

If you are reading this electronically, the Council has saved **£8.75** on printing. For more information on the Mod.gov paperless app, contact Democratic Services

# Merton Council

## Cabinet Agenda

### Membership

#### Councillors:

Stephen Alambritis (Chair)  
Mark Allison  
Laxmi Attawar  
Kelly Braund  
Tobin Byers  
Caroline Cooper-Marbiah  
Edith Macauley MBE  
Eleanor Stringer  
Martin Whelton

**Date: Monday 23 March 2020**

**Time: 7.15 pm**

**Venue: Committee rooms C, D & E - Merton Civic Centre, London Road,  
Morden SM4 5DX**

This is a public meeting and attendance by the public is encouraged and welcomed. For more information about the agenda please contact [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk) or telephone [020 8545 3616](tel:02085453616).

All Press contacts: [communications@merton.gov.uk](mailto:communications@merton.gov.uk), 020 8545 3181

# Cabinet Agenda

## 23 March 2020

|    |  |           |
|----|--|-----------|
| 1  | Apologies for absence  |           |
| 2  | Declarations of pecuniary interest   |           |
| 3  | Minutes of the previous meeting  | 1 - 8     |
| 4  | Reference from the Sustainable Communities Scrutiny Panel: Emission based charging and review of the diesel levy   | To Follow |
| 5  | Considerations of emission based charging and the future of the diesel levy.   | 9 - 104   |
| 6  | Draft response to Improving Healthcare Together consultation   | 105 - 112 |
| 7  | Draft Merton Community Plan 2020-2026  | 113 - 190 |
| 8  | Raynes Park Sports Ground  | 191 - 204 |
| 9  | Sir Joseph Hood Memorial Playing Field   | 205 - 218 |
| 10 | Extension of School Cleaning Contract  | 219 - 224 |
| 11 | LGA Corporate Peer Challenge Feedback Report and Next Steps  | 225 - 242 |
| 12 | Financial Monitoring January 2019  | 243 - 298 |
| 13 | Exclusion of the public<br>To RESOLVE that the public are excluded from the meeting during consideration of the following reports on the grounds that they are exempt from disclosure for the reasons stated in the reports. |           |
| 14 | Raynes Park Sports Ground - Exempt appendix  | 299 - 304 |
| 15 | Sir Joseph Hood Memorial Playing Field - Exempt appendices   | 305 - 314 |

**Note on declarations of interest**

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

## Public Information

### **Attendance at meetings**

The public are welcome to attend meetings of the Council. Seating in the public gallery is limited and offered on a first come first served basis.

### **Audio/Visual recording of meetings**

The Council will film meetings held in the Council Chamber for publication on the website. If you would like to film or record any meeting of the Council held in public, please read the Council's policy [here](#) or contact [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk) for more information.

### **Mobile telephones**

Please put your mobile telephone on silent whilst in the meeting.

### **Access information for the Civic Centre**



- Nearest Tube: Morden (Northern Line)
- Nearest train: Morden South, South Merton (First Capital Connect)
- Tramlink: Morden Road or Phipps Bridge (via Morden Hall Park)
- Bus routes: 80, 93, 118, 154, 157, 163, 164, 201, 293, 413, 470, K5

Further information can be found [here](#)

### **Meeting access/special requirements**

The Civic Centre is accessible to people with special access requirements. There are accessible toilets, lifts to meeting rooms, disabled parking bays and an induction loop system for people with hearing difficulties. For further information, please contact [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk)

### **Fire alarm**

If the fire alarm sounds, either intermittently or continuously, please leave the building immediately by the nearest available fire exit without stopping to collect belongings. Staff will direct you to the exits and fire assembly point. If you are unable to use the stairs, a member of staff will assist you. The meeting will reconvene if it is safe to do so, otherwise it will stand adjourned.

### **Electronic agendas, reports and minutes**

Copies of agendas, reports and minutes for council meetings can also be found on our website. To access this, click <https://www.merton.gov.uk/council-and-local-democracy> and search for the relevant committee and meeting date.

Agendas can also be viewed online in the Borough's libraries and on the Mod.gov paperless app for iPads, Android and Windows devices.

# Agenda Item 3

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

## CABINET

24 FEBRUARY 2020

(7.15 pm - 8.09 pm)

PRESENT: Councillors Stephen Alambritis (in the Chair), Mark Allison, Laxmi Attawar, Kelly Braund, Tobin Byers, Caroline Cooper-Marbiah, Edith Macauley MBE, Eleanor Stringer and Martin Whelton

Co-opted Members

ALSO PRESENT: Councillor Thomas Barlow, Daniel Holden, Hayley Ormrod and Peter Southgate (Leader of the Merton Park Ward Independent Residents Group)

Ged Curran (Chief Executive), Hannah Doody (Director of Community and Housing), Caroline Holland (Director of Corporate Services), Chris Lee (Director of Environment and Regeneration), Rachael Wardell (Director, Children, Schools & Families Department), Tara Butler (Programme Manager - Strategic Policy and Research), Alan Gibbs (Policy and Research Officer, Opposition Group), Christine Parsloe (Leisure and Culture Development Manager), David Keppler (Head of Revenues and Benefits) and Roger Kershaw (Assistant Director of Resources)

### 1 APOLOGIES FOR ABSENCE (Agenda Item 1)

There were no apologies for absence.

### 2 DECLARATIONS OF PECUNIARY INTEREST (Agenda Item 2)

There were no declarations of interest.

### 3 MINUTES OF THE PREVIOUS MEETING (Agenda Item 3)

RESOLVED: That the minutes of the meeting held on 27 January 2020 are agreed as an accurate record.

### 4 REFERENCE FROM THE OVERVIEW AND SCRUTINY COMMISSION – PRE DECISION SCRUTINY OF THE BUSINESS PLAN 2020-24 (Agenda Item 4)

At the invitation of the Chair, Councillor Peter Southgate, Chair of the Overview and Scrutiny Commission presented the reference report and outlined the discussions which had taken place as part of the second round of budget scrutiny.

The savings had been questioned closely and it was felt that they were necessary and deliverable. It was noted that there was still a degree of uncertainty around the business rates retention, the Government's fair funding review, their plans for the funding of adult social care and the Department of Education's response to the Council's DSG recovery plan. The Commission had requested that it be kept updated of any developments via the quarterly monitoring reports. If the DfE's response was favourable it could be transformational for the Council's revenue budget and the Cabinet was asked to consider whether any surplus could be used to address the savings which had been identified as higher risk. He concluded by thanking the Cabinet Member for Finance and the Director of Corporate Services for their contribution to the budget scrutiny process.

The Deputy Leader and Cabinet Member for Finance thanked Councillor Southgate and all the scrutiny panels and officers involved, highlighting the considerable work which had gone into the budget process. He welcomed the comments made by the Commission, particularly on the uncertainty around the funding announcements from the Government. He agreed that the Commission and Panels should be kept updated via the regular financial monitoring reports and noted the view of the scrutiny members that the Council should keep its options open in respect of reversing any savings, as in some instances savings could help to deliver a better service for residents.

The Director of Corporate Services confirmed that Members would be kept updated via the regular monitoring reports and asked that Members be mindful of the uncertainty around the timetable for the Government's announcements on future funding.

The Chair thanked all those present and the Scrutiny Members for their contributions.

#### RESOLVED:

That the recommendation made by the Overview and Scrutiny Commission (set out in paragraph 2.4 of the Cabinet report) and the outcomes of consideration by the Overview and Scrutiny Panels (set out in Appendix 1 to the Cabinet report) be taken into account when taking decisions relating to the Business Plan 2020-24.

#### 5 MERTON'S STRATEGY FOR MEETING THE NEEDS OF CHILDREN AND YOUNG PEOPLE WHO HAVE SPECIAL EDUCATIONAL NEEDS AND/OR DISABILITIES (SEND) (Agenda Item 5)

The Cabinet Member for Children's Services presented the report which set out the approach of the Council and its partners to delivering services for children and young people with special educational needs. She outlined the aspirations and outcomes which were in line with those in the Children and Young People Plan. She thanked the Cabinet Member for Schools and Adult Education and the officers involved for their hard work in developing the strategy.

The Cabinet Member for Voluntary Sector, Partnerships and Community Safety welcomed the partnership approach set out in the report in this important area.

RESOLVED:

That the publication in March 2020 of the Merton's Strategy for meeting the needs of children and young people with SEN and/ or disabilities age 0-25 (2020-23). 'The Merton SEND Strategy' – Appendix 1 to the Cabinet report be approved.

6 THE CANONS, MITCHAM - LANDSCAPE & BUILDING CONTRACTS  
(Agenda Item 6)

The Cabinet Member for Commerce, Culture and Leisure presented the report which set out the procurement process for the delivery of the Canons "People for Parks" project.

The Director of Environment and Regeneration drew Members' attention to the updated exempt appendix setting out the total price for both the landscape and building contracts and the aggregate figure which was well within the budget set aside, allowing some for contingencies. Subject to the contracts being awarded it was hoped that work would begin in late spring, early summer.

RESOLVED:

1. That the Council award Lot 1 - Landscape Contract to Tenderer D under the terms set out in the exempt appendices.
2. That the Council award Lot 2 - Building Contract to Tenderer E under the terms set out in the exempt appendices.

7 WIMBLEDON PARK LAKE – OUTDOOR SWIMMING PROPOSAL (Agenda Item 7)

The item was withdrawn at the request of the Chair to allow officers to consider additional safety concerns raised and planning implications relating to the Grade II listed status, and a report would be brought back to a future meeting.

8 BISHOPSFORD ROAD BRIDGE - PREFERRED OPTION (Agenda Item 8)

The Cabinet Member for Regeneration, Housing and Transport presented the report which set out a range of options, costs and a timetable for reopening the bridge as quickly and as safely as possible.

The Director of Environment and Regeneration recognised the significant impact of the loss of the bridge and reassured Members that officers were working extremely hard and as fast as possible behind the scenes to bring the bridge back into use. The recommendations in the report would see a new bridge being built as quickly as possible.

The Chair welcomed the report and highlighted the discussions which had taken place with his fellow ward Members and residents, TfL, utilities companies and local businesses to mitigate the impact and provide support.

RESOLVED:

3. That Cabinet continues to recognise the urgency and importance of reopening Bishopsford Road Bridge and reaffirms its commitment to holding special meetings where necessary.
4. That Cabinet selects the demolition of the existing structure and the erection of a new bridge [options 5 or 6] as the preferred option from a number of options explored to reopen the bridge.

9 AWARD OF MICROSOFT ENTERPRISE AGREEMENT (Agenda Item 9)

The Deputy Leader and Cabinet Member for Finance presented the report which set out the procurement process for the provision of the Microsoft Enterprise agreement.

RESOLVED:

That a three-year contract be awarded for the provision of Microsoft Enterprise Licences to Supplier B, to be appointed as the Microsoft Large Account Reseller partner (LAR) for London Borough of Merton.

10 LOCAL BUSINESS RATES DISCRETIONARY RATE RELIEF AND RETAIL DISCOUNT SCHEMES 2020/21 (Agenda Item 10)

The Deputy Leader and Cabinet Member for Finance presented the report which set out proposals for discretionary rate relief and retail discount schemes. The process for determining who receives relief would be fair and would enable local businesses to thrive.

The Chair welcomed the recommendations which would benefit small businesses in Merton, including around 30 pubs, and that the rate relief would be allocated automatically.

RESOLVED:

1. That the Local Discretionary Business Rate Relief Scheme for 2020/21 be agreed.
2. That the new Retail Discount Scheme for 2020/21 be agreed.

11 FINANCIAL MONITORING DECEMBER 2019 (Agenda Item 11)

The Deputy Leader and Cabinet Member for Finance presented the report which set out the Council's financial position at December 2019. He thanked the officers involved in monitoring and upholding rigorous processes. A variance of 0.3% had been forecast, which was very close to the budget position. The progress made in respect of the savings was appreciated; and a few amendments to the capital programme were recommended.



The Director of Corporate Services advised that the report would also be reported to the Financial Monitoring Task Group for consideration.

RESOLVED:

1. That the financial reporting data for month 9, December 2019, relating to revenue budgetary control, showing a forecast net favourable variance at year-end of £1,710k, -0.3% of gross budget be noted.
2. That the contents of Section 4 and the amendments to the Capital Programme contained in Appendix 5b of the Cabinet report be noted.

12 BUSINESS PLAN 2020-24 (Agenda Item 12)

The Deputy Leader and Cabinet Member for Finance presented the report which set out the proposed budget for 2020-24, and reiterated the points made in his response to Councillor Southgate at item 4. He thanked all those involved in the production of the business plan and welcomed the financially disciplined approach with business-like decisions taken at an early stage and the great deal of progress made against the savings target. He highlighted the uncertainty which had impacted the early stage of this year's budget process and the small amount of growth proposed, which was in response to some areas in Children's Services having struggled to come in on budget. The Council tax being proposed was 1.99% from Merton and a 2% Adult Social Care precept and it was noted that virtually all councils were raising their council tax by a similar amount. The Government's financial settlement may have been slightly more generous than previous years but would not prevent the Council having to make further savings. The modest savings proposed had been scrutinised and the Scrutiny Panels and Commission were satisfied with the approach taken. A gap was still forecast by the end of the period, which had reduced to £9m and a balanced budget was being proposed for the next year and a minimum reserve level for contingencies. He felt that the budget proposed would provide the best outcome for residents and make the borough a great place for families.

The Director of Corporate Services drew Members' attention to page 47 which included the cost of replacing Bishopsford Bridge, which would go to Council for approval in March. The report also included a review of the current position with the DfE and the DSG deficit. She thanked colleagues for their work on the business plan and advised the Cabinet that she was satisfied to sign it off for Council approval as the Council's s151 officer.

The Chair thanked everyone involved in the production of the business plan which would contribute to bridging the gap between the east and west of the Borough and contribute to making Merton a great place for families. He noted that a balanced budget was recommended but acknowledged that there was still work to be done.

RESOLVED:

1. That the response to the Overview and Scrutiny Commission be agreed;
2. That having considered all of the information in this report and noted the positive assurance statement given by the Director of Corporate Services

based on the proposed Council Tax strategy, the maximum Council Tax in 2020/21, equating to a Band D Council Tax of £1,276.92, which is an increase of below 4% be approved and recommended to Council for approval.

3. That all of the latest information and the comments from the scrutiny process be considered, and recommendations to Council be made as appropriate
4. That the Business Plan 2020-24 including the General Fund Budget and Council Tax Strategy for 2020/21, and the Medium Term Financial Strategy (MTFS) for 2020-24 as submitted, along with the draft Equality Assessments (EAs), be approved and recommended to Council for approval subject to any proposed amendments agreed at this meeting;
5. That having considered all of the latest information and the comments from the scrutiny process, the Capital Investment Programme (as detailed in Annex 1 to the Capital Strategy); the Treasury Management Strategy (Section 5), including the detailed recommendations in that Section, incorporating the Prudential Indicators and the Capital Strategy (Section 4) as submitted and reported upon be approved and recommended to Council for approval, subject to any proposed amendments agreed at this meeting;
6. That it be noted that the GLA precept will not be agreed by the London Assembly until 24 February 2020, but the provisional figure has been incorporated into the draft MTFS.
7. That officers be requested to review the savings proposals agreed and where possible bring them forward to the earliest possible implementation date
8. That it be noted that there may be minor amendments to figures in this report as a result of new information being received after the deadline for dispatch and that this will be amended for the report to Council in March.
9. That Risk Management Strategy be approved.

