

**1. From: Matthew Conway  
To the Cabinet Member for Regeneration, Housing and Transport**

Why are fees for residents parking permits not capped at the cost of administering the scheme and enforcement?

**Reply**

Resident permit charges have been frozen since 2009. We consider an appropriate price to be one that challenges motorists to consider other more sustainable and active (cycling and walking) forms of transport, but recognises the car in many cases can be useful.

The setting of parking charges, including resident permit charges can lawfully take into account the policy objectives of the Council in addition to the costs of running the service. Any surplus is used for transport purposes.

The cost of Residential Permits is one way the council can influence car/vehicle use within the borough and directly contribute to the Mayor's Transport Policy, Local Implementation Plan and Air Quality and Public Health objectives

**2. From: Tom Killick  
To the Cabinet Member for Finance**

Will the Council make it a condition of major public events in the borough requiring their permission or which they themselves organise that such events be free of single-use plastics?

**Reply**

Whilst we support the general principle that events hosted in Merton should, as far as possible, be free from single-use plastics, it is not yet considered wise to enforce a complete ban, as some alternatives such as glass or metal would clearly not be appropriate. We would, nevertheless, work with event promoters and organisers and event caterers to encourage this approach insofar as practical and continue to review the industry in respect of market developments that encourage alternatives to plastic.

**3. From: Stuart Thomas  
To the Cabinet Member for Regeneration, Housing and Transport**

The 20 MPH speed limit has not stopped the constant speeding on Rowan Road, what enforcement measures are you going to take?

**Reply**

The 20mph speed limit on Rowan Road was introduced in November 2018 as part of the borough's programme in rolling out a borough wide 20mph speed limit. The proposal

is in line with Mayor of London's strategy and it is about changing driver behaviour – that is to say to encourage drivers to travel at a consistent lower speed not just throughout the borough but from borough to borough. The borough limit will work alongside neighbouring borough's 20mph speed limits. This is expected to bring about a culture change so that it is socially unacceptable to drive over 20mph in London. In 2018 the Council installed traffic calming measures such as chicanes and additional pedestrian crossing points to further reduce the ability of motorists to speed on Rowan Road. Although the enforcement of speed falls under Police jurisdiction, the recent interventions serves as a deterrent to speeding

**4. From: Gemma Davies  
To the Cabinet Member for Community and Culture**

When will rubbish bins and dog waste bins be placed inside Rowan Park? There are only two bins inside the children's play area at one end of the park.

**Reply**

There are plans in progress to relocate the existing litter bins [we do not provide separate dog waste bins] in the park to ensure that they are more easily available to all parks users. However, we have no plans at the current time to increase the overall number of bins present. We consider that this park serves mainly a local usage and our policy on parks waste is to encourage users to take their litter home with them. Our contractor is aware of this position and contractually they are required to undertake litter picking tasks according to local needs. We will continue to review littering issues there together with our contractor given that this site is a new location for the Council, transferring in December 2018.

**5. From: Laura Clague  
To the Cabinet Member for Regeneration Housing and Transport**

What are the council doing about all the empty and dilapidated houses and flats in Merton, with the housing crisis and level on homelessness this must not be ignored.

**Reply**

The Council is committed in meeting housing need locally and works in partnership with private sector owners and landlords to increase housing supply so as to prevent homelessness. The Council continues to maintain the lowest numbers of homeless households in temporary accommodation in London and homeless prevention plays an important role in achieving this outcome.

Where an empty property is identified the Council would seek to work with the owner as far as is reasonably practicable to bring the dwelling back into use

**6. From: Joyce Pountain  
To the Cabinet Member for Environment and Street Cleanliness**

In September, Cllr Southgate asked about the weed-killer glyphosate and the alternative steam foam. What was the outcome of the contractor's review of glyphosate use? Also, of your investigation into Hammersmith & Fulham's use of steam foam. Since then, Richmond, Lambeth and Croydon have announced plans to go pesticide-free.

**Reply**

We continue to monitor the use of pesticides for weed control with both our grounds maintenance and street cleansing contracts

The EU renewed the licence for the use of glyphosate-based weed killers such as Round-up in 2017 until 2022. Under UK and EU law it is therefore certified safe to use when applied by qualified staff as per the manufacturer's instructions. Currently, our contractors, having reviewed matters, consider that the judicious use of glyphosate is the most cost-effective means of weed control available for their clients, so in the short to medium term they will continue to use glyphosate carefully and according to manufacturers' instructions and best practice

As far as glyphosate use in parks and green spaces is concerned, the contractual position with our grounds maintenance contractor remains that the policy is one of minimal use of herbicides and that herbicides should only be applied under exceptional circumstances. In practical terms, existing programmes for the control of Japanese Knotweed in the borough, for example, would be extremely challenging without the use of glyphosate.

**7. From: Ravi Nathan  
To the Cabinet Member for Environment and Street Cleanliness**

When are the council going to do a better job of keeping the streets and parks in Colliers wood, south wimbledon and tooting cleaner? The place is filthy and its coming at a time where people are starting to move in and help regenerate the area.

