

## **1. From: Kevin Clarke**

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

Council transport policy is to encourage a shift to more active and sustainable transport modes (including public transport). Will council undertake a commitment towards step-free access at all stations in the borough? Furthermore, will council investigate whether funds from any parking surplus can be used to this end?

### **Reply**

The Council seeks to promote step free access at Merton stations through a mix of processes in partnership with Network Rail, TfL and train operating companies. Potential sources including Department of Transport "Access for all funding", station improvement grants, Network Rail land disposal consultations and via planning applications.

Access to DfT grants is dependent on set criteria, including the availability of matched funding. The Council will explore all of its funding sources to help bring schemes forward.

In the case of planning applications, where the scale of development cannot justify delivery on its own, the Council will seek to safeguard future delivery within the building design via planning obligations.

Some parking revenue can lawfully be used for transport purposes however at this time the demand for the use of this exceeds the resources available.

## **2. From: Diana Mercer**

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

Why have all the roads have been allowed to get so bad and the wear/tear on tyres. Will there be any compensation for tyres and how soon before the problems are rectified. The Bushey Road junction is bumpy/uneven and towards New Malden there has been a spillage which is bumpy/hard.

### **Reply**

The Council invests circa £2.5 million each year capital in improving our highways and footways. The annual London survey of Highway condition shows that our roads compare well with other London boroughs and are not deteriorating overall. I can confirm that the London Borough of Merton (Merton) undertakes a system of regular highway safety inspections of all its adopted highways in order to comply with its statutory duty to maintain highways in accordance with Section 41 of the Highways Act 1980. Safety inspections are designed to identify defects that meets the Council intervention criteria. The risk of danger is identified by a highways officer on site, and if a defect meets the intervention criteria this is categorised in terms of an appropriate priority response.

Defects that the Highway Officer's pass across to our term contractor to repair would have to meet the council strict intervention level and due to the current financial position of the Council, it is only possible to treat those defects that meet the current intervention criteria . For information, Merton Council's intervention thresholds are 20mm either on a footway or a designated cycleway and 40mm within the carriageway.

To determine roads for inclusion in our annual carriageway resurfacing programme each year the council uses a robust prioritisation model. This model benchmarks and ranks all roads in the borough in comparison to each other and considers a range of criteria such as Engineers Assessment, Condition Survey results, Road Classification, Safety Inspector Priority, Reactive Maintenance Expenditure, Traffic Volumes, Population Density, Emergency, Bus and Cycle routes, Traffic Generators (schools & hospitals etc), Ward Deprivation and Complaints Received. The information used in this model is reviewed and updated annually at the time that the programmes are developed to ensure that the most current picture of the network is taken into account. The council's current levels of funding for planned maintenance allows for 20 – 30 roads to be resurfaced per year,

In the meantime, the Council will continue to inspect all adopted highways as per Merton Councils safety inspection regime to ensure they are maintained in a safe condition and are all considered for inclusion in the council's future maintenance programmes.

Unfortunately, I'm unable to answer your point regarding tyres, however please feel free to contact Merton Risk and Insurance Team and fill out a claim form via the link that I have provided <https://www.merton.gov.uk/council-and-local-democracy/complaints-compliments-and-comments/insurance-claims-against-council>

**3. From: Diane Neil Mills**

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

Does the council not agree that decision making at planning committee would be improved through the creation of regional planning subcommittees, similar to that in place at other local authorities such as Westminster, as councillors would have better local knowledge?

**Reply**

Planning decisions affect communities in different ways . The impact can be local and in other instances far reaching. It is right that in a relatively small borough like Merton that decisions are taken by Members right across the geographical spread of Councillors . That said we will always keep an open mind on how we ensure that Planning decisions are taken and the best way to ensure sensible , efficient , democratic decisions are taken.

**4. From: Susan Cusack  
To the Cabinet Member for Finance**

Does it not make sense for members of the Planning Committee who have conflicts of interest to be substituted by members without such conflicts to ensure all Councillors are able to vote on most, if not all, items on the Agenda?

**Reply**

All councillors who sit on the Planning Applications Committee receive training on how to identify conflicts of interest and in what circumstances such interests mean they should not vote. The Council also allows substitutes to sit on the Committee in order to maximise democratic participation in this important process.