#### 14 EXCLUSION OF THE PUBLIC (Agenda Item 14)

Cabinet agreed to note the information contained in the exempt appendices without making reference to it as part of the discussion and therefore the meeting remained in public.

#### 15 WIMBLEDON PARK LAKE - OUTDOOR SWIMMING PROPOSAL: EXEMPT APPENDICES (Agenda Item 15)

The item was withdrawn.

#### 16 AWARD OF MICROSOFT ENTERPRISE AGREEMENT - EXEMPT APPENDIX (Agenda Item 16)

Cabinet noted the information contained in the exempt appendix and did not refer to it as part of the discussion. The decision is set out under item 9 above.

#### 17 THE CANONS MITCHAM LANDSCAPE AND BUILDING CONTRACTS - EXEMPT APPENDICES (Agenda Item 17)

Cabinet noted the information contained in the exempt appendices, including the revised appendix, and did not refer to it as part of the discussion. The decision is set out under item 6 above.

This page is intentionally left blank

## **Committee: Cabinet**

**Date: 23 March 2020**

Wards: All

**Subject: Review of Diesel Surcharge and proposals for emission based charges.**

Lead officers: Chris Lee, Director of Environment & Regeneration  
Dagmar Zeuner, Director of Public Health-Merton

Lead members: Cllr Martin Whelton Regeneration, Housing and Transport  
Cllr Tobin Byers (Cabinet member for Adult Social Care, Health and the Environment)

Contact officer: Ben Stephens, Head of Parking Services

### **1. Recommendations:**

- 1.1. Members to note the findings of the Diesel Levy and Emissions based charging review and comment on the emerging emissions based charging proposals.
- 1.2. Members authorise officers to proceed to consultation on the recommended approach and proposed model and charges for future emission based charging including the ULEZ type supplement.
- 1.3. Members agree to the formal consultation process set out in section 12 of the report and to have due regard to any comments raised as part of the formal consultation process in taking a final decision on whether to proceed with the implementation of any changes.
- 1.4. Members agree to delegate Authority to the Director of Environment and Regeneration, in consultation with the Cabinet Member for Regeneration Housing and Transport, to finalise the necessary consultation documentation as required.
- 1.5. Members agree to refer this report to the Sustainable Communities Overview and Scrutiny Committee after consultation for their consideration and to seek their views before Cabinet makes a final decision.

## 2. OVERVIEW – Terms of reference for Diesel Levy and Emission based charges review.

- 2.1. Cabinet on the 25<sup>th</sup> of March 2019 approved the terms of reference for a review of the diesel levy and emission based charging. The terms are set out in paragraphs 2.3 to 2.14 below.
- 2.2. This report sets out the findings of the review and proposals for a new emission based charging model for the future. A link to that report is given here. <https://democracy.merton.gov.uk/documents/s26899/Diesel%20levy%2026.02.19.pdf>
- 2.3. *Members may recall 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. At the time of approval, Members requested the effect of the levy be reviewed after 2 years of its operation.*
- 2.4. *Since its introduction in Merton a number of other London Boroughs have followed Merton's lead with the aim of reducing diesel car usage. Currently in Merton, the diesel levy is only charged on Permits, but consideration will be given to extending this to pay and display parking and season tickets.*
- 2.5. *A more recent practice is for councils to use emission based charging as a way of affecting driver behaviour and vehicle ownership. A revised [emissions based] charging approach will be considered as part of the review.*
- 2.6. *Merton parking service already contributes to; and helps deliver the key policies set out in: Merton's Health and Wellbeing Strategy; Merton's Air Quality Action Plan; the Council's Local Implementation Plan; and the Mayor of London's Transport Strategy.*
- 2.7. *The outcome of the review will further help inform Members of these key strategic issues, which will affect parking policy for the future.*
- 2.8. *The review will explore the impact of the diesel levy and the extent to which it has contributed to a change in diesel car ownership.*
- 2.9. *The suggested terms of reference have been amended to include the revised reference set out in the Sustainable Communities Overview and Scrutiny Panel on 26th February 2019.*
- 2.10. *The review will seek to identify the type of behavioural change the levy has influenced, e.g. there might not be a fall in overall applications for permits, but over time there may be a trend for permits e.g. for less polluting vehicles, even though overall permit numbers remain broadly the same.*
- 2.11. *As an example, the list below sets out some of the considerations the review will look at and the wider issues of car ownership and trends.*
- 2.12. *Wider national trends:*
  - *National Car ownership trends in the short and medium term, such as the uptake of Electric Vehicles, walking and cycling.*
  - *New car sales and type of vehicles now being purchased nationally and locally [if possible]. Also the life span of car ownership and effect of long-term trends.*
  - *Percentage of cars in high-low polluting vehicles and trends.*
  - *Other Borough charges and policies.*
  - *Timescale for change.*

- *Charging options.*
- *Use of technology to deliver a new charging policy:*
- *The greater use of cashless parking systems and improved/modern P&D machines along with other technologies is known to be instrumental in implementing emission based charging and Members are asked to note section and the ongoing work in this regard.*

*Local data and review:*

- *The review team will consider diesel permit sales in Merton over the two years of operation.*
- *Compare Merton's trends with other boroughs and national trends in diesel vehicle ownership trends over the same period.*
- *Assessment of the impact on the introduction of the diesel levy*
- *Explore the case for change.*

2.13. *The review will also explore the case for a diesel levy on pay and display (on and off-street car parking) by looking at experience and examples elsewhere and how much a levy can be used to reduce diesel vehicle use.*

***Emission based charging***

2.14. *Whilst not an existing or proposed levy, Officers wish to explore the case for emission based charging for resident permits and parking charges generally. The review will explore the experience of other councils in implementing such schemes – the benefits and disadvantages of such a scheme and the impact this can have on driver behaviour and air quality.*

**Merton's existing policy drivers**

2.15. In the context of Merton's existing policies, this report is to reiterate the policy framework to support improved public health, air quality and sustainable transport across the Borough. To inform Members of the research undertaken, comparisons with other London Boroughs, to consider the council's rationale for amending its approach to diesel levy and emission charging, and finally to consider any proposed changes for consideration and agreement.

2.16. Merton is not prepared to ignore its responsibilities to deliver cleaner local air at a time when the current situation has been described as a public health and climate emergency. We are delivering an Air Quality Action Plan (AQAP) that is ambitious in its aims and already demonstrates that we as an authority will use all of the powers available to us, not only to challenge and tackle this problem; but also to work towards delivering our legal responsibilities to protect the public. Specifically, Action 32 contained within the AQAP states that there would be a review of the impact of our diesel levy\* and consider a review of parking and charges to help reduce combustion engine vehicle use and the consequent emission.  
\*Note: the sustainable communities and transport overview and scrutiny Panel to conduct pre decision scrutiny on the scope of any reviews on parking levies.

Please see link to Merton AQAP 2018-2023

<https://www.merton.gov.uk/assets/Documents/Merton%20AQAP%2020182023.pdf>

- 2.17. The council recognises the role that it has to play in developing and delivering a comprehensive framework to tackle air quality, climate change, meet the demand for parking, and reduce congestion in the borough. It does not stand alone on these issues; most of the other London boroughs are seeking to implement new parking policies to tackle similar problems.
- 2.18. In July 2019, Merton declared a climate emergency and set an ambitious carbon reduction target which aims to make Merton carbon neutral by 2050 and the council by 2030. Work is well advanced to prepare a Climate Change Action Plan to meet these targets.
- 2.19. The evidence for declaring a climate emergency is overwhelming. In October 2018, the Intergovernmental Panel on Climate Change (IPCC) published a special report on the impacts of global warming of 1.5C. The IPCC found a 1.5C world would have significantly lower climate-related risks for natural and human systems than a 2C world, and that global CO2 emissions would need to reach net zero around 2050 in order to have no or limited overshoot beyond 1.5C of climate change. The Committee on Climate Change's Net Zero report stated that in order to become carbon neutral by 2050, a wholesale transformation of road transport would be required. All petrol and diesel vehicles need to be replaced with low carbon alternatives.
- 2.20. The key sources of greenhouse gas emissions in Merton are road transport and domestic and non-domestic heat and electricity. Merton has direct control over a very small proportion of the borough's emissions (around 2.5%) so it is essential that the Council uses every possible means to influence the behavior of residents, business and services to make sustainable transport choices and lead by example.
- 2.21. Transport is responsible for a quarter of Merton's emissions, mainly due to road transport. Consequently reducing the number of car journeys, replacing diesel and petrol cars with electric vehicles and expanding the network of electric vehicle charging points is essential. The Leader of the Council wrote to the Mayor of London in July 2019 to highlight Merton's concerns in respect of air quality and other environmental matters, asking for action, as shown in Appendix 5. Also attached is the Mayors response.
- 2.22. It is recognised that a proportion of the air pollution emitted in the borough comes from heavy commercial and other vehicles passing through the borough over which we have little or no control. The council will continue to lobby national and regional Government to seek improvements in the way that transport providers and commercial and freight organisation operate. Where we can we will engage with them to reduce their reliance on higher polluting vehicles used in the borough.
- 2.23. There are very few direct levers available to stimulate a change in driver behaviour, and the council believes that the rationale for reviewing emission charging is about giving people the right nudge and take the opportunity to make better, less damaging choices where possible.
- 2.24. From November 2018 through to January 2019, Cabinet considered and agreed a series of reports setting out its approach to Public Health, Air Quality and Sustainable Transport – a strategic approach to parking charges. This reports set out the key strategic drivers that will affect emissions based charging for the future.
- 2.25. This report supports the rationale for seeking to adjust driver behaviour and to ensure that we can provide modern, efficient and environmentally sustainable transport choices for residents, visitors and businesses, now and in the future in Merton.

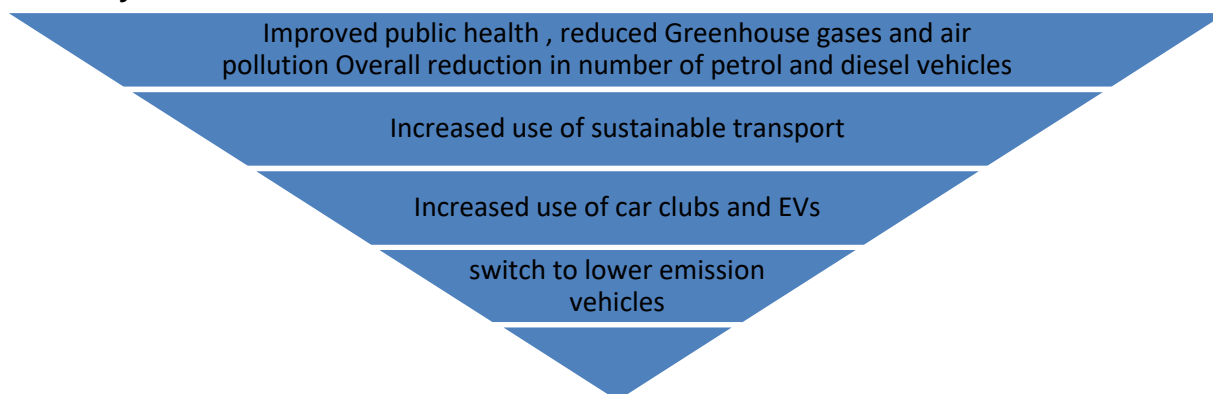


- 2.26. It is recognized that as well as making the polluter pay that we should look at how we incentivise better choices. The proposals in this report go some way towards this by reducing the cost of permits for lower polluting vehicles but officers will further explore other ways that the right choices can be incentivised including where possible for those residents who give up their vehicle[s] completely and shift to active travel. This will be reported back after the consultation has concluded and before the final decision.
- 2.27. The report explains the Public Health vision to protect and improve physical and mental health outcomes for the whole population in Merton, and to reduce health inequalities. At the heart of the strategy is the concept that the environment is a key driver for health. It can be summarised by ‘making the healthy choice the easy choice’.

**Measures of success.**

- 2.28. Ultimately the aim of this strategy is to improve air quality , reduce greenhouse gas emissions and climate change as well as improve public health outcomes in particular disease and illness related to poor air quality and sedentary behaviour. It will be recognized that some of these are difficult to track due to other factors that affect them as well as the medium to longer term timescale that will be required to evidence an effect. As such we will need some other proxy success measures to track progress in the shorter term..
- 2.29. Long term and medium term success measures :
- )Improvement in public health outcomes – obesity levels , respiratory and cardiovascular disease , diabetes etc...
  - )Reduction in Merton’s Carbon footprint
  - )Reductions in air pollution , and improved air quality
  - )Increase in uptake of sustainable and active transport methods – Public transport, cycling, walking etc.
  - )Short Term success measures :
  - )Reduced car ownership and shift from higher to lower polluting/ ultra low emission vehicles
  - )Increase in car club membership
  - )Reduction in NOX/CO2/PM emissions

**Hierarchy of Outcomes**



**Objectives:**

- 2.30. Reduce vehicle emissions including CO<sub>2</sub> that contributes towards climate change and NO<sub>x</sub> and PM that increase local air pollution.
- Reduce traffic congestion
  - Reduce parking pressure on local roads
  - Improve health and wellbeing through more active travel choices
- 2.31. Local authorities are not permitted to use parking charges solely to raise income. When setting charges, we must instead focus on how the charging policy and charges will contribute to delivering the Council's traffic management and other policy objectives, in this case the strategic approach to air quality, public health and carbon reduction.
- 2.32. This report concentrates upon our review of the diesel surcharge and emissions based charging proposals.