**Reply**

Our street cleansing contractor, Veolia have implemented a neighbourhood approach to deliver the street cleaning operations. Each neighbourhood has an associated team of Veolia operatives and an Environmental Manager overseeing and co-ordinating their work. This approach contributes towards building knowledge and a sense of pride amongst the neighbourhood team. The Environmental Managers become familiar with the requirements of the area and apply their resources accordingly. The contract requires Veolia to maintain a consistent standard of cleanliness across the whole borough in line with best practice from Defra's Code of Practice on Litter and Refuse. This approach measures the contractor based on their output rather than the amount of resources they use or the frequency at which they clean the streets. In order to achieve the required standard,

the contractor is required to apply whatever resources, at whatever frequency, are required to maintain the necessary contractual standards. In practice, this means the contractor will apply more resources to town centres than residential areas even though the contract requires the streets in both areas to be maintained to the same standard.

In order to hold the contractor to account we have implemented a Neighbourhood Client Team who undertake site inspections and work closely with the contractor's Area Managers to ensure that service standards are maintained and any rectifications are addressed in line with our contractual agreements. They also undertake visits and walk-about with local ward Members who have concerns about littering in their area in order to address the issues in a proactive manner.

Can I thank residents for using the online reporting arrangements as this helps us to ensure we alert Veolia to areas requiring attention whether it is fly tipped material, or recent litter or any other environmental issue.

**8. From: Andrew Biden**

**To the Cabinet Member for Regeneration Housing and Transport**

Please could the Council provide an update on the proposals (if any) to make Haydon's Road train station step-free on both platforms and, if so, the timescales for those proposals? Would the Council agree that this work was essential prior to the completion of the Plough Lane stadium?

**Reply**

The Council is not directly responsible for rail stations, Network Rail are. As part of the nearby development at 1 Caxton Road the Council negotiated the introduction of level access on the outbound line at the rear of that development proposal.

However, whilst the physical level access was facilitated it is the responsibility of Network rail whether to fully implement that proposal and to date this has not been undertaken. It is agreed such access would be beneficial for the new stadium, however this was not identified as an essential requirement at the time, with TFL requesting contributions to improved bus services, which were secured. The Council's continues to lobby Network Rail for station improvements.

**9. From: John Tippett-Cooper**

**To the Cabinet Member for Environment and Street Cleanliness**

Can the council confirm that Veolia does not incinerate waste collected as recycling under Merton's contract managed by the South West London Waste Partnership. If it does, please detail and explain the volume of recycling waste disposed of in this way.

**Reply**

I can confirm that no material collected for recycling is sent for incineration. Veolia undertake the collection of our domestic waste following which it is sent for further processing through our disposal contract with Viridor. Under both these contracts all

material collected as recycling is required to be segregated from the general waste stream and processed in the most environmentally friendly manner.

**10. From: Barry Smith  
To the Cabinet Member for Regeneration Housing and Transport**

What practical solutions are the council putting in place to improve air quality near the proposed site of the new Harris Academy school on High Path and what measurable impact on air quality do they expect these to have?

**Reply**

We are working hard to ensure that steps are being taken to minimise and mitigate air pollution in the area. This area is subject to major redevelopment and there is a need to protect the existing school and the new Harris Academy.

Through the planning agenda the following measures will be secured through the Section 106 agreement and conditions attached to the planning permission granted to construct the school.

**Legal agreement requirements:**

1. Air Quality Contribution of £11,500 towards the Council's new Air Quality Action Plan (AQAP) 2018-2022. The new school would be brought within the remit of this plan and part of the new AQAP is dedicated towards tackling air pollution around schools. The Environmental Health department will be "considering High Path as a potential site to implement the 'School Streets' initiative, this is where the road outside a school is closed to traffic at school opening and closing times. The contribution is for future monitoring which will determine impacts on air quality in the area". (Jason Andrews 12/11/2018).

The Council's Environmental Health Officer has also clarified that the contribution of £11,500 towards the Council's new AQAP to cover the Council's commitments to monitoring and taking action to reduce air pollution around schools. Monies would go towards monitoring, staffing and materials for Merton Abbey Primary School and the new Harris Academy. The Council will deliver 4 air quality audits in the area (to include monitoring) over the next 5-6 years costing £2,800 per audit. They will be jointly linked to both schools as they are close and will impact upon each other. They will also share the same controls and behaviour change mitigation.

2. School Travel Plan (with monitoring fee of £2,000) to:
  - i. Promote awareness of transport issues and the impact of traffic on the local environment.
  - ii. Show a commitment to improving traffic conditions in the local area.
  - iii. Influence the level of private car journeys to and from the Development in order to reduce air pollution and the consumption of fossil fuels.

- iv. Maximise the proportion of journeys to and from the Development by sustainable modes of transport such as walking, cycling and public transport.
3. Contributions to secure an additional bus route to serve the school to minimise use of private car.
4. Tree planting s.106 requirement for a contribution of £50,000 – in and around the site to help minimise air pollution.

**Planning Condition requirements:**

Condition 13 – Working Method Statement to include control of dust, small and other effluvia.

Condition 16 – Dust Management Plan to ensure impacts are minimised. This is to mitigate and monitor dust throughout the demolition and construction phase.

Condition 23 – Recommendations and measures in submitted Air Quality Report to be implemented (including mechanical ventilation).