**5. From: Chris Ritchie  
To the Cabinet Member for Regeneration, Housing and Transport**

When will the council get tough on companies that flout the road rules in our borough? Eg: heavy goods vehicles using 7.5 tonne weight restricted roads. How can I help?

**Reply**

Throughout London, there are London wide lorry bans as well as localised lorry bans that refer to 7.5T vehicles. This means that there are some roads that are subject to a lorry ban but access is permitted. The right of access makes enforcement extremely difficult. Like many other authorities lorry bans are not enforced.

There are some routes throughout the borough that are London Distributor Roads and some that are local distributor roads which means that HGVs are permitted to use those routes.

There are parts of the borough that have had an increase in commercial activities which has led to larger volume of service vehicles, this is often caused by an increase in developments, home extensions and other home improvements resulting in an increase in HGV numbers.

In the past London Local authorities in partnership with London Councils did hold talks with freight companies and their representatives during which time complaints regarding HGV and enforcement in particular issues with skip lorries were discussed but a reasonable resolution could not be reached.

It also been noted that some unintended 'rat running' by HGVs appears to be drivers following Satnavs and at times they are directed via certain routes that they should not use. However, to address this, it is considered that there are sufficient number of Lorry Ban signs in any given area and drivers should take note of the signs and restrictions,

however due to the fact that access is permitted, it would be difficult to identify those who have the right to be there from those who should not.

The council supports and encourages the Fleet Operator Recognition Scheme (FORS) through known business associations – this scheme is a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection. The scheme is managed by TfL, but includes many operators from outside the Capital.

At the basic FORS Bronze accreditation level, it confirms that an operator employs good practices. This includes demonstrating dedication to driver and vehicle safety, combined with improving operating practices through effective monitoring of fuel and tyre usage, vehicle maintenance and performance management.

There are currently over 5000 accredited members across the transport and haulage industry. Adopting these practices can reduce accidents and improve fuel efficiency. For companies to sign up to any scheme there needs to be tangible benefits to membership. FORS can demonstrate a proven track record to prospective members.

With regards to enforcement, this is not something that can be enforced by the Police. The Council's Parking Services have previously investigated the logistics of HGV enforcement but as already mentioned, due to access rights and the fact that such an enforcement would be extremely resource intensive and costly, HGV enforcement is not something the Council can undertake at this time.

I am aware that The Sustainable Communities and Transport Scrutiny Panel will be looking at this matter as part of their 20/21 work programme and we will work closely with them to see how we can improve this matter .

**6. From: Louise Furber  
To the Cabinet Member for Regeneration, Housing and Transport**

Planning representations are no longer published on Merton's website due to risks associated with publishing personal information, however they are available to view in person at the Civic Centre. What difference does it make if they are viewed electronically or in person? There are either data protection issues or not.

**Reply**

Letters are available to view in person and also are sent electronically if requested direct by email. The letters are redacted to ensure we comply with GDPR regulations. The number of requests is low allowing officers to spend time the necessary time ensuring it is done correctly in line with GDPR requirements .

**7. From: Simon Tuley  
To the Cabinet Member for Adult Social Care, Health and the Environment**

When will Merton's budget for Social Service expenditure be increased and what will it add to the rates?

**Reply**

Between 2017/18 and 2020/21 the Council has invested a net £6.706m in Adult Social Care to meet service pressures. During that same period it has also hypothecated £17.969m in Government Grant earmarked for Adult Social Care together with £5.336m in Social care Grant for both Children's and Adult's services. The Council has further taken advantage during that period of the Government's facility to increase Council Tax to fund Adult Social Care pressures by 8% which has ensured an additional injection of £7.152m for 2020/21 into this important service area. For information 1% on Council Tax for 2020/21 raises £0.993m.

Taken together the Council has invested heavily in this critical area (up to £37.2m) over that period which demonstrates its commitment to providing critical services to those that need them most. I would also add that this Administration will continue to keep all services under review and will, where resources permit, invest further to ensure key services are maintained or even increased.

However, ultimately what is required is a long-term, sustainable settlement for adult social care, which the Government has consistently failed to deliver, despite repeated promises. A Green Paper on adult social care was first promised in March 2017, and to date nothing has been produced. The pandemic has only exacerbated the urgent need for the Government to put forward proposals to find a long-term solution for this crucial service.