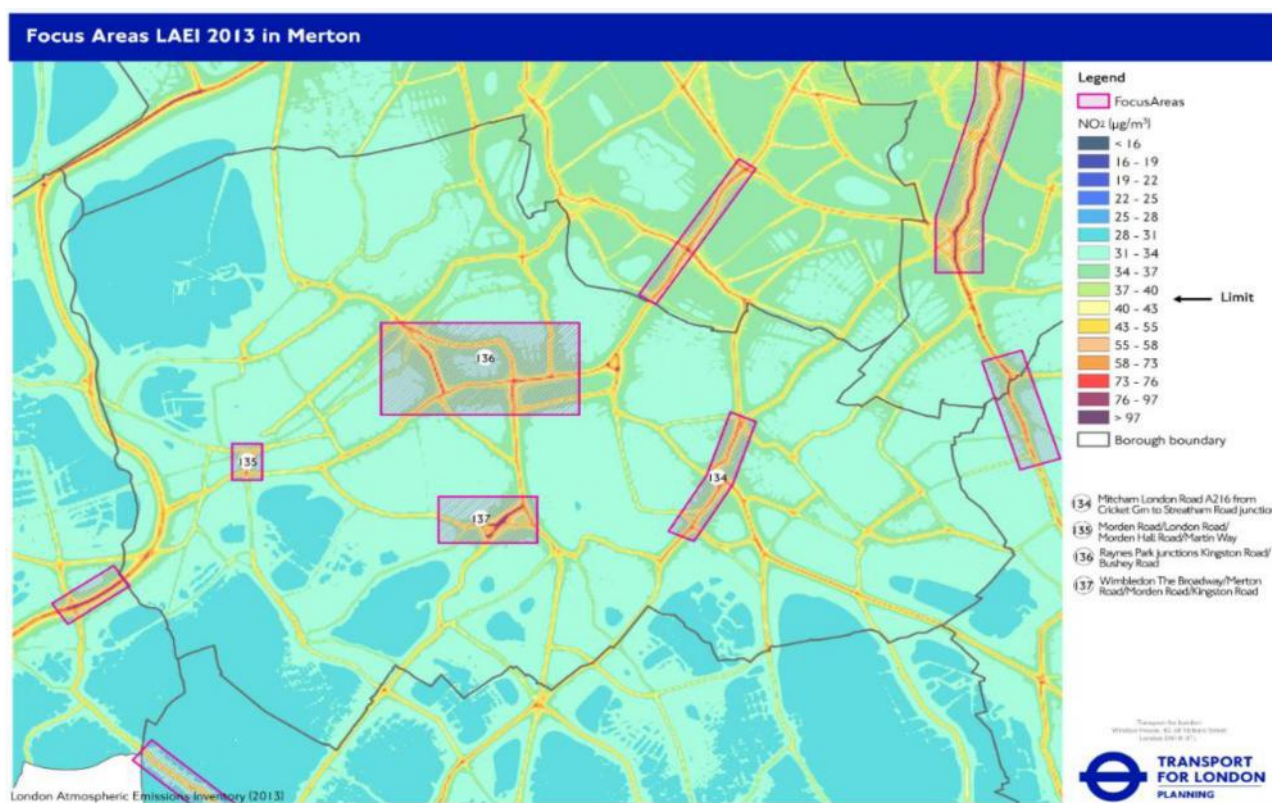
**3. THE CHALLENGE**

- 3.1. We know that over 9,000 Londoners die a premature death due to poor air quality. This issue has risen significantly in prominence and importance, where hardly a day goes by without a new article or scheme being proposed to help tackle the problem. Councils up and down the country are considering new and bold solutions to what is a huge challenge.
- 3.2. The Mayor for London Sadiq Khan, has rightfully placed growth, healthy people and places as the central theme of his adopted Transport Strategy. Merton Council is supportive of the strategy and in particular the adoption of healthy streets indicators when designing public realm improvements to make London's streets healthier places where people can be encouraged to choose walking and cycling as their choice of travel.
- 3.3. The Merton parking service already actively contributes to; and helps deliver the key policies set out in: Merton's Health and Wellbeing Strategy; Merton's Air Quality Action Plan; the Council's Local Implementation Plan; delivering the Governments' carbon reduction targets and the Mayor of London's Transport Strategy.
- 3.4. The London Borough of Merton historically and presently, continues to exceed targets and its legal objectives for local air pollution, including Nitrogen Dioxide (NO<sub>2</sub>). The Government, local authorities and policy makers are being continuously challenged around delivering their responsibilities to reduce pollution, and are often criticised for lack of action or being slow to respond.
- 3.5. At the Sustainable Communities and Overview Panel Members asked to see the 3 year trends of average nitrogen dioxide across diffusion tube monitoring sites, which is shown in Appendix 6.

The 2019 data is shown as 'provisional' and will be finalised in due course once the bias adjustment factor is published.

The graph shows the annual average air quality objective trend line at 40ug/m<sup>3</sup> and also a trend line at 60ug/m<sup>3</sup> as an annual average of 60ug/m<sup>3</sup> or above is indicative of an exceedance of the short term hourly air quality objective.

- 3.6. While the data at some sites indicate a year on year reduction in concentration others show an increase, no solid conclusions can be made using three year trend data (at least 5 years required). The data will be fully scrutinised and rationalised in the Annual Status Report.
- 3.7. Air quality has been identified as a priority both nationally and within London, where pollution levels continue to exceed both EU limit values and UK air quality standards. Pollution concentrations in Merton continue 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, Mitcham, Morden, Tooting, Wimbledon and South Wimbledon. In some locations, the NO<sub>2</sub> concentration is also in excess of the UK 1-hour air quality objective, which indicates a risk not only to people living in that area but also for those working or visiting. Reducing vehicle numbers (car usage) and moving towards less polluting vehicles has a direct and measurable benefit on reducing pollution.

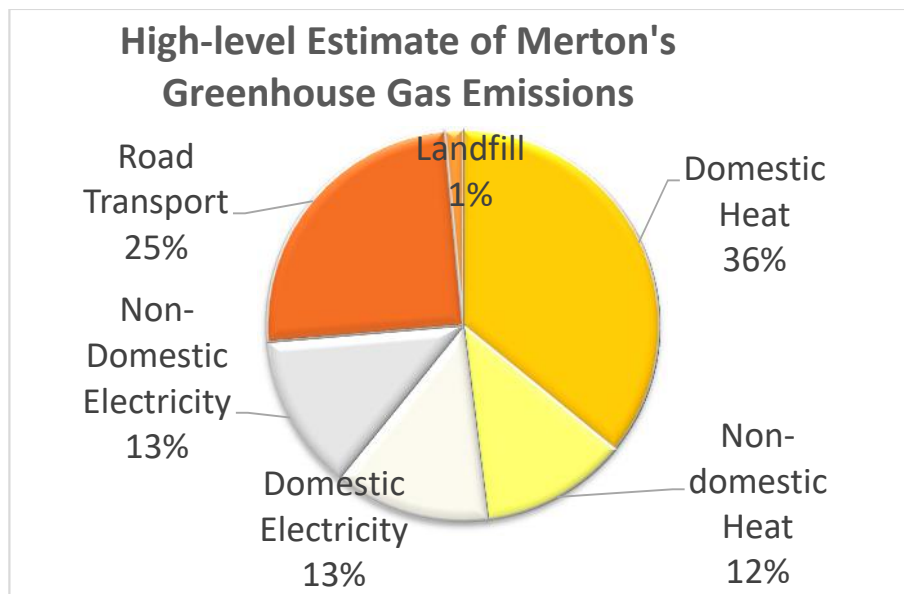


- 3.8. In Merton, an Air Quality Management Area (AQMA) has been declared for the whole borough with four locations identified as having high levels of pollution and human exposure. These are in the main centres of Mitcham, Morden, Raynes Park and Wimbledon.
- 3.9. Poor air quality in Merton comes from a number of sources, but our exceedances are almost entirely due to road transport. Road transport accounts for 66% of emissions of NO<sub>2</sub> in our borough. Simply put, this is due to traffic including the nature of vehicles on our roads, the volume of vehicles and the number of trips that they take.

3.10. By widening the difference in charges between diesel, petrol and electric vehicles the proposed charges in part assist in the borough's response to climate change mitigation.

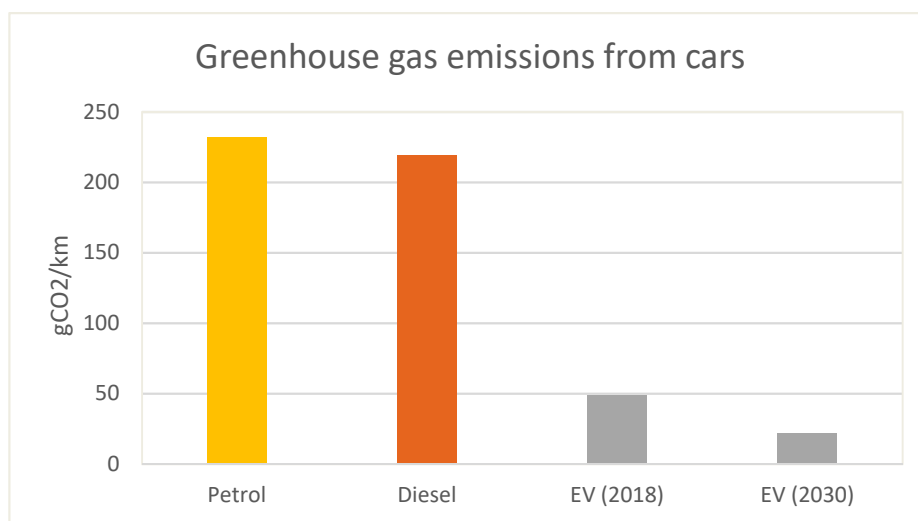
### Climate Change

- 3.11. The latest evidence from the intergovernmental panel on climate change (IPCC) shows that deeper and faster cuts are needed to avoid irreversible damaging effects of climate change than previously thought. Committee on Climate Change's Net Zero report states that becoming carbon neutral by 2050 is technically feasible, but requires transformational change to the way we use energy, transport ourselves, and make decisions about what we eat, buy and throw away. This is reflected in the Mayor of London's updated London Environment Strategy and his 1.5-degree compatible climate action plan, which already commits London to being a zero-carbon city by 2050, consistent with national requirements. The Climate Targets set by Merton Council are consistent with becoming a carbon neutral borough over the same timeframe.
- 3.12. Depending on estimates, Merton produces between 0.5m and 1m tons CO<sub>2</sub>e per year. A quarter of greenhouse gas emissions are due to transport, mainly due to the 600M km from road traffic each year. Petrol and diesel cars account for around 82% of road traffic, and as such make the greatest contribution to greenhouse gas emissions in the borough.



3.13. There are approximately 88,000 'vehicles' registered in Merton, with 68% of households owning at least one car or van. To achieve carbon neutral transport, Merton's residents would need to nearly eliminate the use of petrol and diesel cars by drastically reducing car journeys and switching to ultra-low emission vehicles such as electric vehicles. This means taking around 2,500 petrol or diesel cars off the road every year to 2050.

3.14. Where cars cannot be replaced with active travel, electric vehicles produce very low levels of air pollution emissions [ from brake pads and tyres ] and no direct greenhouse gas emissions. Greenhouse emissions from the production of electricity still offer very substantial carbon savings compared to fossil fuel vehicles. Currently, the proportion of electric vehicles makes up an extremely low proportion (less than 5%) of road transport.



Source: GLA's Zero Carbon Tool

### **The Climate Emergency: Policies to Decarbonise London's Road Transport.**

3.15. In response to the Climate Emergency, the Council is developing a Climate Action Plan with residents, businesses and other key partners. Transport actions will be consistent with achieving the pace and scale needed to deliver a net zero borough by 2050, and will feed into transport policies across the Council. Many other Local Authorities are taking a similar approach.

3.16. There is a growing body of evidence, which helps us to understand the impact of transport on climate, and the actions that need to take place in order to achieve a carbon neutral transport system. There is a high level of consensus about the key transformations that need to happen in order to achieve a net zero transport system. Solutions that deliver greenhouse gas savings will also help with the council's aims to reduce air pollution from vehicles in transport and improve public health (e.g. encouraging increased walking and cycling) also reduce greenhouse gas emissions. These include:

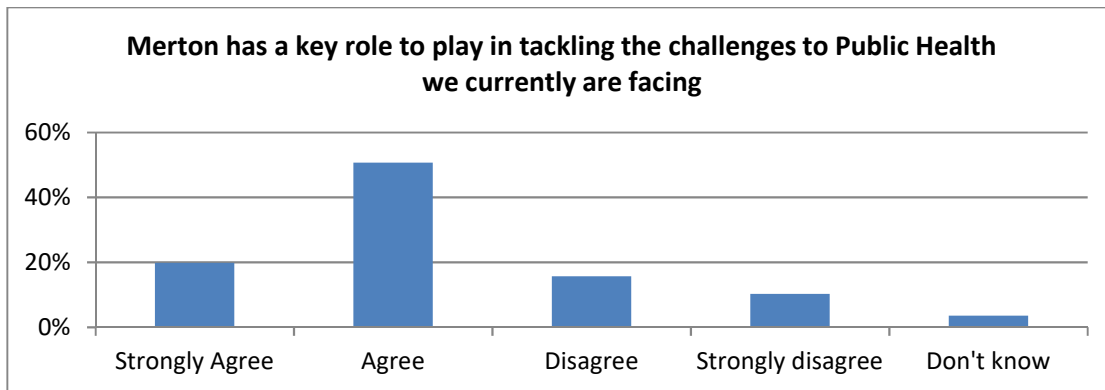
- A substantial reduction in road transport to be replaced with public transport and active travel.
- Transport infrastructure that encouraged greater active and sustainable travel.
- No new sale of petrol and diesel vehicles from 2040.
- All new cars and vans will be fully electric by 2035.
- Sufficient electric charge points to meet increase in demand for electric vehicles.

### **3.17. PUBLIC HEALTH**

3.17.1. Public Health has a vision to protect and improve physical and mental health outcomes for the whole population in Merton throughout the life course, and to reduce health inequalities

- 3.17.2. The overall approach to achieving this vision is set out in the Merton Health and Wellbeing Strategy, which is produced by the Merton Health and Wellbeing Board. The refreshed strategy was approved by the Health and Wellbeing Board at its meeting on 25 June 2019.
- 3.17.3. Merton has a diverse and growing population. In 2018, Merton had an estimated resident population of 209,400, which is projected to increase by about 3.9% to 217,500 by 2025. The age profile is predicted to shift over this time, with notable growth in the proportions of older people (65 years and older) and a decline in the 0-4-year-old population.
- 3.17.4. Although current levels of health in Merton are similar or better to London and national averages, forecasts of current trends suggest, increasing burdens from obesity and diabetes and ongoing concerns about diseases related to poor air quality.
- 3.17.5. The essence of the public health argument for the proposed changes to diesel surcharge and emission based charges are that they will encourage less car use, which in turn reduces two major risks to health: air pollution and sedentary behaviour.
- 3.17.6. Air pollution is recognised as a major contributor to poor health with more than 9000 premature deaths attributed to poor air quality in London. Air pollution is associated with a number of adverse health impacts: it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are often less affluent.
- 3.17.7. The benefits to health of these reductions in health risks are in summary these are:
- ) Less air pollution. Poor air quality causes respiratory and cardiovascular disease, and the latest evidence shows effects on the brain hastening dementia and cognitive impairment in children.
  - ) Less sedentary behaviour. From a public health point of view, there is a strong argument for urgent and substantial action. Diabetes in Merton is increasing by about 2% per year, and it is estimated that 90% of new cases are potentially preventable. One in five children entering reception are currently overweight or obese, a figure which increases to one in three leaving primary school in Year 6. Almost 60% of Merton adults are overweight.
  - ) Healthy places: The '[healthy streets](#)' approach defines a healthy street as one with things to see and do; places to stop and rest; shade and shelter; clean air; and pedestrians from all walks of life. Parking policy has its part to play alongside changes to the built environment to create healthy streets.
- 3.17.8. The graph below is the response from the consultation in May – June 2019 in relation to Parking Charges specifically asking if Merton has a key role to play in tackling the challenges to public health we are currently facing.





3.17.9. It is clear from the response shown above that over 70% of respondents agree/strongly agree that the Council has a key role to play in tackling the challenges to public health.

3.17.10. Parking policy has the potential to shape and define public health benefits. Improving air quality is important because 6.5% of mortality in Merton is attributable to poor air quality.

<https://fingertips.phe.org.uk/search/air%20pollution#page/0/gid/1/pat/6/par/E12000007/ati/101/are/E09000002/iid/30101/age/230/sex/4>

3.18. London Living Streets recognizes the role of parking charges and the reduction in parking availability to encourage residents and businesses to consider options other than fossil fuel vehicles.

<https://londonlivingstreets.files.wordpress.com/2019/11/climate-emergency-policies-to-decarbonise-road-transport-nov.-2019.pdf>

### **3.19. SUSTAINABLE ACTIVE TRAVEL**

3.19.1. TfL are investing record amounts in walking and cycling, supporting efficient and healthy ways to get around the city. Nearly half of car trips by Londoners could be cycled in around 10 minutes, and more than a third could be walked in under 25 minutes. The aim is to give people to have the opportunity to do two 10-minute periods of brisk walking or cycling a day, which is enough to avoid the greatest health risks associated with inactivity. We want to enable more than one million additional walking trips a day by 2024.