Condition 28 – Solid fence with planting to minimise air quality impacts within the site.

Condition 30 – Secure cycle parking to reduce reliance on the private car.

The Pollution team are also working closely with Merton Abbey Primary school as part of the Mayor's School Air Quality Audit programme. The audit report contained a number of general recommendations that will need to be agreed between the School, the Council and the Greater London Authority.

Following initial discussions these are currently being agreed and include;

- Green screening and planting.
- Longer-term monitoring in and around the school grounds.
- Improved modal shift infrastructure, cycling and scootering.
- Anti-idling.
- Pedestrian only school's street consultation.
- Behavioural change measures in and around the school secured under the Air Quality Action Plan and include activities such as school travel plans, STARS (Sustainable Travel: Active, Responsible, Safe), auditing and public health initiatives.

Although it's difficult to provide an indication of the cumulative impact of these measures on air quality, officers are confident that there will be adequate protection around the school and monitoring of air quality in the area will be ongoing for many years.

In addition, we also have an air quality action plan which contains a number of measures to deal with air quality throughout the borough.

**11. From: Shipra Gupta  
To the Cabinet Member for Regeneration Housing and Transport**

How many parking permits for diesel vehicles have been issued since the new levy was introduced, how has this changed since the introduction of the levy and how does the combined number of parking permits issued compare before and after the introduction of the levy?

**Reply**

This will be the subject of a review shortly to be undertaken. The Council took the bold decision to introduce the diesel levy surcharge in 2016. The emissions from diesel engines are known to be particularly harmful. The diesel levy along with emission-based charging will be considered. A report will be presented to Councillors in the Autumn of 2019 for consideration. Since the introduction in Merton a number of other London boroughs have followed Merton's lead with the aim of reducing diesel car use. Currently the diesel levy is only charged on Permits, but consideration will be given to extending this to pay and display parking and season tickets.

**12. From: Klaartje Dresselaers  
To the Cabinet Member for Adult Social Care and Health**

What is the diagnosed incidence of asthma in children attending schools less than 150m from an illegally polluted road in Merton and how does this compare to the national average?

**Reply**

Unfortunately data is not currently available to answer this question directly. What we do know is the following:

- An illegally polluted road is a road which exceeds the annual mean EU limit value of 40 µg /m<sup>3</sup> for NO<sub>2</sub> and/or 40 µg/m<sup>3</sup> for PM<sub>10</sub> and 25 µg/m<sup>3</sup> for PM<sub>2.5</sub>. There is no known lower limit for PM which is safe because this depends on the composition of particles in the air.
- The current London Atmospheric Emissions Inventory (LAEI 2013) tells us that in 2013, 4 out of 73 Merton Schools (not including private nurseries) were located within 150 metres of a main road that was above the legal EU annual mean limit value for nitrogen dioxide. The 2013 LAEI was used as the basis for the Mayor of London's Schools Air Quality Audit programme 2017/18, which aims to help protect children from toxic air in London.<sup>1</sup>
- There is no information readily available about the diagnosed incidence of asthma by school in Merton. Information is only held in GP records and children from any one school will be registered with many different GPs.
- We do have information on the number of hospital admissions of children aged 0-9 coded as asthma. There were 64 hospital admissions of children aged 0-9 coded as asthma in 16/17 (the latest year for which data is available). This is a 30% fall from the numbers in 13/14 and 14/15. However it is important to note that the number of hospital admissions is not an

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<sup>1</sup> Please note this information is accurate as of 2013. The London Atmospheric Emissions Inventory (LAEI) is currently being updated and the 2016 base year will be published later this year. Today there are 86 open schools in Merton and once the new LAEI is published it will be possible to re-evaluate the number of schools located within 150m of a main road above the EU annual mean limit value for nitrogen dioxide.

indicator of the incidence of asthma in children in the borough, much of which is treated in primary care settings in the community. We also suspect that deprived groups are significantly more likely not to report incidences of asthma, leading to underdiagnosed asthma incidence in deprived groups.

Please see Appendix 1 for further background information.

**13. From: Samantha MacArthur  
To the Cabinet Member for Environment and Street Cleanliness**

What impact has the introduction of bulky waste charging had on the number of collections being booked and on the number of fly tipping incidents involving items eligible for bulky waste collection?

**Reply**

The chargeable bulky waste service was implemented from the 7<sup>th</sup> January this year, as such it is too early to analyse the data and identify trends in the take up of this service. With regard to impact on fly tipping, there is little if any correlation between charging for bulky waste and fly tipping. When we introduced the free charge we saw no impact at all and other waste authorities across London report the same position. We do not expect any further increase in fly tipping with this change.

**14. From: Suzanne Gale  
To the Cabinet Member for Environment and Street Cleanliness**

Merton states "It is illegal to obstruct roads, pavements and footpaths. We can take legal action against people who cause them." How has Merton addressed (legally or contractually) the chronic issue of Veolia leaving bins on the pavement after collection, which is both a Health and Safety and security risk?