**8. From: Jeremy Collis  
To the Cabinet Member for Adult Social Care, Health and the Environment**

How are the Council ensuring care homes in Merton are:

- 1) adequately provided with PPE
- 2) not forced to take in untested potentially infected patients from the NHS?
- 3) fully supported by the NHS so that ill patients are sent to hospital, not just left to die in care homes?

**Reply**

- 1) adequately provided with PPE

The Council has been working since March to ensure that despite very significant challenges nationally in securing adequate stocks of PPE, locally our care homes, and other social care providers such as home care providers, have been supported to access the PPE they need. To this end we have:

- Ordered in excess of £1million worth of masks, aprons, gloves and other items of PPE for onward delivery to care homes and other social care providers. So far, in excess of 1.6million items of PPE have been distributed to care providers across the borough, with almost 700,000 items going to care homes, with more on order for future delivery;
- Secured a series of deliveries of PPE from the London Resilience Forum, which again have been delivered out to care homes and other care providers across the borough;
- Monitored, on a daily basis, PPE stock levels for each care home and proactively contacted homes that appear to be short of PPE to check if they need extra support. Where needed, we have provided, usually same day, deliveries of PPE to care homes in urgent need;
- Ensured that care homes are aware of other options for securing emergency supplies of PPE (via escalation routes put in place by the NHS at South West London and national levels).

As a result of all of the above activity, we have had many examples of positive feedback from care homes about our efforts to support them through these very difficult times.

2) not forced to take in untested potentially infected patients from the NHS?

It is important firstly to note that care homes are independent entities and that the Registered Managers of homes have an individual liability to keep their residents safe. Managers have always, therefore, had the legal right to refuse admissions if they feel that to accept someone would make the situation unsafe for their existing residents. Clearly, given the huge pressures on hospitals particularly in the early phases of the pandemic, this became more difficult in lots of ways. However, Council officers have worked closely with NHS colleagues throughout the period to ensure that the legal responsibilities of care home managers are understood and respected.

It is also the case that the standard NHS guidance since the early days of the pandemic has been that every discharge to a care home should have been tested within the 48hours prior to their discharge from hospital. This has been fully complied with by our local hospitals. All planned discharges are discussed in a daily multi-disciplinary meeting, in which a senior adult social care manager takes part. There have been examples, as a result of this daily engagement, of where discharge plans have been altered in order to avoid discharging individuals to homes that are deemed to be vulnerable at that particular point in time. A further precaution to avoid virus spread in care homes is that all care homes place new arrivals from hospital into isolation for 14 days regardless of their testing status. As noted in my previous answer on the provision of PPE, the Council has delivered over 700,000 items of PPE to care homes to date to assist them in managing infection control and we have

now also distributed the first tranche of the Government's Infection Control Grant to all care homes in the borough, which will further assist in managing infection control risks safely.

3) fully supported by the NHS so that ill patients are sent to hospital, not just left to die in care homes?

The issues around end of life care for individuals are sensitive and complex. Individuals or their families may, for example, have put in place clear instructions as to how they wish to be cared for in the final days and hours of their life, and often these will include a preference to be cared for in the care home rather than transferred to hospital unless this becomes absolutely necessary. It is often the case that care home staff, with the support of the person's GP and a range of community health services can safely, sensitively and appropriately care for individuals through to the end of their lives. While the period of the pandemic has inevitably created difficulties for GPs and other health professionals in providing face to face care, much work has been done by NHS colleagues to ensure that other means of providing remote support, such as video conferencing, are available.

It is also important to note here that throughout the pandemic period, individuals have continued to be admitted to hospitals from their care home where this has been clinically necessary. During April, when the pandemic was at its peak, London Ambulance Service recorded 77 call outs to care homes in Merton, with 59 individuals being taken to hospital as a result. I should pay tribute to our care home managers here – this number of people being taken to hospital as a proportion of the number of ambulance call outs is amongst the highest in London, which indicates that our care homes are generally only calling an ambulance when it is actually needed. This in turn suggests that our care homes are working effectively with GPs and other health professionals to appropriately care for their residents in the home.

More broadly, there has been an Enhanced Support to Care Homes programme in place in Merton since 2018, with senior representation from Council officers, GPs and NHS colleagues, as well as care home managers. A primary purpose of this group is to ensure that arrangements are in place to ensure that all residents of care homes in Merton get the right health care at the right time and in the setting that is most appropriate, whether that be in the care home itself, or in a hospital setting.