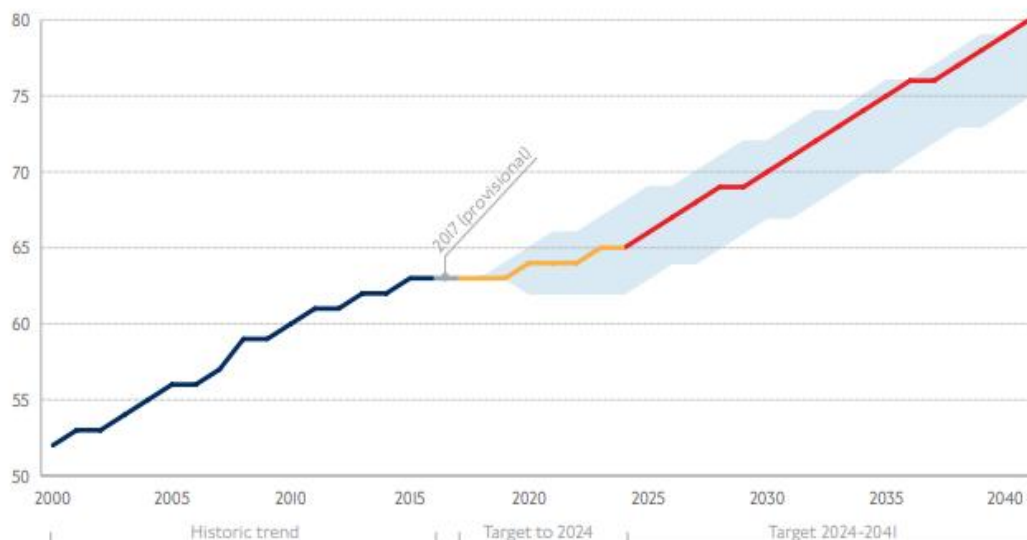
3.19.2. TfL are investing £2.3bn on Healthy Streets. This will fund transformative projects to enable more walking and cycling across London. This includes investment in Liveable Neighbourhoods in local areas and the Safer Junctions programme to reduce road danger

3.19.3. TfLs new Healthy Streets Activation programme brings together the most effective and proven measures, such as projects at schools, to support people using new infrastructure and help Londoners from all communities enjoy walking and cycling.

3.19.4. To get more people active, reduce air pollution and to promote healthier lifestyles the council intends to make walking and cycling the easy and preferred choice though the delivery of improved walking and cycling facilities.

3.19.5. In order to meet the Mayor's Transport Strategy and to encourage more active travel, each London Borough is required to produce a Local Implementation Plan to focus on delivering tangible walking and cycling improvements. This approach aligns with the London Mayor's aim that "Londoners do at least the 20 minutes of active travel they need to stay healthy each day" and Transport for London's (TfL), Healthy Streets approach.

3.19.6. The figure below shows the expected path to achieving the Mayor's Transport aim that 80% of trips will be made by foot, by cycle or using public transport by 2041.



The shaded region shows the range of outcomes and risk to achieving the target.

3.19.7. The third Local Implementation Plan (LIP) sets out Merton's Council's three-year delivery programme for the period 2019/20 to 2020/22.

3.19.8. Over the last 6 years, Merton Council has spent £19.2m on LIP 1 & 2 projects. This includes £4m on cycle related schemes (including cycle training). Approximately 6 km of cycle routes that have been delivered alongside 651 additional cycle parking spaces.

3.19.9. The LIP 3 programme is set against a background of predicted employment, population and freight growth and; the demands it places on an increasingly congested transport system and the need to minimise the impacts on the environment and air quality. LIP 3 contains a series of actions through to 2041,

These include:

- ) Emission based charging (**reference LO22 of the LIP 3 plan**).
- ) Reducing the impacts of climate change and improve local air quality.
- ) Improving connectivity and whole journey experience to the public transport network, especially for people with restricted mobility to support a more inclusive society.
- ) Reducing health inequalities.
- ) Making Merton a safer place by reducing the number of collisions on our streets and supporting the Mayor's Vision Zero objective.

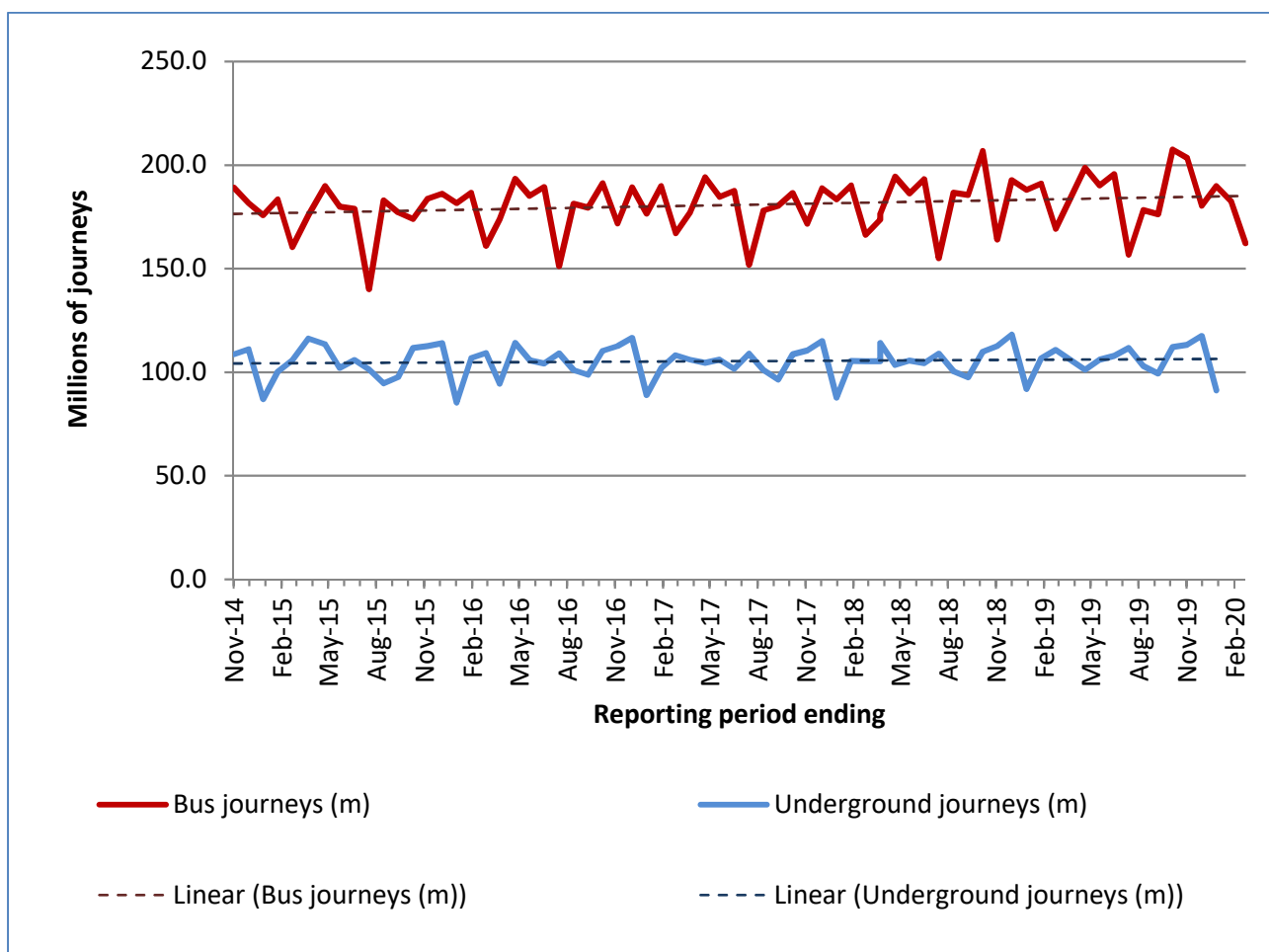


- ) Supporting good growth, especially around the town centres at Colliers Wood and South Wimbledon, Morden and Wimbledon.
- ) Redefining the way our streets are laid out and used, to encourage the take-up of more active and healthier lifestyles where people feel confident to walk and cycle safety.

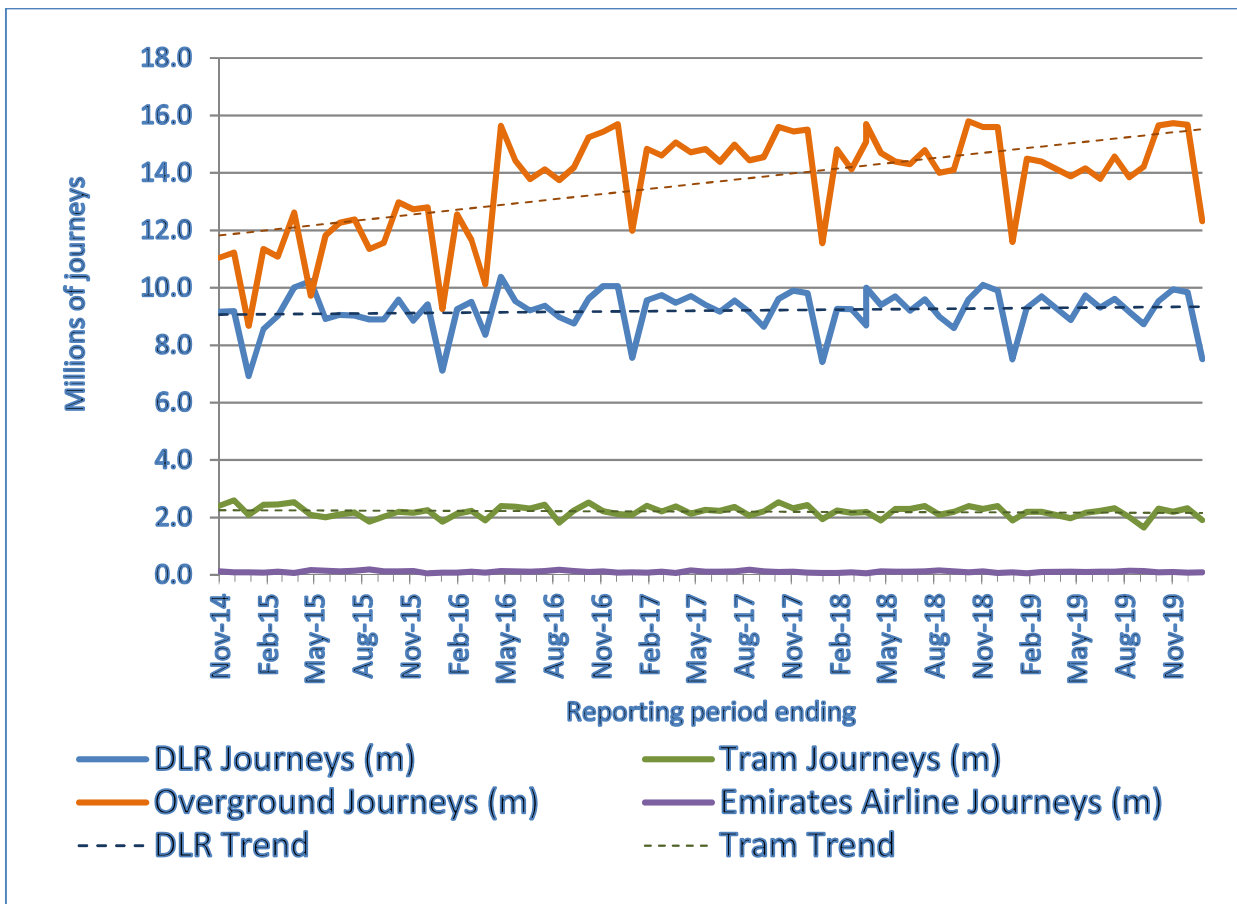
3.19.10. Members at Sustainable Communities and Scrutiny Panel requested data on modal split locally. London level data shown below and up to date Merton data is to be sought from TFL

3.19.11. The tables below shows the increased use of public transport across London including the number of Public Transport journeys over the last 6 years. In particular, the number of over ground journeys in London and shows a significant increase from 11 million to 15 million journeys per month.

(Top row shows Bus journeys and lower row is underground journeys).



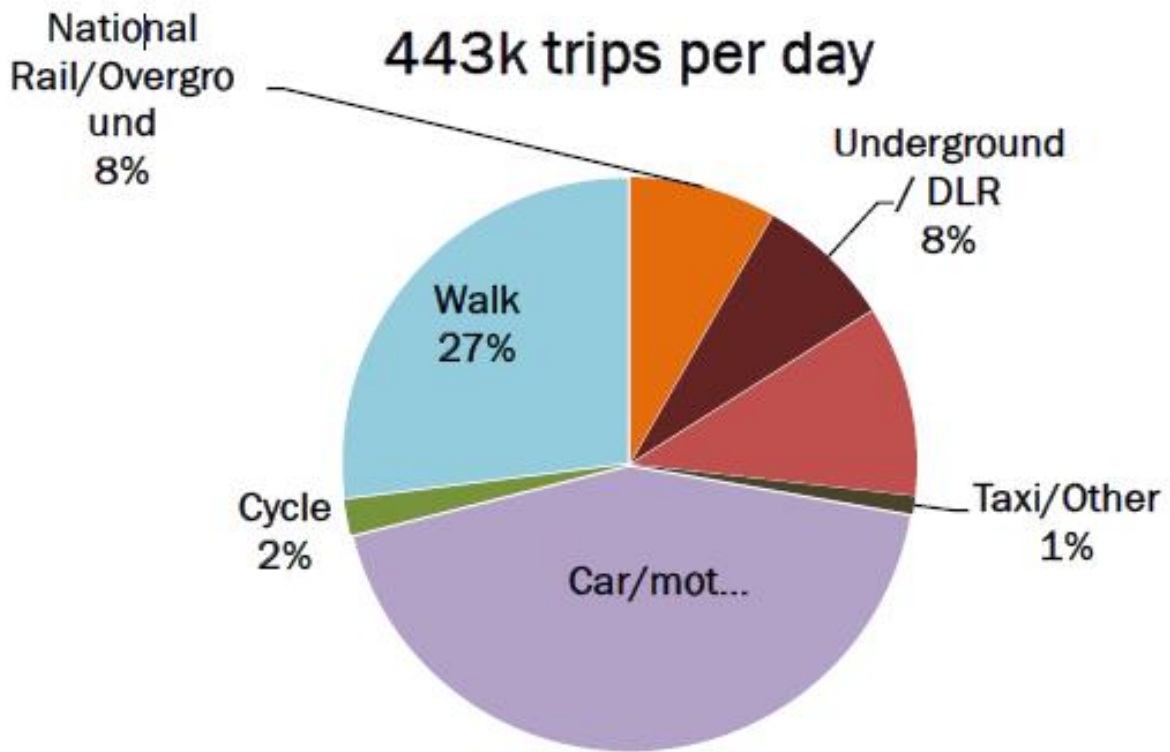
3.19.12. The top line shows over ground journeys, the middle line shows DLR journeys, and the bottom line shows Tram journeys.



3.19.13. In Merton the modal share of walking, cycling and public transport is around 56% (2017/18) showing a worrying falling trend compared to previous years (down from 61%) which is below the London average of 62.1% (source- travel in London report 10).