**Reply**

The new wheeled bin service has maintained the curtilage collection approach rather than introduce a kerbside collection system. This is to ensure that our pavements are kept clear of refuse containers restricting access for pushchair / wheelchair users. As part of our monitoring process and to ensure high collection standards are maintained, the waste crews are required to return containers back to the curtilage of properties. In incidents where this has not been carried out fully and the containers not successfully returned to the edge of the property the crews are identified and the appropriate action taken. Residents should report any such instances via the Council contact centre or website.

**15. From: Tamara Kohler  
To the Cabinet Member for Regeneration Housing and Transport**

How is the borough measuring, monitoring and working to prevent vehicles idling their motors whilst stationary across the borough?

**Reply**

The Council has committed to an Air Quality Action Plan 2018-2023, within this Plan there is a firm commitment to tackle idling vehicles. Signage is currently being introduced at 20 locations throughout the borough including schools, level crossings and taxi ranks. Our pollution team has also submitted a bid to the Majors of London's Air Quality Action Fund (MAQF) for additional resources to tackle this problem. As part of this bid I have given a commitment to have an enforcement regime in place this year.

In addition to this we are planning a number anti-idling days aimed at tackling idling vehicles at schools, level crossings and taxi ranks.

**16. From: Ursula Faulkner  
To the Cabinet Member for Adult Social Care and Health**

What measurable changes in air quality in Merton have occurred over the last five and ten years, both overall and in the most polluted spots?

**Reply**

The council has been monitoring air quality in the borough for a number of years. Every year the council produces what's called an 'Annual Status Report' or (ASR) covering measured air quality within the borough. The reports is submitted to our governing body for air quality for approval (GLA) and published on the council's website for public information.

It's very difficult to cover such a broad question in a short, written response, so I would encourage you and to review the documents available to the public on the council's website to look at trends within the borough.

In general terms the borough fails the national objectives for air quality along busy main roads and has done so for many years, along with all London boroughs. The exceedances we see are almost entirely associated with traffic.

It is for this reason that the council is aiming measures around tackling emissions from the most polluting vehicles in the borough, such as the diesel levy and linking parking charges to toxic vehicle emissions.

In London over the past year or so we are starting to see slight decreases in nitrogen dioxide (NO<sub>2</sub>). Air quality officers believe that this may be linked to the move away from diesel cars, although it is too early to say this for certain.

**17. From: John Braithwaite  
To the Cabinet Member for Regeneration Housing and Transport**

How is Merton monitoring bicycle use across the borough and measuring the impact on strategies to improve cycle and the (to be hoped) corresponding reduction in car usage?

## **Reply**

The Council extensively draws on borough specific modal monitoring data provided by Transport for London (TfL) and transport trends contained in the Annual Travel in London Report. Additionally it references more generic Department for Transport (DfT) modal use/cycle specific data. TfL also provides modelled data on cycling potential in Merton. Mayoral strategies, such as the Mayor's Transport Strategy also provide a wealth of policy evidence on cycling that borough officers can draw upon. Merton has been rolling out a programme of cycle improvements aimed at increasing the modal share. Recent projects include segregated cycle lanes in Mitcham Town Centre, lighting in the Wandle Valley, junction and lane improvements to Croydon Rd and working with RBKT to deliver the Raynes Park-New Malden Quietway.

### **18. From: Brigid Finlayson To the Cabinet Member for Adult Social Care and Health**

Does the Council accept that it has a moral and/or legal duty to protect the health and well-being of the people of Merton, and if so, will it demonstrate its commitment by taking ambitious and immediate actions to bring down air pollution to legal levels, particularly from transport emissions?

## **Reply**

The council recognises that it has a significant role in tackling the public health and air quality matters that face this and future generations. That is why the council took the bold step to introduce a diesel levy in 2016 and why we are now consulting on changes to parking charges to help create the behaviour change necessary to reduce air pollution and improve public health through increased active travel.

### **19. From: Pippa Maslin To the Cabinet Members for Regeneration Housing and Transport and Adult Social Care and Health**

In line with the London Assembly, Lambeth Council, Bristol City Council, and a growing number of other councils, will Merton Council declare a Climate Emergency and review its current carbon reduction plans in order to become carbon neutral by 2030 and thereby help to limit global warming to 1.5°C?

## **Reply**

The Council is wholly aware of the threat posed by global warming and is working hard to mitigate our own carbon footprint as well as establishing policies and actions to reduce the impact of Merton as a whole. Our response is embedded in a range of policies and actions including those around Transport, Flood and water management sustainable development Planning policies and our approach to energy.

The planet faces an existential challenge and we agree that this is an emergency . We shall be considering our actions in support of the other authorities cited.

**20. From: Julian Holliday  
To the Cabinet Member for Environment and Street Cleansing**

Does Merton consider that merely pushing rubbish off the gutter grill and leaving it piled in the space in between grills as recently done in Caxton Road is proper cleaning of gutters? What is Merton doing to ensure Veolia cleans streets and gutters to a good standard of cleanliness?

**Reply**

This is unacceptable and is not in line with any agreement made with our contractor Veolia. I will ensure that this matter is raised directly with the Management team and the area monitored by the client team to ensure that there is no repeat of this practise when undertaking gully cleaning.

Can I thank residents for using the online reporting arrangements as this helps us to ensure we alert Veolia to areas requiring attention whether it is fly tipped material, or recent litter or any other environmental issue.