**9. From: Sandra Vogel  
To the Cabinet Member for Finance and the Cabinet Member for Regeneration,  
Housing and Transport**

What percentage of (a) deaths and (b) confirmed cases due to Covid-19 in Merton have been in the East of the Borough and what percentage of the £490,000 programme announced for Merton's active and healthy travel plan in response to Covid-19 will be spent in the East of the Borough?

## Reply

- a) ONS do not publish weekly figures below Borough level. For the most recent time period for which such data have been published, namely 1 Mar – 31 May, the numbers of deaths by E and W (defined by Medium Level Super Output Areas) are as follows:

E – 111 (57%)

W – 84 (43%)

Total 195 (100%)

- b) Merton's Active & health Travel response was adopted by Cabinet on 15 June which sets out priorities for funding bids to TFL and DFT.

The delivery of schemes is dependent on the funding the Council receives.

Of the £1,495,680, we have submitted bids for, £444,010 is so far for schemes in the east of the borough (30%)

### **10. From: Jamie O'Hara To the Cabinet Member for Women and Equalities**

Following George Floyd's death Merton asserted their opposition to hateful discrimination. Do the council believe in an equal rejection of (and support for victims) based on hateful motivations and discrimination of people with disabilities, learning difficulties and mental health issues?

## Reply

The death of George Floyd was tragic, unnecessary and highlighted the discrimination still faced by many in society. Merton council is committed to tackling all forms of discrimination and has a zero tolerance policy on hate crime. We have numerous measures in place to deliver the commitments in our Hate Crime Strategy.

Merton council continues to work in partnership with other organisations and the community to promote hate crime reporting and to support hate crime victims. The focus of this year's Hate Crime Awareness Week (10-17 October 2020) is Disability and, as in previous years the week will be marked by activity to raise awareness of hate crime and provide information on where victims may get help and support.

### **11. From: Gareth Hughes To the Cabinet Member for Regeneration, Housing and Transport**

I am pleased to see that the reduced 20 mph limit has been introduced to the majority of roads. I am, however, shocked that many people are still driving in excess of 30/40 mph and would like to understand what the Council intends to do to enforce the limits?

## **Reply**

Under normal circumstances we investigate road safety and accessibility within our annual Local safety programme that is funded by TfL through our annual LiP; currently all funding has been suspended and as a result the annual local safety programme has been put on hold until further notice.

With regards to speed, this appears to be a country wide problem and, in Merton, the Metropolitan Police Service are responsible for enforcement and as such speeding related concerns should be reported directly to the Police .

For locations with speed related issues TfL, in partnership with the Metropolitan Police Service, undertakes many speed management initiatives, including Community Road Watch. Community Roadwatch is a road safety initiative which aims to reduce speeding in residential areas, and gives local residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Concerns from members of the public on speeding, and other road offences, can be sent to Roadsafelondon. This portal is an information and intelligence gathering tool that can inform police activity. The following link shows the address for the Roadsafelondon website - <http://content.met.police.uk/Site/roadsafelondon>

### **12. From: Graham Howell To the Cabinet Member for Regeneration, Housing and Transport**

With the current concerns about monuments and road names with connections to slavery, is the Council planning to review monuments/road names in the Borough and will the Council, if they intend to do such a review, commit to seeking the views of all Borough residents before taking any action?

## **Reply**

The Council understands the concern raised by communities regarding commemorations for persons who have been connected with the oppression of black people. We will continue to listen and act where appropriate to ensure that Merton is a place where people of all races and religions can feel safe and respected.

### **13. From: Barry Smith To the Cabinet Member for Regeneration, Housing and Transport**

Can you please fix Bishopsford Bridge quickly?

## **Reply**

Yes, we are working as quickly as possible on the reopening of Bishopsford Bridge. Demolition is substantially underway and we have recently carried out a survey as to what people want the new bridge to look like. The planning application is being finalised and procurement of a contractor will follow rapidly. Thank you for bearing with us while we get this work done. We are keeping Merton's website up to date with news

[www.merton.gov.uk/bishopsfordbridge](http://www.merton.gov.uk/bishopsfordbridge). It is expected that the bridge will reopen in spring 2021

**14. From: Kirsten Galea**  
**To the Cabinet Member for Regeneration, Housing and Transport**

I would like to know if the local council sought direct feedback from disability reference groups or access specialists on the swift "temporary" measures applied to the streets of Merton? Although safe for some, disabled and elderly people can find these new measures more difficult to navigate.