3.19.14. All trips per day by main mode 2015/16 to 2017/18 can be broken down as follows:-

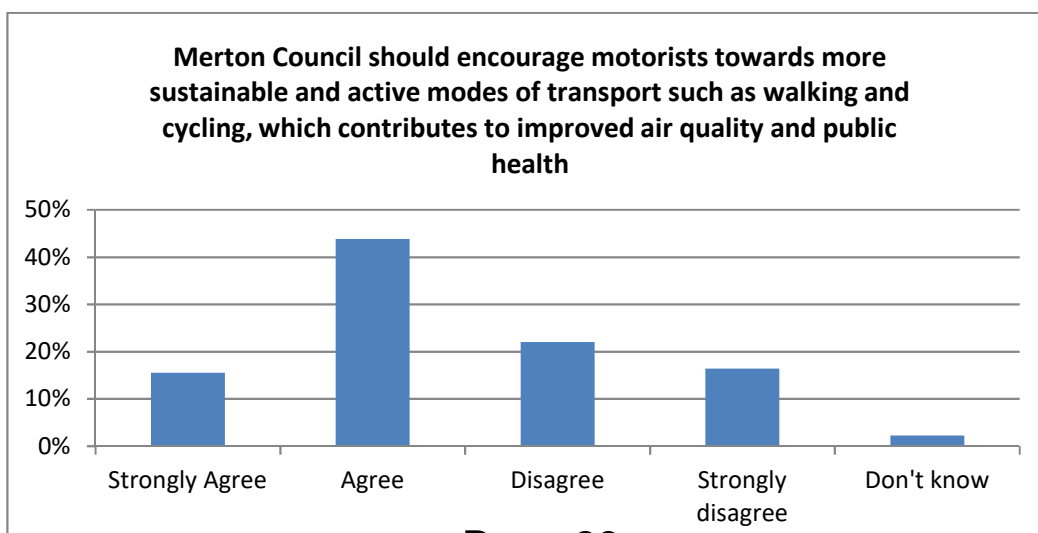
| Mode Share Data<br>Borough residents' trips % mode share (main mode) based on average daily trips 2015/16 to 2017/18 |                          |                  |          |            |                |       |      |
|--|--------------------------|------------------|----------|------------|----------------|-------|------|
| Trips per day  | National Rail/Overground | Underground/ DLR | Bus/Tram | Taxi/Other | Car/Motorcycle | Cycle | Walk |
| 443  | 8.3                      | 7.7              | 10.8     | 1          | 43.3           | 2     | 27   |



Source: TfL Borough Dashboard May 2019

3.19.15. In order to meet its share of the Mayor's 80% modal target, set at 73% it will be necessary to not only reverse the present trend, but to maintain a year on year increase in sustainable transport modal share. The level of physical activity has also declined in recent years from 38% of residents doing at least two x 10 minutes of active travel a day in 2013/14 to 2015/16 to 36% in 2014/15 to 2016/17. Furthermore based on Department for Transport (DfT) statistics for 2016/17 the proportion of adults doing any walking or cycling once a week is 77.9% down from 81.5% for 2015/16.

3.19.16. In the recent consultation exercise (from May – June 2019 in relation to Parking Charges) residents were asked whether:



- 3.19.17. Just over half (60%) agreed that Merton Council should encourage motorists towards more sustainable and active modes of transport such as walking and cycling, which contributes to improved air quality and public health with (38%) disagreeing. Non-car owners were much more likely to agree (73%).
- 3.19.18. In Merton the modal share of walking, cycling and public transport is around 58 percent showing a worrying falling trend compared to previous years (down from 61%) and is just below the London average of 62.1% (source- Travel in London report 10).
- 3.19.19. In order to meet our share of the Mayor's 80 percent modal target, set at 73 percent for Merton it will be necessary to not only reverse the present trend, but to maintain a year on year increase in sustainable transport modal share. The level of physical activity has also declined in recent years from 38 percent of residents doing at least two x 10 minutes of active travel a day in 2013/14 to 2015/16 to 36 percent in 2014/15 to 2016/17. Furthermore, based on Department for Transport (DfT) statistics for 2016/17 the proportion of adults doing any walking or cycling once a week is 77.9% down from 81.5% for 2015/16.
- 3.19.20. Walks of up to 25 minutes could replace over one third of all car trips made by London residents.
- 3.19.21. There remains significant potential to expand cycling (209,000 cycle trips or one per resident). However, only around 6% of these trips are currently achieved. A significant proportion of these potential cycle trips are undertaken by car, in particular trips to and from town centres, which coincides with the areas of poorest road safety for walking and cycling.
- 3.19.22. Merton is aiming to ensure that every resident has access to car club vehicles. There are 193,500 car club members in London and around ten car clubs. Transport for London (TfL) has committed to aiming for one million members by 2025. They offer a convenient and affordable service, while at the same time reducing overall car usage.
- 3.19.23. Car clubs can provide you with an alternative means of accessing a car when you need one, without all the cost or hassle of owning one yourself. You can find car club cars parked on many streets across Merton.
- 3.19.24. The council is also developing its infrastructure for electric vehicles. Merton's ambition by 2021/22 is to facilitate 143 electric charge vehicle points across the borough, including publicly accessible fast, rapid and residential charge points.
- 3.19.25. Merton is very well connected to the public transport network with 10 mainline rail stations served by Thameslink (Wimbledon Loop), South Western Railway and Southern Rail services. A network of 28 bus routes also serves the borough; including 7 night buses, several of which run 24hrs a day.
- 3.19.26. Wimbledon Station serves as a sub-regional transport hub and is served by National Rail train services (South Western mainline), London Underground (District Line), London Trams and bus services. The suburban station at Mitcham Eastfields puts the east of the borough within 25 minutes of central London (Victoria and Blackfriars).
- 3.19.27. The Northern London Underground line also runs through the borough and terminates at Morden, (including a nighttime service, which runs on Fridays and Saturdays every 8 minutes between Morden and Camden Town and approximately every 15 minutes from Camden Town to High Barnet/ Edgware).

- 3.19.28. Further examples of where increased charges has stimulated direct behavioural change include:
- 3.19.29. London Congestion Charge – The congestion charge was the first of its kind in the world. There was no evidence to prove it would be effective prior to its introduction, however its value and effectiveness have been scrutinised since. We know that in the first six months of operation of the charge, 60,000 fewer vehicle movements were recorded.
- 3.19.30. ULEZ – Since February 2017, when the Mayor announced the introduction of the T- charge as a stepping stone for the ULEZ, there has been a reduction in the total number of vehicles seen in the Central London ULEZ Zone (around 11,000 fewer vehicles per day).
- 3.19.31. Parking Fees an Economic Perspective – A further paper on the impact of parking charges and behaviour <http://www.sciedu.ca/journal/index.php/ijba/article/viewFile/6626/3948> talks about the complementary relationship between vehicle parking, increases in parking fees and their proportionality in controlling vehicle growth rates and demand. Key points include:
- 3.19.32. Increased parking fees will lead to the desire to reduce private car travel, prompting people to choose alternative forms of travel
- 3.19.33. If travelers expect higher parking fees they will change their route, or use other means of transport to reach their destinations.
- 3.19.34. A comprehensive 2018 policy report by London Councils ‘Benefits of Parking Management in London August 2018’ addressed many of these key principles. <https://www.londoncouncils.gov.uk/node/34485>. The report stated that:
  - ) There are many parking management benefits, which include reducing congestion, improving air quality, providing funding for parking and wider transport scheme improvements and ensuring good access and accessibility.
  - ) Of particular significance is the fact that these benefits deliver benefit to everybody, from motorists themselves to the person sat at home, and all road users and non-road users in between.

#### **4. Healthy Streets: Common aims and working in partnership with TfL**

- 4.1. The Healthy Streets Approach and the 10 Indicators of a Healthy Street were first included in Transport for London (TfL) policy in the first Health Action Plan in 2014 and TfL has been working on how to deliver this approach in London. The Mayor expects the Healthy Streets Approach to be delivered by all parts of the GLA family, as set out in A City for All Londoners and Healthy Streets for London.
- 4.2. These indicators are essential for making streets work well for all people. Delivering these Indicators will ensure everyone can access and enjoy using the Capital’s streets and lead active, healthy lives. Each Indicator is backed by scientific evidence that it improves health, reduces inequalities and encourages people to walk and cycle.
- 4.3. The ten indicators are as follows:
  - ) People chose to walk, cycle and use public transport
  - ) Pedestrians from all walks of life
  - ) Clean Air

- ) People feel safe
- ) Not too noisy
- ) Easy to cross
- ) Places to stop and rest
- ) Shade & shelter
- ) People feel relaxed
- ) Things to see and do

- 4.4. The new London Boroughs Healthy Streets Scorecard was launched in November 2019.
- 4.5. The scorecard is an entire report – but the overall rankings are eight metrics, four “inputs” that are things boroughs can do rapidly and largely cheaply to make streets healthier, and four “outputs” that reflect the long-term progress boroughs have made on their streets.
- 4.6. Inputs include things like the level of modal filtering a borough has done, the km of cycle tracks built in the borough and the coverage of the borough in controlled parking zones (CPZs). Outputs cover things like risk to those walking or cycling suffering a serious collision, the “mode share” of walking, cycling and public transport vs car use, and the proportion of residents regularly walking and cycling.
- 4.7. The graphic below from the TfL plans from the report Transport for London Business Plan 2019/20 to 2023/24 clearly sets out their priorities for the future.

### Healthy Streets and healthy people

Investment will focus on improving the experience of being in the places where people live, work, go to school, spend time and travel. Reducing traffic dominance

and prioritising walking, cycling and public transport use will help Londoners live active, healthy lives and help create a city that works well for all of its residents.

**More** cycling and walking

**Transform** junctions for pedestrians and cyclists

**Vision Zero** target for road safety

Work towards nobody killed on or by a bus by **2030**

Purchase only **zero-emission** single-deck buses from 2020

Develop the infrastructure for **electric taxis**

**World's first** Ultra Low Emission Zone launches

**More** integrated deliveries



## A good public transport experience

The right investment will ensure that public transport becomes an increasingly attractive alternative to using a car. Proper planning for the whole journey will help integrate public transport and

street-level investment. Making sure the right services are available where people need them, reducing overcrowding and keeping fares affordable will help to reduce car dependency.



- 4.8. TfL investment programme will make it easier and more attractive to travel by sustainable methods of transport. TfL expect the percentage of trips made on foot, bicycle or public transport to increase from 63 per cent currently to around 65 per cent by 2024, although this could be slightly higher or lower depending on the factors described above. This is up from 52 per cent in 2000 and would be the highest this has been in London since TfL was formed.

## 5. REVIEW OF FINDINGS

- 5.1. The review considered the wider issues of car ownership and trends both nationally and locally, including types of car by emission type. This report also set out examples of other boroughs charging policies. The review also explored the impact of the diesel levy and the extent to which it has contributed to a change in diesel ownership, specifically in relation to parking permits in Merton.
- 5.2. At the end of June 2019, there were 38.7 million licensed vehicles in Great Britain, an increase of 1.3% compared to the end of June 2018. The total number of licensed vehicles has increased in all but one year (1992), since the end of the Second World War. Cars make up the majority of new registrations, accounting for 77.2% of all new registrations in 2019 Q2.

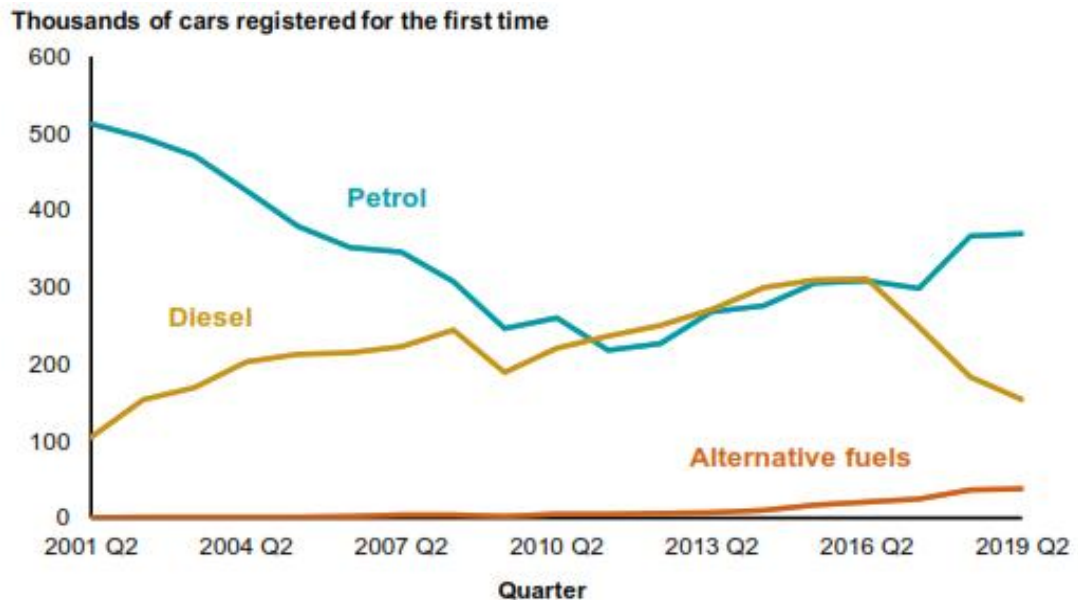


5.3. Over the last 10 years car parking and permit prices have been frozen in Merton and the number of ‘cars’ registered in Merton rose from 69,500 to 71,900. Whilst car ownership in the borough has started to decline over the last 12 months’ overall car ownership has risen by approximately 3.3% over the last 10 years. The total number of vehicles registered in Merton from Driving Vehicles Licensing Agency (DVLA) records is 88,000. In January 2020 a new charging structure including on and off street charges and Residential Permits, was introduced with the aim to nudge motorists away from car ownership and use. Also in 2019 the Diesel Levy surcharge also increased from £110 to £150. The effect of the new charges will continue to be under review.

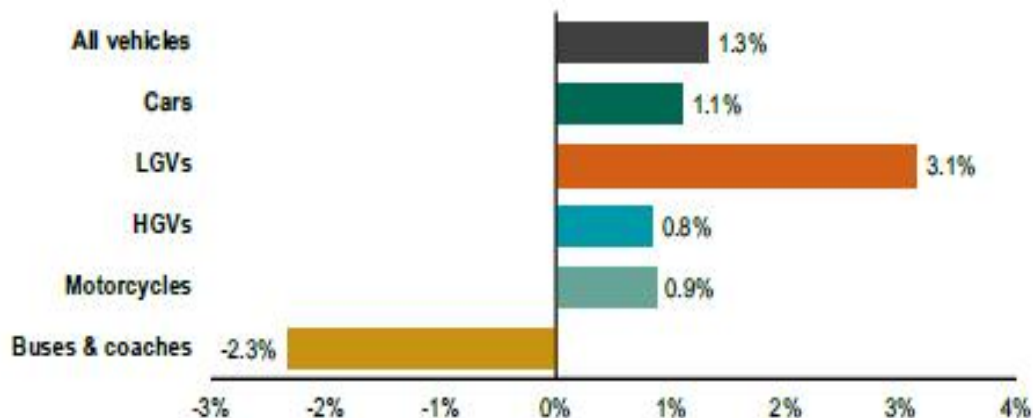
#### 5.4. New car sales in Great Britain

- 5.4.1. The graph below illustrates the number of vehicles being registered for the first time in Great Britain; source Driving Vehicles Licensing Agency (DVLA).
- 5.4.2. In 2019, the registration of new diesel cars continued to fall rapidly. Diesel cars accounted for 49% of all new car registrations in the second quarter of 2016, which has dropped to 27% in the second quarter of 2019.
- 5.4.3. In 1997, the Kyoto protocol climate change agreement legally obligated major nations to reduce their CO2 emissions. Because diesels produce less CO2 than petrol vehicles, they were seen as a fast solution to this demand. Accordingly, the government of the time introduced a new Vehicle Excise Duty (VED) tax policy, which cut taxes on diesels. Sales of new diesels soared, with diesel market share in the UK rising from less than 10% in 1995 to nearly 50% in 2016.
- 5.4.4. Although diesels produce 15% less CO2 than petrol cars, they emit four times more nitrogen dioxide (NO2) as well 22 times more particulate matter or PM – tiny particles that penetrate the brain, lungs and heart.





