be an obligation to collect waste paper, metal, plastic and glass separately where separate collection is:

- Necessary to ensure that waste undergoes recovery operations and to facilitate or improve recovery; and
- Technically, environmentally and economically practicable

Taking food waste into account, this could mean householders in Merton face having to separate their waste into at least six different containers. This will prove problematic for many householders who will not have the space for so many bins in their flats, houses or gardens.

In practice, the extra burden this could place on waste collectors also means Merton may have to consider abandoning the current weekly waste collection service with a less frequent service.

The convenience of weekly bin collections and single, mixed-bin recycling collections are valued by residents in Merton and this Council therefore resolves to request this and subsequent Cabinets to: -

1. Maintain a weekly bin collection beyond 1st January 2015
2. Continue the practice of collecting recyclables by way of a single mixed-bin recycling system beyond 1st January 2015

Motion 3 (Labour)

Submitted by Councillors Russell Makin, Laxmi Attawar and Agatha Akyigyina

This Council agrees to support the Croydon, Merton and Sutton Credit Union by use of the following:

- a) Encouraging all Councillors and council employees to participate in the scheme
- b) Advertising as widely as possible to the residents of Merton the benefits of joining a credit union
- c) Discouraging “payday loan” companies from advertising on any of its properties and exploring ways of blocking access to such websites via its IT systems.

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Committee: Council

Date: 11 September 2013

Subject: Call-in and Urgency – South London Waste Partnership: Exit Strategy for Phase A Contract 2 (Household Refuse and Recycling Centres)

Lead officer: Paul Evans, Assistant Director Corporate Governance

Lead member: Councillor Stephen Alambritis, Leader of the Council

Forward Plan reference number: N/A

Contact officer: David Dunford, Assistant Head of Democracy Services

Recommendations:

That Council note the taking of an urgent key decision requiring the waiving of the call-in procedure.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report advises Council of the taking of an urgent key decision in accordance with the provisions of Part 4 E, section 17 of the Council's constitution.

2 DETAILS

- 2.1. The Constitution makes provision for the taking of an urgent decision i.e. "Part 4 E, Paragraph 17(a) states that the call-in procedure ...shall not apply where the decision being taken is urgent. A decision will be urgent if any delay likely to be caused by the call-in process would seriously prejudice the Council's or the public interest.
- 2.2. In accordance with paragraph 17(b) of the constitution the above titled report was brought to the attention of the Chair of Overview and Scrutiny Commission. The Chair of the Overview and Scrutiny Commission was in attendance at the Cabinet meeting that considered the above titled report and confirmed to Cabinet his agreement to exempt the report and consequently the Cabinet decisions in respect of this matter from the call-in procedure.
- In particular, the Chair of the Overview and Scrutiny Commission confirmed the exemption on the basis that he was in agreement with the recommendation of the South London Waste Partnership's proposed exit strategy that required the termination of the current contract within limited timescales.
- 2.3. Paragraph (c) of section 17 requires that "Decisions taken as a matter of urgency must be reported to the next available meeting of the Council

together with the reason for urgency (the reason for urgency is identified at 2.2 above).

3 ALTERNATIVE OPTIONS

3.1. None for the purpose of this report.

4 CONSULTATION UNDERTAKEN OR PROPOSED

4.1. None for the purpose of this report.

5 TIMETABLE

5.1. None for the purpose of this report

6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

6.1. None for the purpose of this report.

7 LEGAL AND STATUTORY IMPLICATIONS

7.1. None for the purpose of this report.

8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

8.1. None for the purpose of this report.

9 CRIME AND DISORDER IMPLICATIONS

9.1. None for the purpose of this report.

10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

10.1. None for the purpose of this report.

11 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT

None

12 BACKGROUND PAPERS

12.1. None.

Committee: Council

Date: 11 September 2013

Subject: Changes to Membership of Committees and related matters

Lead officer: Ged Curran, Chief Executive

Lead member: N/A

Forward Plan reference number: N/A

Contact officer: Susanne Wicks democratic.services@merton.gov.uk 020 8545 3574

Recommendations:

- A. That the changes to the membership of Committees approved under delegated powers since the last meeting of the Council are noted.
-

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report asks the Council to note the membership changes made under delegated powers since the publication of the agenda for the Council meeting held on 10 July 2013.

2 DETAILS

- 2.1. The following membership changes have been made under delegated powers in accordance with section A4 of part 3F of the Constitution:

Committee	member	replaced by	date
Overview and Scrutiny Commission	Diane Neil Mils	Ray Tindle	16/07/13
SMAC	Janice Howard (sub)	Logie Lohendran (sub)	17/07/13
Children and Young People Scrutiny Panel	Peter Walker	Philip Jones	04/07/13

3 ALTERNATIVE OPTIONS

- 3.1. N/A

4 CONSULTATION UNDERTAKEN OR PROPOSED

- 4.1. N/A

5 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

5.1. None for the purposes of this report.

6 LEGAL AND STATUTORY IMPLICATIONS

6.1. The information regarding membership changes in this report complies with legal and statutory requirements. Council is required to accept nominations made by political groups.

7 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

7.1. None for the purposes of this report.

8 CRIME AND DISORDER IMPLICATIONS

8.1. None for the purposes of this report.

9 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

9.1. N/A

10 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT

None.

11 BACKGROUND PAPERS

11.1. Documents from the authorised officer confirming approval of the membership changes agreed under delegated powers.

Committee: Council

Date: 11 September 2013

Subject: Petitions

Lead officer: Paul Evans, Assistant Director, Corporate Governance

Lead member: Leader of the Council

Contact officer: David Dunford, Assistant Head of Democracy Services

david.dunford@merton.gov.uk

Recommendations: That Council

- (1) receives petitions (if any) (Part 4A, paragraph 18.1 of the Council's Constitution); and
 - (2) note the advice given by officers in respect of the petition presented to the 10 July Council meeting.
-

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report invites council to receive petitions in accordance with Part 4A, paragraph 18.1 of the Council's Constitution; and asks council to note the advice provided by officers to Councillors presenting petitions on behalf of residents.

2 DETAILS

- 2.1. Council at its meeting held on 10 July 2013 received the petition detailed below. Petitions received by Council are referred to respective departments with officers asked to advise the presenting member in each case of the way in which the petition is to be progressed.

2.2. PETITION DETAILS

A petition was submitted by Councillor Iain Dysart on behalf of residents of Stanley Avenue and Blakes Terrace asking that their streets are resurfaced.

Officers have been in communication with Councillor Dysart in respect of this matter and are seeking to keep him advised.

A petition was submitted by Councillor Mary-Jane Jeanes on behalf of residents Barnard Gardens and Errol Gardens asking the Council to enforce the 'Tree Preservation Order' on the mature ash tree at the cul-de-sac end of Barnard Gardens.

Officers have been in communication with Councillor Jeanes in respect of this matter and are seeking to keep her advised.

3 ALTERNATIVE OPTIONS

- 3.1. None for the purpose of this report.

4 CONSULTATION UNDERTAKEN OR PROPOSED

- 4.1. None for the purpose of this report.

- 5** **TIMETABLE**
- 5.1. None for the purpose of this report.
- 6** **FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**
- 6.1. None for the purpose of this report.
- 7** **LEGAL AND STATUTORY IMPLICATIONS**
- 7.1. None for the purpose of this report.
- 8** **HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**
- 8.1. None for the purpose of this report.
- 9** **CRIME AND DISORDER IMPLICATIONS**
- 9.1. None for the purpose of this report.
- 10** **RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**
- 11** **APPENDICES – None**
- 12** **BACKGROUND PAPERS - None**