**Reply**

Although the Council did not seek specific feedback from disability reference groups when introducing emergency measures, our normal practice is that all measures have been and continue to be assessed to ensure that those with disabilities are accommodated and not disadvantaged. Our Cabinet report made clear that due to the emergency nature of the installations, we cannot consult and engage in-depth as we normally would do with permanent traffic schemes.

All temporary schemes are monitored and we will react to any issues that may be brought to our attention.

**15. From: Michael Gould**  
**To the Cabinet Member for Children's Services**

Whilst welcoming the decision to continue funding free school meals during the summer holidays, could the council guarantee that families will receive payment on time, and not suffer the delays experienced at the beginning of the Covid19 pandemic response?

**Reply**

The voucher scheme, which replaces free school meals provided in school and which has now been extended to cover the summer holiday period, is administered by a private provider, Edenred, commissioned by central government. Therefore regrettably the Council is not in a position to guarantee that families will receive payment on time.

However, Children, Schools and Families staff will continue to support schools with information to enable timely applications to be made to the scheme and will continue to promptly raise concerns with the Department for Education if there are any signs of delayed payments. The Council also has well established routes to support for families experiencing food shortages during this period, including for families not eligible for free school meals because their children are under school age.

**16. From: Luke McCarthy**  
**To the Cabinet Member for Regeneration, Housing and Transport**

What is the council's ambition for long term modal share of transport in the borough, how is it ensuring the urgent need to promote cycling and walking in response to Covid-19 best supports this, and what short and long term funding will the council be committing to achieve this?

**Reply**

The Council's long term ambition for modal share is set out in our Transport Strategy, Local Implementation plan. This can be viewed online at <https://www.merton.gov.uk/assets/Documents/Adopted%20LIP3%20September%20%202019.pdf>

Coronavirus and the requirement to put in place emergency measures on our roads to promote social distancing and cycling have changed the context in which our TFL LIP was based.

The Council has now adopted its Active and Healthy Travel Response to Covid-19, setting out our ambition for strategic cycling, low traffic neighbourhoods, school streets and pavement widening. Details can be found in the Cabinet Report of 15 June.

<https://democracy.merton.gov.uk/ieListDocuments.aspx?CId=146&MId=3689&Ver=4>

Merton Council has allocated £80,000 from existing highway budgets to support emergency measures. We have also bid to DFT and TFL to deliver our wider covid-19 transport programme. The total value of bids to DFT & TFL is £1,495,680. We have received £88,000 in the first tranche of bids, with announcements expected in mid-July on the remaining bids.

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

With the Post-Covid desire to have safer cycle routes, will the council stop wasting money on dangerous cycle lanes, such as the newly painted Worple road, where its stop start nature makes it more dangerous for cyclists, and invest in a few proper continuous cycle lanes, safe for families?

**Reply**

Worple Road was recently resurfaced due to its deteriorating condition. It is normal practice to put back lines that were already in existence unless there is an opportunity to improve on infrastructure. Worple Road is not wide enough for segregated cycle lanes without re-engineering pedestrian crossing points and safety islands. Therefore, the existing advisory cycle lanes were re-instated. It is worth noting that Railside Path,

which runs parallel to Worples Road provides a safe, quiet, off-road cycle link between Raynes Park and Wimbledon.

The Council's ambition for safe segregated cycle lanes will be limited not by our ideas and plans but the funding available.

**18. From: Tony Burton  
To the Cabinet Member for Regeneration, Housing and Transport**

To ask what support Merton Council will be providing to complete the "missing link" in the Wandle Trail under the railway between Trewint Street bridge and Haslemere Avenue following planning permission for the redevelopment of Garratt Mill by The Collective last year and the associated s106 obligations?

**Reply**

I can confirm that the [S106 provision to be met by the Garratt Mills Development \(link to S106 agreement\)](#) in LBW is as follows:

“£150k to secure the extension of the Wandle Trail **to the north** of the site running underneath the railway line linking Trewint Street and Penrith Roads”. The agreement also requires the developer to undertake works to provide a riverside walk along the western bank of the Wandle **within** the site and a footbridge across the Wandle linking the riverside walk to the eastern bank of the Wandle **within** the site immediately north of Trewint Street.