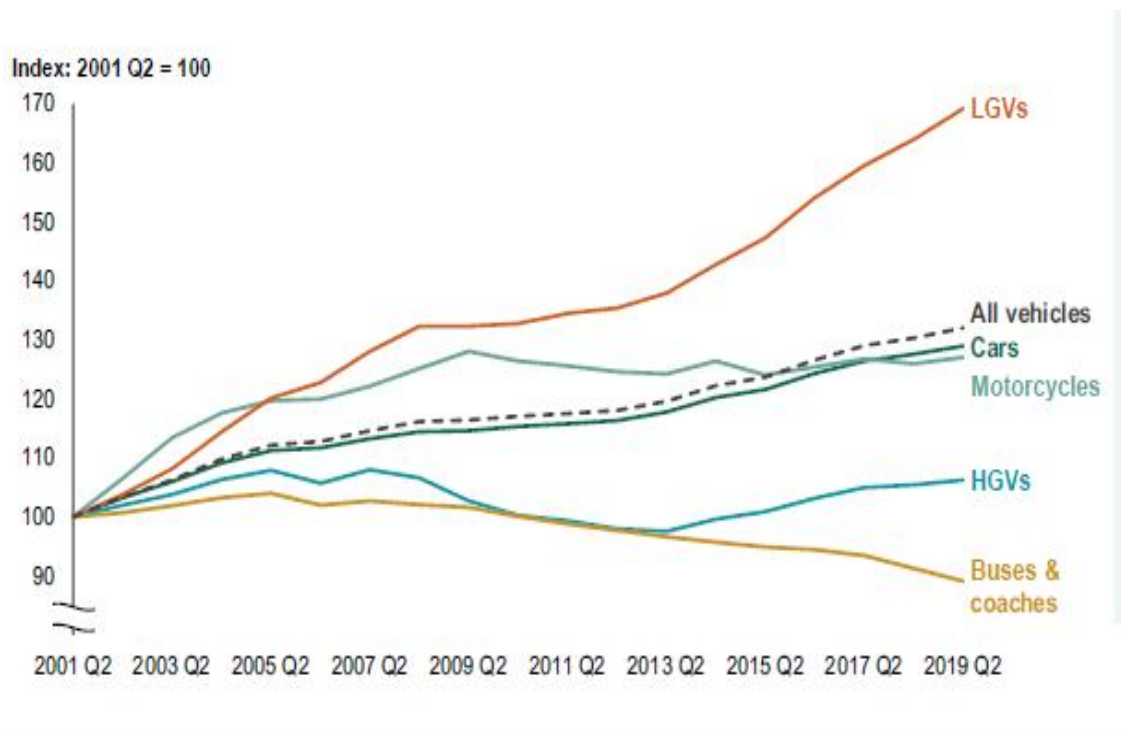
- 5.4.5. Cars registered for the first time declined by 4.1% in 2019 Q2 compared to 2018 Q2, which may have reference to the uncertainty of Brexit and making a commitment to purchase a new car. Both light and heavy goods vehicles saw a large increase of 8.2% and 36.7% respectively. The increase for heavy goods vehicles (HGVs) was likely affected by the introduction of mandatory smart tachographs from 15 June onwards.
- 5.4.6. The image below shows the annual change in licensed vehicles by body type, Great Britain, end June 2019.



## 5.5. Car ownership by type in Great Britain

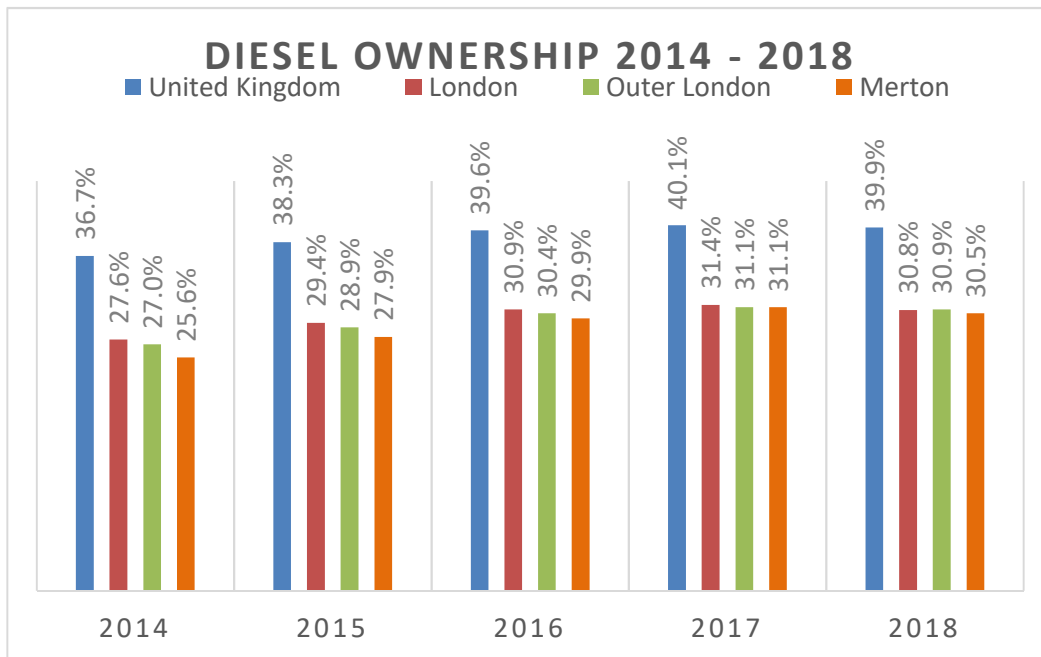
- 5.5.1. Cars make up the majority of licensed vehicles. There were 31.8 million cars (82.3%), 4.1 million LGVs (10.6%), 0.51 million HGVs (1.3%), 1.3 million motorcycles (3.4%), 0.15 million buses & coaches (0.4%), and 0.76 million other vehicles (2.0%) licensed at the end of June 2019.
- 5.5.2. All body types apart from buses & coaches saw an increase in overall registered vehicles since the end of June 2018. The largest percentage increase was for LGVs at 3.1%, followed by cars at 1.1%, and motorcycles at 0.9% and HGVs at 0.8%. Buses & coaches fell by 2.3%, which reflects the decline in new registrations.

5.5.3. The image below shows the index of licensed vehicles at the end of the quarter by body type, Great Britain, 2001 Q2 to 2019 Q2.



## 5.6. Diesel car ownership in Merton

- 5.6.1. National Trends show no significant change of diesel car ownership on street within the last two years; however, diesel ownership in Merton is 9.4% below the national average, but has only seen a 0.6% decrease from 2017 to 2018 in diesel ownership.
- 5.6.2. In 2018 at 30.5%, Merton is slightly below the London and outer London averages for diesel ownership of 30.8% and 30.9% respectively.
- 5.6.3. Despite purchases of new diesel cars in the United Kingdom reducing over recent years, the ownership of diesel cars has not significantly reduced as can be seen in the table below. One reason is because the life span of a diesel vehicle is on average 12 years and the public continue to use diesel vehicles, as it is often considered the most financially advantageous option when buying or changing a car. From 2014 to 2017, the percentage of diesel car ownership increased in Merton but has seen a very small decline from 2017 to 2018. There is no obvious significant decline in diesel car ownership in Merton.

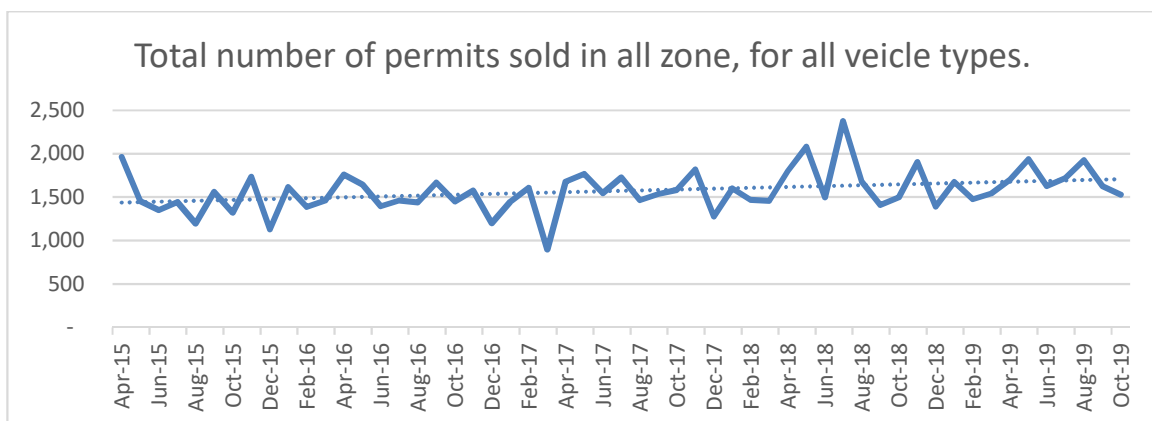


## 5.7. Merton Diesel Levy

5.7.1. In April 2017, Merton implemented a diesel levy to encourage drivers/owners to move away from diesel vehicles. The diesel levy was implemented for resident, teacher, and business permits. It was phased in over a 3 year period and the charges were £90 - 2017/18, £115 in 2018/19 and £150 in 2019/20 respectively.

### Total Permit sales

5.7.2. The table below shows total residential permit sales for 2015/16 to date. The graph shows an overall increase in Permit sales. A key factor is the increase in the number of CPZ over the same period. Other factors such as housing development and no sign of a decline in car ownership has also contributed to this rise. Indeed, another CPZ is due to be implemented in February 2020 with approx. 1,200 properties entitled to purchase permits. Some of which may buy multiple permits if more than one car is owned/registered at the property.

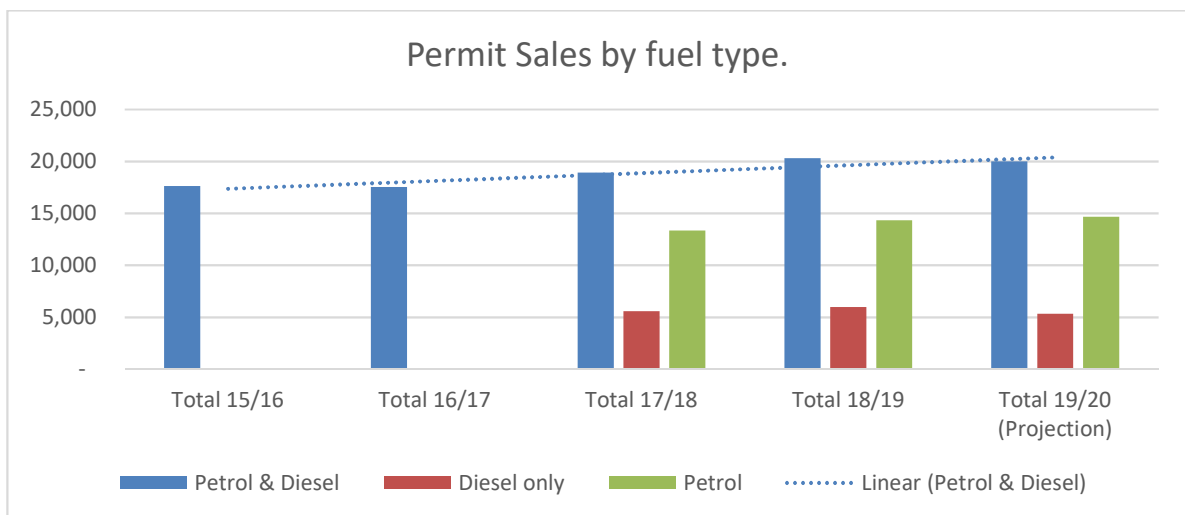


\*The data for total permits sales in 2017 is subject to mathematical adjustment based on historic trends and known future sales. This is due to reporting issues and the introduction in the diesel level in early 2017/18.

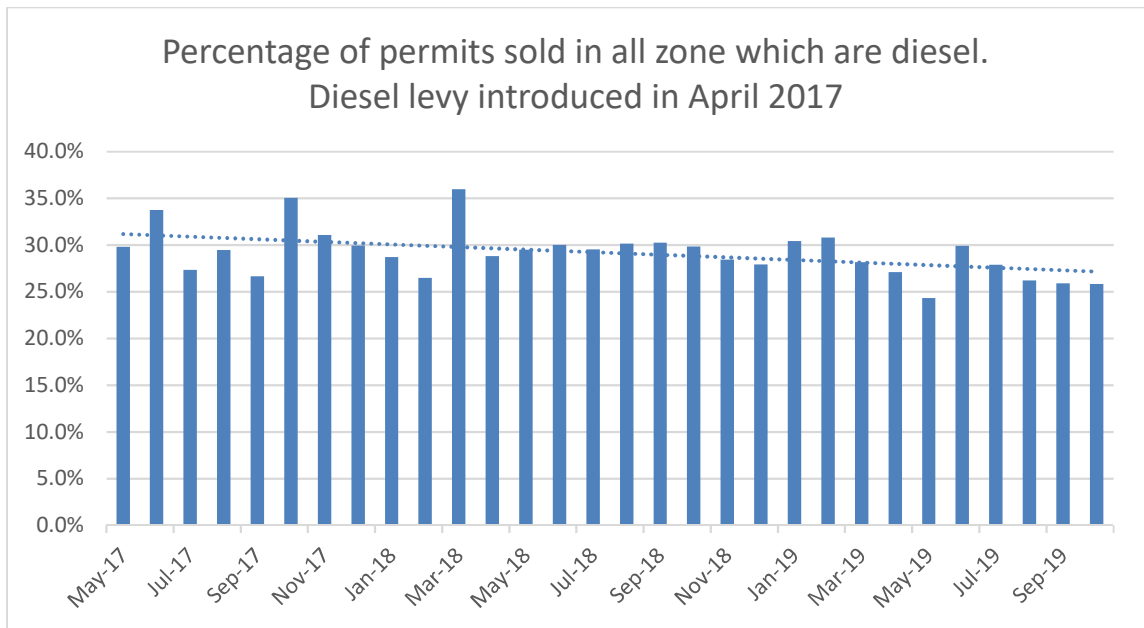
5.7.3. The diesel level was introduced in April 2017. Because of the implementation of a number of new Controlled Parking Zones (CPZ), total number of permits and in deed diesel permits have risen. However the projected number of permits to be sold for 2019/20 is slightly down on 2018/19 @ 20,003, 14,667 Petrol and 5,337 diesel. This figure however may increase if the new CPZ planning for March is implemented.

| Date                     | Petrol & Diesel | Diesel only | Petrol | % Diesel | of which are new zones |
|--------------------------|-----------------|-------------|--------|----------|------------------------|
| Total 15/16              | 17,613          | -           | -      |          | 334                    |
| Total 16/17              | 17,541          | -           | -      |          | 565                    |
| Total 17/18              | 18,932          | 5,578       | 13,345 | 29.46%   | Limited Data           |
| Total 18/19              | 20,322          | 5,990       | 14,332 | 29.48%   | 1213                   |
| Total 19/20 (Projection) | 20,003          | 5,337       | 14,667 | 26.68%   |                        |

The data in the far right hand column shown the number of permits sold in CPZs, which were implemented in each year.