**21. From: Eve Cohen  
To the Deputy Leader and Cabinet Member for Finance**

Does the council recognise the inadequacies of its online facility for reporting litter, flytipping and street cleaning? The system is poorly designed, archaic, cumbersome, slow, and provides no feedback on expected action timeframe or completion. It also often fails or times out when trying to upload a photo.

**Reply**

We are disappointed that your experience does not mirror many others that have utilised the transactional elements within our online waste service. While the last full month of data available (December 2018) shows that the percentage of street cleaning reports made online increased by 14% from the same month a year before, the Council acknowledges that there remain areas where the online facility can be improved. The Council is undertaking a programme of work to enhance and improve existing online transactions, refine and increase the resilience of the technical functionality implemented, and deliver additional online transactions. As part of this work we will display the anticipated timeframe for completion of each action at the end of the reporting process for all street cleaning processes. We continue to investigate the options for giving customers feedback on the progress/outcome of reports but are currently unable to give a timeframe for when this will be ready for deployment.

Photos can be uploaded successfully as long as they are within the stated size limit (2.3MB). The limit is a technical constraint with our waste contractor's operating system.

**22. From: Hugo Forshaw  
To the Cabinet Member for Environment and Street Cleanliness**

How quickly does the Council expect car use to drop as a result of increasing parking charges in the borough and therefore how quickly does the council expect revenue raised from this source to return to current levels?

**Reply**

Our calculations have been based on an immediate reduction in car use and number of Permits sold. The council does not desire car use and ownership to increase in the future. Even with the projected reduction in car use and ownership the proposed increased in charges will, we estimate, show a net surplus on existing budgets of £1.9million for 19//20 and an additional £1.9 for 20/21.

**23. From: Dan Goode  
To the Cabinet Member for Environment and Street Cleanliness**

Every week the same roads - e.g. Morden Hall Road, Haydons Road - have to be reported by residents because they are filthy, and yet week after week Veolia fails to tackle these litter hotspots. After 21 months in the contract why is Veolia still not providing an adequate service?

**Reply**

Our Neighbourhood Client team regularly monitor these areas along with joint inspection with Veolia's Environment Managers. The information is collated and if required the schedule can be amended in order that the streets are cleaned to a required frequency and ensure that they do not fall below grade. This will be investigated and action taken to ensure the required standard is met. Can I thank residents for using the online reporting arrangements as this helps us to ensure we alert Veolia to areas requiring attention whether it is fly tipped material, or recent litter or any other environmental issue.

**24. From: Luke Taylor  
To the Cabinet Member for Regeneration Housing and Transport**

What is the council's response to the proposed expansion of Heathrow airport, what does the council expect the impact on Merton residents to be of the new and revised flight paths, and what steps are the council putting in place to mitigate any adverse impact on residents?

**Reply**

The Council recognises the potential environmental impact that comes with airport expansion. We are engaging in the consultation on flight paths to better understand what the impact might be on the borough and have publicised the consultation on our website. Our response will be based on the evidence presented and the noise impacts on residents.

**25. From: Lesley Sorrell  
To the Cabinet Member for Environment and Street Cleanliness**

How does Veolia supervise the work of its staff to ensure they are doing their job thoroughly?

**Reply**

Each operational crew is supervised by the appropriate Environment Manger responsible for the geographical area in which they work. Veolia use a number of reporting tools to monitor the efficiency of the crews and the quality / accuracy of their work. All areas of underperformance are addressed and the crews required to revisit any areas of work not completed prior to undertake the next scheduled work.

**26. From: James Oliver  
To the Cabinet Member for Community and Culture**

16 months after an 'opening' event, Morley Park remains closed. A 22 year lease is proposed instead of freehold transfer. What will the terms of the lease and any other legal agreements be on: obligations to provide public access, maintenance and any park areas enclosed within the adjacent development site.

**Reply**

Morley Park was negotiated with Berkeley Homes by Merton Officers as a generous gift to the people of Merton. This has not been an easy task; and protecting local properties from the effects of Japanese Knotweed, and the Council from any claims resulting from it, has been a priority for the last 18 months. The Council has not abandoned the freehold transfer. The 22-year lease contains a clause that will require the freehold to be transferred to the Council . It is simply a measure to protect the Council against any claims arising from Japanese Knotweed by ensuring that any Japanese Knot weed that is present is treated comprehensively before the freehold is transferred to the council. In the meantime the council will be responsible for maintaining the park in the same way as if they had taken a transfer of the freehold; the Ursuline School will be able, at last, to play games on its fields; and the people of Merton and beyond will enjoy its beautiful facilities in exactly the same way as if the land belonged to the Council outright. The Council has pursued this solution to protect the interests of council tax payers by ensuring we do not take on a financial liability without properly seeking mitigation and protection.

**27. From: Christopher Dizer  
To the Cabinet Member for Regeneration Housing and Transport**

How is the Council planning to tackle the air pollution in Wimbledon Town Centre which is almost totally caused by non resident traffic driving through the Centre, example being the large Cappagh lorries which use it as their main access route?