I can confirm that with respect of LBM developments (located **to the north** of the site and the railway):

- a £51k s106 contribution from development at 12a Ravensbury Terrace has been received and is available “towards the River Wandle pedestrian footbridge”; and

a £35,724.31 s106 contribution from Haslemere development has been received and is available “to be applied to investigate the feasibility of providing a link between Trewint Street to Penwith Road to the north and for improvements to walking and cycling for the Wandle Trail in order to ensure that it remains available for public use”.

**19. From: Mary Butler  
To the Cabinet Member for Commerce, Leisure and Culture**

What are the (a) costs savings per year and (b) other benefits resulting from disbanding Merton Heritage Forum in February prior to publishing a draft Heritage Strategy in June on "setting a framework for partnership work, resource sharing and investment" as provided by the former Merton Heritage Forum?

## **Reply**

The Heritage Forum has not been disbanded but is seeking community leadership to take over the running of the forum to further assist with the Heritage Strategy objective of increasing community ownership of Merton's heritage. Whilst there is no direct cost saving for seeking community leadership the consensus amongst the forum was that the forum would benefit from operating in a different way. It also enables the Heritage Officer who facilitates the meetings to focus more on important projects such as the recent Windrush Day exhibition and activities.

### **20. From: James Ballance**

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

How does the Council expect the public to give its views on the intended disposal of Beverley Meads Fields to WRFC, given that Covid-19 restrictions will reduce the number of people seeing the notice, and the total absence of particulars of the proposed lease on the Council's website?

## **Reply**

The Council advertised its intention under section 123 (2A) of the Local Government Act 1972 to dispose of public open space by way of a lease in the Wimbledon and Wandsworth Times on 30th April and 7th May 2020 specifying the land by reference to the proposed lease plan and allowing for objections up to midnight on 17th June 2020 (NB The Council allowed six weeks for representations being aware that a high level of interest could be expected and to ensure we could demonstrate our intention for the process to be thorough). In addition a notice was placed on the property although this was not strictly necessary.

The deadline for objections to be made has expired and we have received 100 individual representations and one from Preston Rd & Hood Rd Residents' Association-that states that it should be treated as on behalf of the 100 residents. This response is well in excess of the advertisement of other recent proposed disposals in the Borough (eight and twenty four objections respectively) which were advertised many months before the Covid 19 pandemic and suggests that the process followed by the Council in compliance with the legislation was more than sufficient.

Providing particulars of the proposed lease is not necessary for the council to satisfy its obligation to advertise under s123 (2A) of The Local Government Act 1972 and terms are incomplete pending the statutory process and consideration of objections; further such details are usually considered confidential between the parties until completed.

### **21. From: Robert Jervis**

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

Are there any plans to introduce a LTN policy for Haydon Park Road, Cromwell Road, Avondale Road & Ashcombe Road?

## **Reply**

The council has submitted a bid to TfL and this area is within the bid. Any proposal would be subject to a successful bid and the appropriate consultation.

### **22. From: Nicola Thompson**

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

What steps will be taken and when to fix the mess that has been made of developer-funded Plough Lane highways works between Wandle bridge and Summerstown which have been carried out without safe cycling provision?

## **Reply**

The widened pavements on Plough lane are intended to host a shared-use footway and cycle way which is safer for cyclists than being on-road.

The project is not yet complete by Galliard Homes. We appreciate that residents of Haydons Rd North have concerns over the design which is not as fully segregated as some may expect; this is largely due to land ownership and the design being in accordance with the planning permission for the adjacent site being designed some years ago.

The Council will review the layout of Plough Lane once the priorities of the covid-19 transport projects are delivered.

### **23. From: Tanya Capper**

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

There has been a considerable increase in HGV's using Worple Road which bring a lot of noise, air pollution and speed infringements. Worple Road is now 20mph and if speed cameras were introduced, amongst bringing the council substantial revenue, surely this would help reduce pollution and be safer for everyone?