5.7.4. The table below shows the percentage of permits sold in all zones, which are diesel. There is a downward trend of diesel permit sales as a percentage and in more recent months of 2019/20 since the diesel surcharge was raised to £150 permit sales on a month-by-month basis are less than the same period in 2018/19. Another contributing factor could also be the drop off in national new diesel car sales (shown in 5.7.3) that are now filtering into car ownership within Merton CPZs and residents considering car choice purchases based on diesel levy surcharge.



5.7.5. There has been a reduction in the percentage of diesel permits sold against petrol. The data below shows there has been a greater decrease in diesel sales as a percentage during the period April 2019 to September 2019 than in the same period in 2017/18. This is believed to be a combination of the £150 diesel levy change since April 2019, national car sales trends, (reduction in diesel) filtering through, and more general awareness of problems caused to the environment by vehicles through the media.

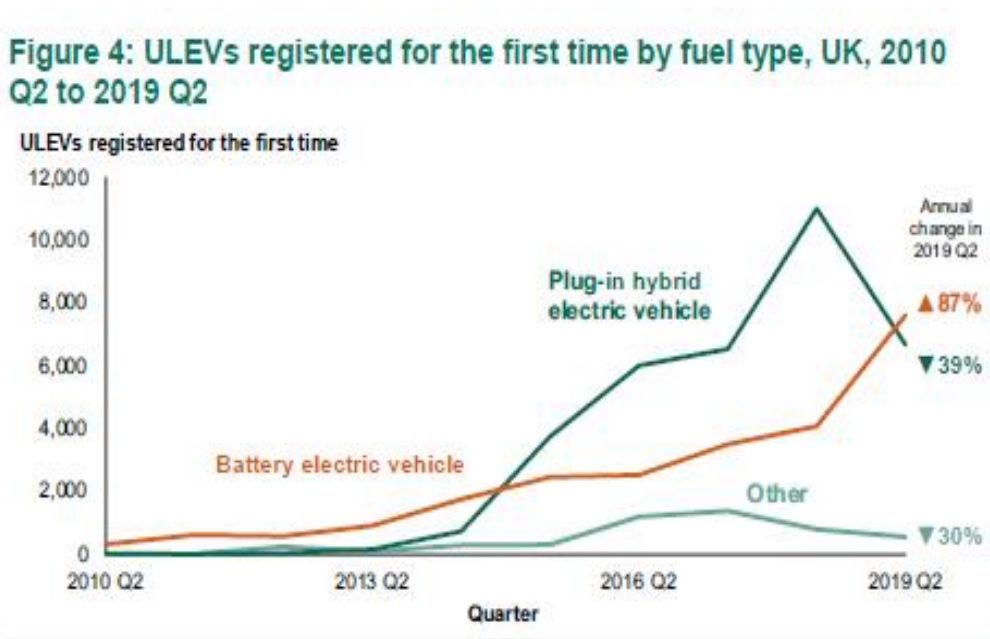
| Date                         | Petrol & Diesel | Diesel only  | Petrol       | Diesel %     |
|------------------------------|-----------------|--------------|--------------|--------------|
| Apr-18                       | 1801            | 519          | 1282         | 28.8%        |
| May-18                       | 2081            | 614          | 1467         | 29.5%        |
| Jun-18                       | 1496            | 449          | 1047         | 30.0%        |
| Jul-18                       | 2376            | 702          | 1674         | 29.5%        |
| Aug-18                       | 1678            | 506          | 1172         | 30.2%        |
| Sep-18                       | 1411            | 427          | 984          | 30.3%        |
| <b>TOTALS APRIL-SEP 2018</b> | <b>10843</b>    | <b>3217</b>  | <b>7626</b>  | <b>29.7%</b> |
| Apr-19                       | 1,702           | 461          | 1,241        | 27.1%        |
| May-19                       | 1,936           | 471          | 1,465        | 24.3%        |
| Jun-19                       | 1,628           | 487          | 1,141        | 29.9%        |
| Jul-19                       | 1,718           | 479          | 1,239        | 27.9%        |
| Aug-19                       | 1,926           | 505          | 1,421        | 26.2%        |
| Sep-19                       | 1,626           | 421          | 1,205        | 25.9%        |
| <b>TOTALS APRIL-SEP 2019</b> | <b>10,536</b>   | <b>2,824</b> | <b>7,712</b> | <b>26.8%</b> |

5.7.6. Diesel vehicle ownership as a percentage has reduced in nearly all permit zones since the introduction of the diesel levy in April 2017. There were 50 controlled parking zones when the diesel levy was implemented in April 2017. After two years of the diesel levy being in place there was a reduction in the number of diesel vehicles in 46 out of the 50 original controlled parking zones.

5.7.7. To understand further residents/customers reasons for changing their vehicles from Diesel to Petrol or Petrol to Diesel we wrote to a number to establish the reason for their change. Customers were happy to reply and gave a range of reasons such as cost, environmental concerns and change in work arrangements. A sample of responses are shown in Appendix 4.

**5.8. Electric vehicles**

- 5.8.1. Electric vehicles are a more sustainable form of transport than diesel or petrol. Due to increasing options the purchase of electric vehicles are growing in popularity, as both cost of purchase and maintenance charges are reducing. However, the speed of take up of Ultra Low Emission Vehicles is substantially slower than needed to achieve the rapid reduction of fossil fuel vehicles needed to achieve our aspirations on climate and air quality.
- 5.8.2. New fully electric sales continue to increase generally but Hybrid numbers in the UK declined in the last quarter. In 2019 Q2, 14,811 ULEVs were registered for the first time in the United Kingdom, and accounted for 2.0% of all new vehicle registrations. From a low base it is predicted that electric vehicle sales will grow rapidly in the coming years.



5.8.3. There are a number of recent articles, which highlights the carbon cost of producing vehicles especially electric vehicles, a point which was raised at the Sustainable Communities and overview Panel. However, once an electric vehicle begins its life on the roads the bulk of its emissions have already been produced; whereas with combustion engines, a long period of tailpipe emissions continue. Members should recognised that whilst Electric Vehicles are part of the solution they are not the solution alone, as set out elsewhere in this paper.

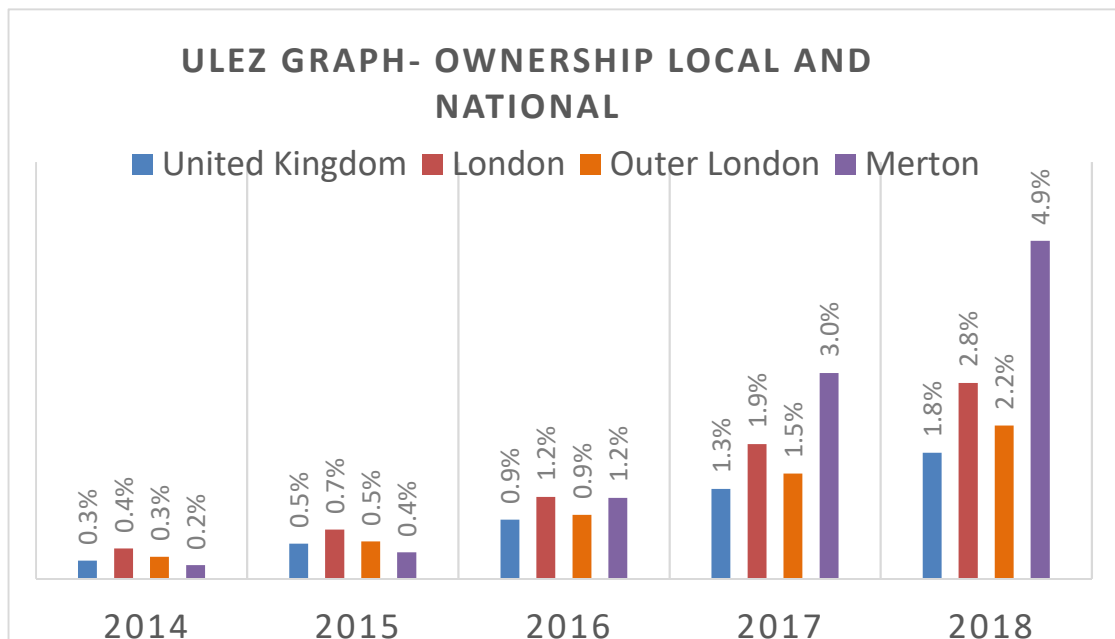
**5.9. Electric cars in Merton’s CPZs.**

5.9.1. Merton in 2018 issued 51 fully electric resident permits compared to 32 in 2017. Figures for November 2019 show a further increase in electric car ownership with 75 permits active. The price of an electric vehicle permit is £20 which continues to show Merton’s commitment to more sustainable forms of transport.

| Electric permits issued:            | Total |
|-------------------------------------|-------|
| 2017/18                             | 32    |
| 2018/19                             | 51    |
| As at 3 <sup>rd</sup> December 2019 | 75    |

**5.10. Ultra-low emissions vehicles (including Electric and Hybrid vehicles)**

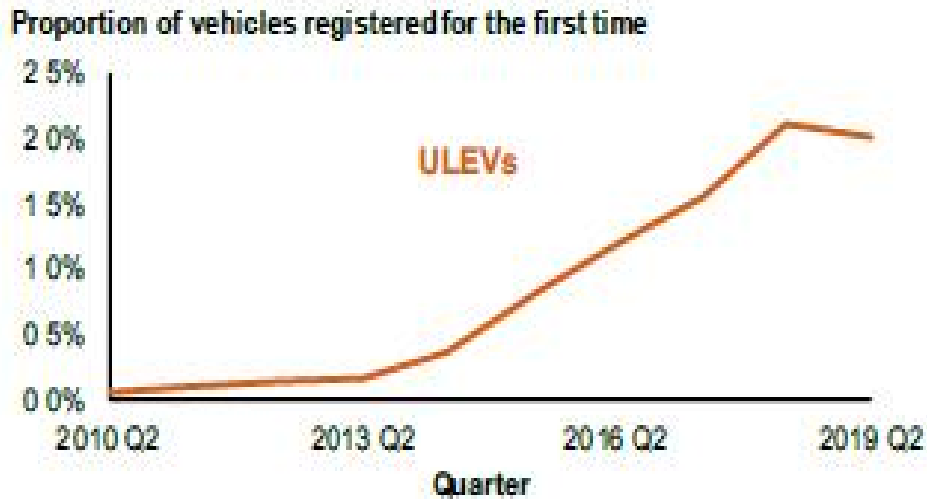
- 5.10.1. Ultra-low emission vehicles (ULEVs) are vehicles that emit less than 75g of carbon dioxide (CO2) from the tailpipe for every kilometre travelled. The term typically refers to battery electric, plug-in hybrid electric and fuel cell electric vehicles.
- 5.10.2. Merton has the seventh highest proportion of ULE vehicles of all London boroughs; the proportion of vehicles in Merton has increased from 0.2% to 4.9% since 2014.
- 5.10.3. In 2018, 4.9% of vehicles registered in Merton were classed as ultra-low emissions, compared to 1.8% nationwide, 2.8% in London and 2.2% in outer London.
- 5.10.4. The graph below illustrates the total ownership of ultra-low emissions, compared to the national trend and London wide trends.



Source - <https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01>

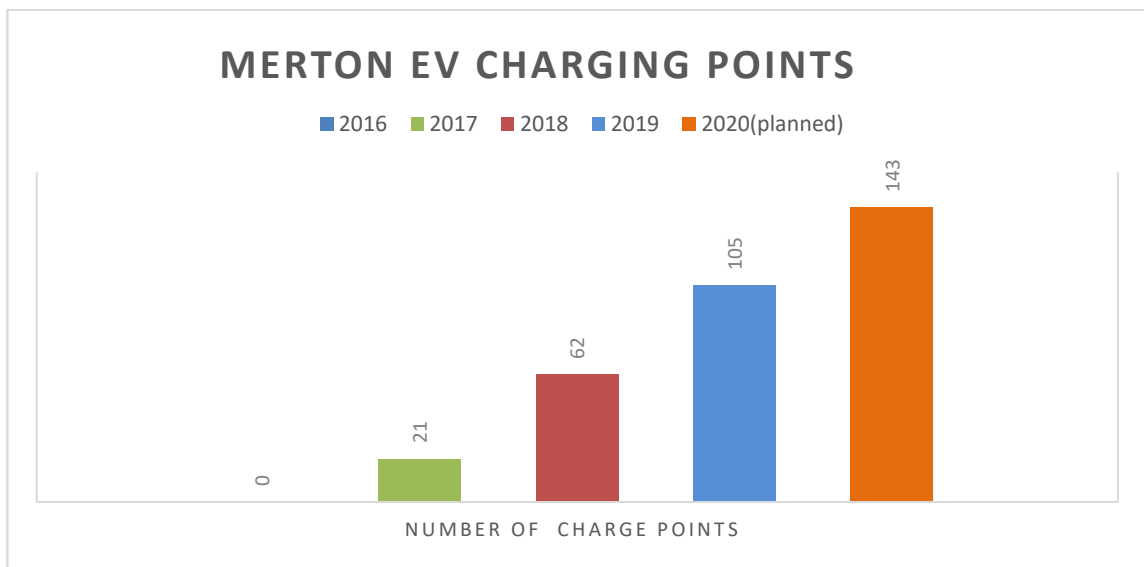
- 5.10.5. A hybrid car is one that uses two different energy sources to maximise efficiency. This usually means combining electrical energy stored in batteries, with the combustion energy of petrol or diesel fuel.
- 5.10.6. Evidence shows an indication that the hybrid electric and plug in hybrid cars were the most preferred purchase when it comes to alternative fuel up until 2018. All Hybrid vehicles had seen a 23% rise in new vehicle registered in the last two years from 2017 to 2018.





### 5.11. Electric vehicle charge points

- 5.11.1. London has seen a very rapid expansion of electric vehicles (EV) charging points to support the growth in EV car ownership and TfL have a number of projects to meet the demand. The Climate action plan is considering whether this increase is sufficient to support the anticipated increase in electric vehicle sales.
- 5.11.2. Merton has also recognised the growing infrastructure for electric charging points. In 2017, Merton had 21 charging points at nine locations; two years on these numbers have increased by 400% to 106 charging points across 41 locations throughout the borough. This is ahead of the London and national average per head of population. Merton plans to increase to 143 charging points across 62 locations throughout the borough during 2019/20.



- 5.11.3. There are currently 105 publically accessible electric charge points in Merton as follows:
  - ) 101 Source London 7 kW chargers (96 on street and a further 5 serving Morden Leisure centre).



) Five Rapid (50 kW) charge station (on the Transport for London Road network (TLRN)).

) This represent around 0.51 chargers per 1000 population.

- 5.11.4. A further 41 charge points are expected to be delivered by /early 2020, including (37 x 7kw) Source charge points, 2 x 22kw Source charge points and 2 x 50kw rapid charge stations (provider unknown at this stage).
- 5.11.5. This will bring Merton's total to 147 or 0.74 electric vehicle charge points per 1000 population. Please note that Rapid and 22kw chargers are time limited to 2 hours to encourage turnover.
- 5.11.6. Merton believes in delivering a mix of charging infrastructure to serve different needs of residents, visitors and businesses. The Council continues to receive a slow but steady number of requests for electric vehicles charge points
- 5.11.7. There were 26 electric vehicle registrations in 2014 (SMMT data); predictions for 2019 are for between 600 and 650 EV registrations (this follows a noticeable drop off in 2018 compared to 2017).
- 5.11.8. The usage of the charge points across the borough is generally increasing, particularly in the northern half of the borough. Many properties in the northern half of the borough have no access to off-street parking. Future sites will be mostly demand led and/or the expansion of existing locations where utilisation is high.
- 5.11.9. The majority of charge points to date have been delivered in close partnership with Source London and SSE. Similarly, strong working relationships have also been established with TfL and London Councils.
- 5.11.10. Merton has submitted and been successful with an application to London Council's for a stage 2 Go Ultra Low City Scheme (GULCS) funding for up to 25 electric vehicle lamp column chargers to meet emerging demand in quieter residential streets. These are anticipated to be delivered in mid-2020,. Additional Lamp column chargers are expected to be installed in future years.