**Reply**

Wimbledon Broadway is a London Distributor Road, a bus route and primary emergency route and is designated to take the bulk of through traffic. This situation is mainly historic, as the only road crossing over the railway is Wimbledon Bridge; therefore, it's the only option at present for any traffic to traverse Wimbledon

The Air Quality Action Plan identifies a number of measures that we can and will be taking to tackle this problem. Wimbledon Town Centre is what's referred to as an 'Air Quality Focus Area' and as such will require more attention in terms of air quality actions. We have made a commitment to review these areas from April 2019.

The pollution team has applied for grant funding from the Mayors Air Quality Fund for a project aimed at around reducing commercial deliveries in Wimbledon Town Centre.

We also need to be careful around identifying polluting vehicles, particularly emissions from the tail pipe. Large newer commercial diesel vehicles have significant emission abatement technology as part of their exhaust systems, so often a family diesel car can produce more nitrogen dioxide than a large commercial vehicle. This was also a finding outlined in our scientific work around the implementation of a diesel levy in the borough.

The Future Wimbledon masterplan has identified opportunities for addressing through traffic routes, but the infrastructure solution is long-term.

**28. From: Justin Shaw-Gray  
To the Cabinet Member for Environment and Street Cleanliness**

Our streets are disgusting and not safe. There is broken glass, flytipping and litter and months go by before it is cleaned. It's now a health and safety issue. Wandsworth is a million times better. After 18 months of begging, will the council sort this out?

**Reply**

Our Neighbourhood Client team undertake regular inspections in order to hold the contractor to account. Reports of littering and fly tipping are logged and regularly inspections are undertaken by both the client team and Veolia's Environment Managers. The information is collated and if required the schedule can be amended in order that the streets are cleaned to a required frequency and ensure that they do not fall below grade.

Can I thank residents for using the online reporting arrangements as this helps us to ensure we alert Veolia to areas requiring attention whether it is fly tipped material, or recent litter or any other environmental issue.

**29. From: Allan Kerr  
To the Cabinet Member for Environment and Street Cleanliness**

What number of staff does the council employ to monitor the contract with Veolia, to ensure the contractor meets the requirements of the contract and what deductions have been made to Veolia for their failure to meet the contractual standards?

**Reply**

The Council currently employs 2.8 Full time Equivalent permanent Neighbourhood Client Officers to monitor and manage the contracts with Veolia and IdVerede. We have recently supplemented this with an additional 2 staff temporarily whilst the wheeled bin rollout was underway. We are also planning to employ short term an additional 3 street inspectors from February 2019 to assist with this task. The matter of deductions to the contract is confidential as it is commercially sensitive whilst they are unresolved. Once they have been finalised they will be reported in public and then annually.

**30. From: Emma Sutton  
To the Cabinet Member for Environment and Street Cleanliness**

What are the start and end dates of the 10 week annual leafing plan for this winter 2018-2019? Is there a schedule for leaf clearing and how do Merton Council and Veolia monitor the leafing plan and the state of the streets, pavements and gutters?

**Reply**

Our contract with Veolia provides for additional capacity to collect and dispose of leaves during the Autumn/early winter. This 'leafing season' runs for ten weeks starting at an agreed point between October and November and finishing in December/January. Exact dates are flexible due to the seasonal factors that can affect leaf fall.

Given the relatively mild weather we experienced this autumn we delayed the start of the service until the middle of November.

In addition to regular cleansing operations, additional autumn leaf clearance is undertaken. Our leafing plan document lists those roads that historically have experienced heavy leaf fall or have been prone to flooding in adverse weather conditions. The plan allows for two visits across the ten week period by the leafing resource to each of the roads listed in the plan. The leafing schedule is neither exclusive nor exhaustive and other locations will be cleared as required. All roads continue to be cleansed on the normal cleansing schedule.

**31. From: Richard Shillito  
To the Cabinet Member for Regeneration Housing and Transport**

What steps is Merton taking to facilitate and encourage the roll out of cleaner buses across the borough?

## Reply

Transport for London are the commissioning agent for London Buses. Whilst the Council generally supports proposals contained in the Mayor Transport Strategy to clean the bus fleet, it believes the target of doing this in outer London by 2041 is not ambitious enough. Over the years the council has and will continue to lobby TfL and London Mayor to see this target brought forward and for more all electric buses to be placed on outer London Streets sooner.

### **32. From: Suzanne Grocott To the Cabinet Member for Regeneration Housing and Transport**

The Business Plan 2019-2023 shows £1.9m revenue budgeted by a significant increases in parking/ CPZ costs for which monitoring to judge success will only take place after implementation. Please would the Cabinet member provide the base measurements against which change in behaviour will be monitored.

## Reply

Ultimately, the outcome we are aiming for is improved health and wellbeing of our residents, visitors and those who work in the borough. We know this will take time and effort from many other organisations. Merton are however committed to do what we can. There are some things we can measure to make sure we focus on developing a more sustainable transport strategy over the coming years which include.

- Reduction in congested areas of our High Streets.
- Reduction in CPZs / Permits issued, including visitor permits, including
  - Reduction in multiple permits sold in the same house,
- Reduction in the number of season tickets sold.
- Investment in infrastructure and sustainable transport solutions.
  - Number of additional Electric Charging bays.
  - Number of additional cycle routes
  - Number of additional cycle parking facilities
- Greater use of Public Transport journeys within the borough.
- Increase in the number of 'active transport' activity in the borough.
  - Number of walking journeys in the Borough
  - Number of cycling journeys in the Borough
- Public Health.
  - Along with Air Quality a key objective is to contribute towards improved Public Health of Merton and London's residents. There are many factors beyond our control but we are committed to working with colleagues in Public Health and shall monitor progress.