## **Reply**

Worple Road is a London Distributor Road and it is supposed to carry all types of vehicles including commercial vehicles. With Worple Road being a London Distributor Road, a bus route and the priority route for emergency services, it would not be possible to introduce any traffic calming features or place restrictions on type of vehicles using the road.

Enforcement of speed falls under the jurisdiction of the Police and reports of speeding can be made directly but it should be noted that their resources are stretched dealing with other priorities.

Speed cameras falls under the jurisdiction of the Police and TfL and their introduction is subject to strict criteria that is directly linked to serious / fatal accidents. This is not the case at this location.

For locations with speed related issues where speed cameras are not viable, TfL, in partnership with the Metropolitan Police undertakes many other speed management initiatives, including Community Road Watch. Community Roadwatch is a road safety initiative which aims to reduce speeding in residential areas, and gives local residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Concerns from members of the public on speeding, and other road offences, can be sent to Roadsafe London. This portal is an information and intelligence gathering tool that can inform police activity. The following link shows the address for the Roadsafe London website - <http://content.met.police.uk/Site/roadsafelondon>

**24. From: Gillian Waring**

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

Haydon Park Road has become a rat run. Cars are backed up beyond Avondale Road during rush hour, our cars are being damaged and abusive altercations between motorists occur regularly. We want Merton Council to designate HPR as a Low Traffic Neighbourhood. What are they going to do about it?

**Reply**

The council has submitted a bid to TfL and this area is within the bid. Any proposal would be subject to a successful bid and the appropriate consultation.

**25. From: Ingrid Dickenson**

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

Council is asking for new applications to the Neighbourhood Fund. Why has nothing materialized from the money allocated under last year's funding to smarten up shopfronts in Haydons Road parade? Our shops look as dreadful as ever. Nothing has been done.

**Reply**

As the Council has had to refurbish current shopping parade projects to a higher specification to comply with health and safety requirements this has resulted in increased costs and delays. Covid-19 has also put some of these projects on hold. With regards to Haydon's Road Parade, the costs are double the amount of funding awarded to the project at Cabinet in July 2019. Accordingly, a further top-up bid has been submitted during the current Neighbourhood Fund bidding round. If successful procurement would to commence from October 2020 with the aim for works to commence early 2021.

**26. From: Sarah Warren**

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

100% of residents surveyed on Haydon Park road said they want traffic reduced. Nearly as many have spotted a traffic incident - including aggressive behaviour and

damage to cars. Please make Haydon Park road and surrounding streets a LTN. We must be a priority especially with the stadium opening.

**Reply**

The council has submitted a bid to TfL and this area is within the bid. Any proposal would be subject to a successful bid and the appropriate consultation.

**27. From: Richard Hopkinson-Woolley  
To the Cabinet Member for Regeneration, Housing and Transport**

CPZs were originally introduced with the approval of residents on the basis that charges would pay for administration of the scheme, not as a tax or disincentive to owners of diesel cars. Why does Council think things have changed and they can change the basis upon which they were introduced?

**Reply**

The introduction of the diesel level in 2017 followed a formal consultation process. The council has limited options in changing car ownership trends and the council took the decision at the time that the introduction of a diesel surcharge was appropriate. Council Reports at the time and subsequently (available on the councils Web pages) have clearly set out the legal basis for the introduction of a diesel surcharge as well as the basis for proposed changes. This is in the context of the councils objective to reduce harmful emissions produced in particular by diesel cars, with the aim of improving air quality and health of the boroughs residents.

**28. From: Steve Turner  
To the Cabinet Member for Regeneration, Housing and Transport**

In recent months before lockdown and starting again now, the road has become intolerable to live in at rush hour times. Can you tell what the council intends to do about it? This should be a Low Traffic Neighbourhood area.

**Reply**

The question does not make clear which road is being discussed. Regarding Low Traffic Neighbourhoods. The council has submitted a number of LTN bids to TfL . Any proposal would be subject to a successful bid and the appropriate consultation

**29. From: Esther Bird  
To the Cabinet Member for Regeneration, Housing and Transport**

As a resident of Haydon Park Road I would like to ask Merton council to urgently address the high levels of traffic that cut through this residential road causing pollution, road rage instances, speeding and congestion on a daily basis. Can my road be designated as a low traffic neighbourhood?

**Reply**

The council has submitted a bid to TfL and this area is within the bid. Any proposal would be subject to a successful bid and the appropriate consultation.

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