### **33. From: Rudi Leoni To the Cabinet Member for Environment and Street Cleanliness**

After a street cleaning or flytip report is made (via telephone or 'report-it' online), is an assessment required by Veolia or a council officer before the issue is progressed

for rectification, or are all logged service failures immediately placed on veolias to do list and deadline for rectification starts?

### **Reply**

Following a report of a street cleansing issue or fly tipping this information is processed through our CRM system which is integrated with our contractor and a service request is created for the contractor to attend and resolve. There is no requirement for a separate inspection to be undertaken by a council officer before the task is created.

With regards to the rectification period this is measured as part of our Service Performance Indicators (SPI) and is calculated from the time the request was first record.

The contractor is required to achieve grade A standard at the time of cleaning. In order to hold the contractor to account our client team undertake inspection and monitor the performance standard being achieved.

### **34. From: Jane Barnes To the Cabinet Member for Community and Culture**

Will there be a binding and irrevocable commitment on Berkeley Homes to transfer the freehold of Morley Park to the Council at the end of the proposed 22 year lease, subject only to the Council's acceptance, and what form would any such commitment to transfer the freehold take?

### **Reply**

The lease will contain a binding commitment subject only to the council's acceptance to transfer the freehold to the council. This commitment will be in the form of an option agreement which the council can exercise at any time in the final 24 months of the lease.

### **35. From: Emma Maddison To the Cabinet Member for Regeneration Housing and Transport**

How does the Council propose to measure the success of their plan to massively increase parking charges in certain areas of the borough?

### **Reply**

Ultimately, the outcome we are aiming for is improved health and wellbeing of our residents, visitors and those who work in the borough. We know this will take time and effort from many other organisations. Merton are however committed to do what we can. There are some things we can measure to make sure we focus on developing a more sustainable transport strategy over the coming years which include.

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- Greater use of Public Transport journeys within the borough.
- Increase in the number of 'active transport' activity in the borough.
  - Number of walking journeys in the Borough
  - Number of cycling journeys in the Borough
- Public Health.
  - Along with Air Quality a key objective is to contribute towards improved Public Health of Merton and London's residents. There are many factors beyond our control but we are committed to working with colleagues in Public Health and shall monitor progress.

**36. From: Nicola Thompson  
To the Cabinet Member for Regeneration Housing and Transport**

Could you confirm that the Council will NOT be offering free parking in Council car parks in the 2019 pre-Christmas period? Also, that it will be promoting access to the tennis championships by sustainable means rather than making car parking its premier focus (see current webpage 'Wimbledon tennis spectator parking')?

**Reply**

The Council will be reviewing the effect of this for the Xmas 2018 period and will advise Members before a decision is taken. We will always seek to strike an appropriate balance between sustaining business whilst encouraging reduced reliance on the motor vehicle

We will continue to work closely with the AELTC to encourage sustainable transport options are used as much as possible for the annual tennis championships and that the arrangements are consistent with a world class tournament showcasing the borough.

**37. From: Geoff Cooper  
To the Cabinet Member for Environment and Street Cleanliness**

What changes in air quality has Merton measured in the vicinity of the Beddington Energy Recovery facility since it became operational?

**Reply**

The Energy Reclamation Facility is closely regulated by the Environment Agency (EA) and stack emissions are continuously monitored and reported to the EA in 'real-time'. It is intended that the stack emissions will not negatively impact the borough. The Environmental Impact Assessment identified pollution from associated traffic as the potential risk from the facility.

Sutton Council has two continuous air quality monitoring stations near the facility which provide data to the London Air Quality Network, a public site openly accessible: [www.londonair.org.uk](http://www.londonair.org.uk)

Officers from Merton have identified this facility as a new potential source of pollution in the borough and declared this as part of our Annual Status Report, this will then need to be considered by officers as part of the annual air quality review process. Officers are also working with colleagues in Sutton through the South London Air Quality Cluster Group to discuss and review these cross-border concerns. It is simply too early to tell but officers are confident in the control measures associated with the facility.

Locations of monitors.

- ST5) Beddington Lane North at Junction of Brookmead Road & Beddington Lane, Sutton. Species Monitored: Nitrogen Dioxide and PM10, PM2.5 Particulates (more details [here](#) )
- (ST8) Beddington Lane at Prologis Park, 140-142 Beddington Lane.

**38. From: Sara Sharp  
To the Cabinet Member for Regeneration Housing and Transport**

Can the Council outline what specific steps it will take to ensure that Merton Abbey Primary School and its children are not affected and unduly harmed by pollution and noise resulting from demolition and construction of the new Harris School adjoining it? No conditions in application approval dealing with that.

**Reply**

Planning Conditions regarding the mitigation of construction impacts for Harris Wimbledon (18/P1921) are clearly set out in the Planning Application Committee Report of 15<sup>th</sup> November and specifically:-

Condition 13 – Working Method Statement to include control of dust, small and other effluvia.

Condition 16 – Dust Management Plan to ensure impacts are minimised. This is to mitigate and monitor dust throughout the demolition and construction phase.

<https://democracy.merton.gov.uk/documents/s25394/Harris%20Academy.pdf>

The Council, upon receipt of a Construction Management Plan, will consider the proposed measures in due course.

## Appendix 1: Background info

- A report by the Royal College of Physicians (RCP) and the Royal College of Paediatrics and Child Health (RCPCH) states “there is increasing evidence of air pollution having a potential role in causing asthma, especially in people who live near busy roads, as well as being a trigger that can make an asthmatic’s symptoms worse”. For example, a study of child health in California found that being exposed to more NO<sub>2</sub> was associated with the onset of asthma. Evidence suggests that air pollution has an adverse effect on the health of children who spend more time outside and who therefore have a higher risk of being exposed to air pollution. In 2015 nearly a quarter of all schoolchildren in London were exposed to illegal levels of air pollution.<sup>2</sup>
- Air pollution can exacerbate asthma among people who already have it because air pollutants cause irritation and inflammatory responses of the airways and this causes bronchoconstriction<sup>3</sup> (the constriction of the airways in the lungs.)
- Merton along with nearly all London boroughs continues to breach the legally binding air quality limits for both nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>). The air quality monitoring network run by Merton has shown that the UK annual mean NO<sub>2</sub> objective (40µg/m<sup>3</sup>) continues to be breached at a number of locations across the borough including Colliers Wood, Morden, Tooting and South Wimbledon. In some locations the NO<sub>2</sub> concentration is also likely to be in excess of the UK 1-hour air quality objective (200µg/m<sup>3</sup> not to be exceeded more than 18 times per year) which indicates a risk not only to people living in that area but also for those working or visiting the area.
- There are inequalities in access to clean air in London. Research by the GLA in 2010 found that 433 out of 1777 primary schools in London were in locations where average concentrations exceed the NO<sub>2</sub> EU limit. 82% of the 433 schools were schools in areas of deprivation.<sup>4</sup>

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<sup>2</sup> Royal College of Physicians. February 2016. *Every breath we take: the lifelong impact of air pollution*. Available from: <https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution> Original source of Californian Children’s Health Study available here: Chen Z, Salam MT, Eckel SP, Breton CV, Gilliland FD. Chronic effects of air pollution on respiratory health in Southern California children: findings from the Southern California Children’s Health Study. *J Thorac Dis* 2015;7:46–58.

<sup>3</sup>

<https://webarchive.nationalarchives.gov.uk/20140505112255/http://www.comeap.org.uk/images/stories/Documents/Statements/asthma/does%20outdoor%20air%20pollution%20cause%20asthma%20-%20comeap%20statement.pdf>

<sup>4</sup>Updated Analysis of Air Pollution Exposure in London. Report to Greater London Authority. February 2017. Available from:

[https://www.london.gov.uk/sites/default/files/aether\\_updated\\_london\\_air\\_pollution\\_exposure\\_final\\_20-2-17.pdf](https://www.london.gov.uk/sites/default/files/aether_updated_london_air_pollution_exposure_final_20-2-17.pdf)

- Concentrations of NO<sub>2</sub> fall off quickly from distance to source, so even where schools are sited on main roads, buildings may well be set far back enough from the road to comply with EU limit values.
- It is important to consider children's home address as children may live on or near a highly polluted road. The actions in Merton's Air Quality Action Plan will focus on the Air Quality Focus Area and pollution 'hotspots' in Merton.
- Brexit would mean the UK will have no legally binding commitment to meet the EU directive and a replacement regulatory and legislative structure will be put in place through the new Environment Bill.
- Improving air quality is a priority of Merton Council and Public Health teams and Air Quality teams are working together to take action. Priorities in [Merton's Air Quality Action Plan](#) include: The priorities for the new AQAP 2018-2023 particularly relevant to schools include but are not limited to:
  - *Establish and maintain an effective air quality group to ensure that the implementation of AQAP measures is coordinated effectively between relevant Council services;*
  - *To identify the key causes of traffic congestion within our Air Quality Focus Areas and pollution 'hotspots' and to determine effective measures for improving traffic flow through those areas using detailed air quality and traffic management modelling tools;*
  - *To evaluate the air quality benefits and feasibility of introducing 'mini' Ultra-Low Emission Zones in the areas of the borough identified as having the poorest air quality;*
  - *To formalise anti-idling enforcement in order to minimise emission from vehicles around key locations such as schools, taxi-ranks, Air Quality Focus Areas and hotspots;*
  - *To continue to work with schools, parents and students to improve awareness of AQ and to optimise parents' and children's desire and opportunity to adopt sustainable travel options;*
  - *To review Merton's air quality monitoring network to ensure that it effectively identifies areas of poor air quality, and provides accurate data to enable us to evaluate air quality trends and the impact of AQAP measures.*
- More data is available from Merton Council's annual air quality reports which are available on the Council's website:  
<https://www.merton.gov.uk/communities-and-neighbourhoods/pollution/air-quality-and-air-pollution/local-air-quality-management>

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