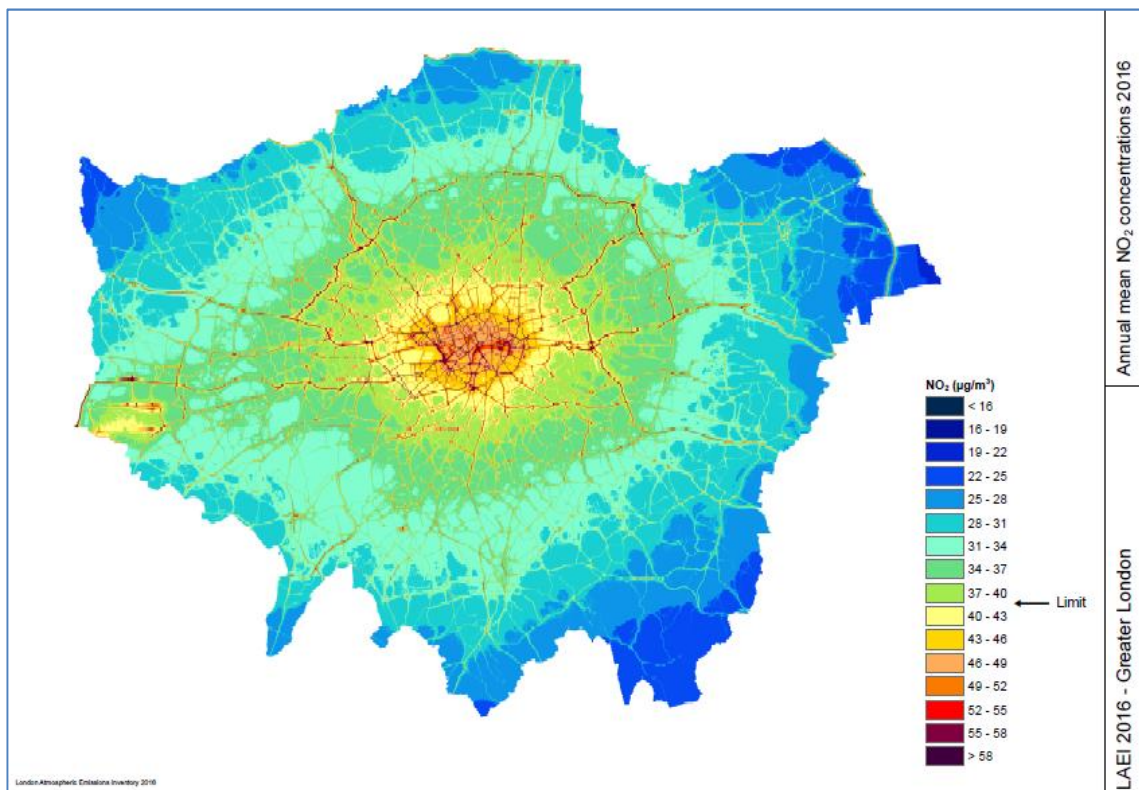
## **6. EMISSION BASED CHARGING CONSIDERATIONS**

- 6.1. The evidence shows that fossil fuel vehicles give out emissions, which affect CO<sub>2</sub> and NO<sub>x</sub> levels. The emissions of individual cars depend on the fuel type, age of vehicle, design and the fuel used.
- 6.2. TfL and 17 of the 32 London boroughs use a form of emission based charging model. These models have changed over the years to reflect the changes in vehicle manufacturing practices and improved knowledge, the damage caused by different fuel types and engine design.

### **6.3. Air polluting nitrogen oxides (NO<sub>x</sub>) based charging by TfL**

- 6.3.1. In London, in addition to CO<sub>2</sub> there are two pollutants, which Merton wants to tackle as a priority because they have a major impact on health:
- 6.3.2. Nitrogen dioxide (NO<sub>2</sub>): At high concentrations, NO<sub>2</sub> causes inflammation of the airways. Breathing in high levels of NO<sub>2</sub> over a long period of time is associated with an increase in symptoms of bronchitis in asthmatic children and reduced lung development and function

- 6.3.3. Particulate matter (PM): Breathing in high levels of PM over a long period contributes to the risk of developing cardiovascular and respiratory diseases, including lung cancer. Research shows that small particles (those with a diameter of 10 microns and smaller) – PM10 – are likely to be inhaled deep into the respiratory tract. The health impacts of the smallest particles (those with a diameter of 2.5 microns or smaller) – PM2.5 – are especially significant, as smaller particles can penetrate even deeper
- 6.3.4. The scale of the air pollution crisis in London means further action is vital. NO<sub>2</sub> concentrations in 2016 are shown in the map below. Road transport is a significant source of nitrogen oxides (NO<sub>x</sub>), which forms harmful NO<sub>2</sub> in the atmosphere. At roadside areas where people are more exposed to air pollution, the contribution of transport is significantly greater.



#### 6.4. CO<sub>2</sub> emission based charging by central government.

- 6.4.1. Vehicle Excise Duty (VED) – also known as vehicle tax, car tax or road tax – is essentially a tax for using a vehicle on public roads. It was introduced in 1937 and replaced the old system of road tax, which traces its roots back to the taxation of Hackney Carriages in the 17th century. The tax disc was introduced in 1921 and, until 1974; local authorities handled car taxation.
- 6.4.2. The government through their car tax charging policy is linked to CO<sub>2</sub> emissions. Car tax bands allow different rates to be charged for different types of vehicle. Vehicles registered before March 2001 pay duty based on the size of the vehicle's engine. Vehicles registered after March 2001 pay vehicle tax based on a more detailed assessment of both fuel type and CO<sub>2</sub> emissions. Newer, energy efficient vehicles pay less car tax generally than vehicles with larger, older engines.

- 6.4.3. More recently, the government introduced a higher charge for diesel cars (TC49) which do not meet the Real Driving Emissions 2 (RDE2) standard. You have to pay a higher rate for diesel cars that do not meet RDE2 standard for nitrogen oxide emissions. However, diesel cars who do meet the standard are not liable for the charge. Please see link to the VED tax bandings and charges. <https://www.gov.uk/vehicle-tax-rate-tables>

## **6.5. Clean Air Zones (CAZs)**

- 6.5.1. Merton's AQAP action point 27 refers to a feasibility study to consider the use of Clean Air Zones (CAZ's) or a Merton specific Ultra Low Emission Zone for Focus areas and beyond. This work will be reported to Members in due course.
- 6.5.2. Several cities, including Birmingham, Nottingham, Southampton, Derby and Leeds, are also considering setting up Clean Air Zones in, with other cities to follow. Leeds only plans to charge Lorries, taxis and buses to enter the zone, but other cities could impose a daily surcharge for anyone driving a diesel car not conforming to the latest Euro 6 emissions standards. In Scotland, the major cities of Glasgow, Edinburgh, Aberdeen and Dundee are planning to introduce Low Emission Zones within the next year.

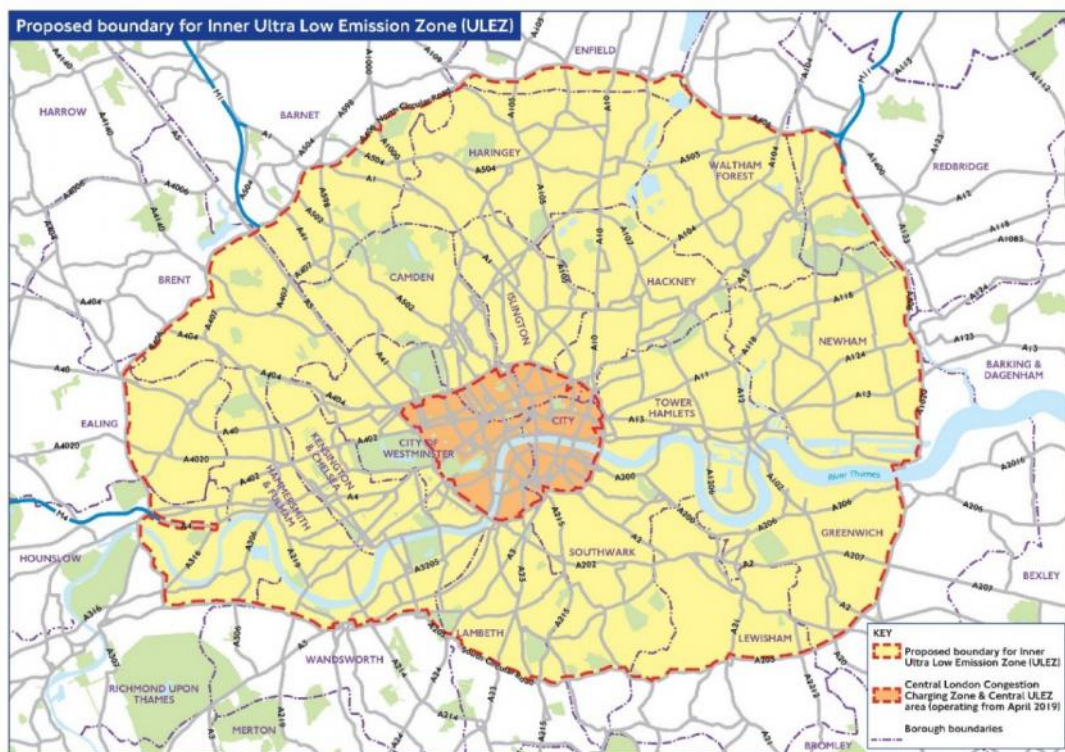
## **6.6. Councils approves plans to ban all diesel cars by 2021.**

- 6.6.1. BRISTOL is on track to become the first place in the UK to issue a blanket ban on all diesel-powered cars entering its city centre after Bristol City Council approved plans.
- 6.6.2. Bristol could forbid any privately registered car with a diesel engine, including ones that meet the Euro 6 emissions regulations that came into force in September 2015, from driving into the city from April 2021, should the idea get the final green light from parliament.
- 6.6.3. According to the council, the ban has been devised so the city can stick to its government-mandated emissions reducing targets, and ensure the city's average annual emissions of toxic nitrogen oxides, including nitrogen dioxide (NO<sub>2</sub>), do not exceed 40 micrograms per cubic metre by 2021.
- .
- 6.6.4. Oxford is set to introduce a Zero Emission Zone, charging vehicles that produce any emissions to drive into the heart of the city centre, by the end of this year. The proposal is being consulted on from 31st January but likely to include charges for vehicles that do not meet Euro 6 diesel or Euro 4 petrol emissions standards.
- 6.6.5. The City of York council has approved plans to ban private car journeys from its centre within three years as it attempts to become Britain's first car-free city. In an effort to cut carbon emissions, the council wants to end all 'non-essential' car journeys within the city walls from 2023.

## **6.7. London Ultra-Low Emission Zone**

- 6.7.1. The original Ultra Low Emission Zone (ULEZ) consultation took place between the 27th October 2014 and 9th January 2015. [https://consultations.tfl.gov.uk/environment/ultra-low-emission-zone/user\\_uploads/ulez-consultation-report-to-the-mayor.pdf-1](https://consultations.tfl.gov.uk/environment/ultra-low-emission-zone/user_uploads/ulez-consultation-report-to-the-mayor.pdf-1)
- 6.7.2. In the March 2015 TfL report to the Mayor of London the following was stated:

- 6.7.3. London has a policy framework in relation to improving air quality and reducing greenhouse gas emissions based on EU and UK law. The policies are set out in the London Plan (the Mayor's special strategy and in the Mayor's Transport Strategy, the Climate Change Mitigation and Energy Strategy and Mayor's Air Quality Strategy.
- 6.7.4. The Department for Environment, Food and Rural Affairs (Defra) has reported compliance with particulate matter limits for 2013 across England and Wales with most non-reportable sites in London also falling below legal limits. However, health evidence suggests that further reductions, especially for PM2.5, will bring about improvements in health and quality of life for Londoners, Crucially. Large sections of the Capital continue to exceed both the annual mean and hourly legal limits for NO2, which is likely to continue to occur beyond 2020 and this is why more action needs to be taken
- 6.7.5. The ULEZ was proposed to be the most efficient way to achieve further reductions of the most harmful road transport generated emissions in central London and across the Capital.
- 6.7.6. The Ultra-Low Emission Zone (ULEZ) replaced the T-Charge on 8 April 2019. It operates 24 hours a day, 7 days a week, every day of the year, within the same area as the Congestion Charge zone. Most vehicles, including cars and vans, need to meet the ULEZ emissions standards or their drivers must pay a daily charge to drive within the zone.



**6.8. Central London Ultra Low Emission Zone – six month report published 21.10.19**

[https://www.london.gov.uk/sites/default/files/ulez\\_six\\_month\\_evaluation\\_report\\_final\\_oct.pdf](https://www.london.gov.uk/sites/default/files/ulez_six_month_evaluation_report_final_oct.pdf)



- 6.8.1. This report evaluates the impact of the central London Ultra Low Emission Zone (ULEZ) in its first six months of operation. A number of measures are used to assess the impacts of introducing the ULEZ on air pollution concentrations, including air pollution emissions, traffic flows and vehicle compliance.
- 6.8.2. Between February 2017 and September 2019, there has been a 32 micrograms per cubic metre reduction in roadside concentrations of nitrogen dioxide in the central zone, a reduction of 36 per cent. Trend analysis shows that, for the period July to September 2019, NO<sub>2</sub> concentrations at roadside locations in central London were on average 24 ug m<sup>-3</sup> lower, equating to a reduction of 29 per cent, compared to a scenario where there was no ULEZ.
- 6.8.3. In September 2019, the average compliance rate with the ULEZ standards was around 77 per cent in a 24-hour period (and 74 per cent in congestion charging hours). This is much higher than 39 per cent in February 2017 and the 61 per cent in March 2019 (congestion charging hours).

### **6.9. Air quality (ULEZ)**

- 6.9.1. The Mayor of London, Sadiq Khan, said: "These figures prove without a doubt that ULEZ is exceeding expectations, reducing polluting vehicles and cleaning up our lethal air. I am determined to stop Londoners breathing air so filthy it is damaging their lungs and causing thousands of premature deaths.
- 6.9.2. "The ULEZ shows what we can achieve if we are brave enough to implement such ambitious policies. I now hope the Government will match my ambition and amend their environment bill to ensure it has the legally binding WHO recommended limits to be achieved by 2030 that we need to protect public health."
- 6.9.3. Alex Williams, Transport for London's Director of City Planning, said: "The introduction of the ULEZ this year was a significant moment for Londoners' health, as the evidence of its first six months clearly shows. Nearly four out of every five vehicles now entering the zone meets the tough emissions standards, reducing harmful NO<sub>2</sub> pollution by almost a third. The early evidence suggests that the ULEZ is not only encouraging people to use cleaner private cars but also to use more sustainable alternatives such as walking, cycling and public transport. The ULEZ is also helping to reduce its impact on climate change – with an estimated reduction of road-based carbon dioxide by nearly 100,000 tonnes."

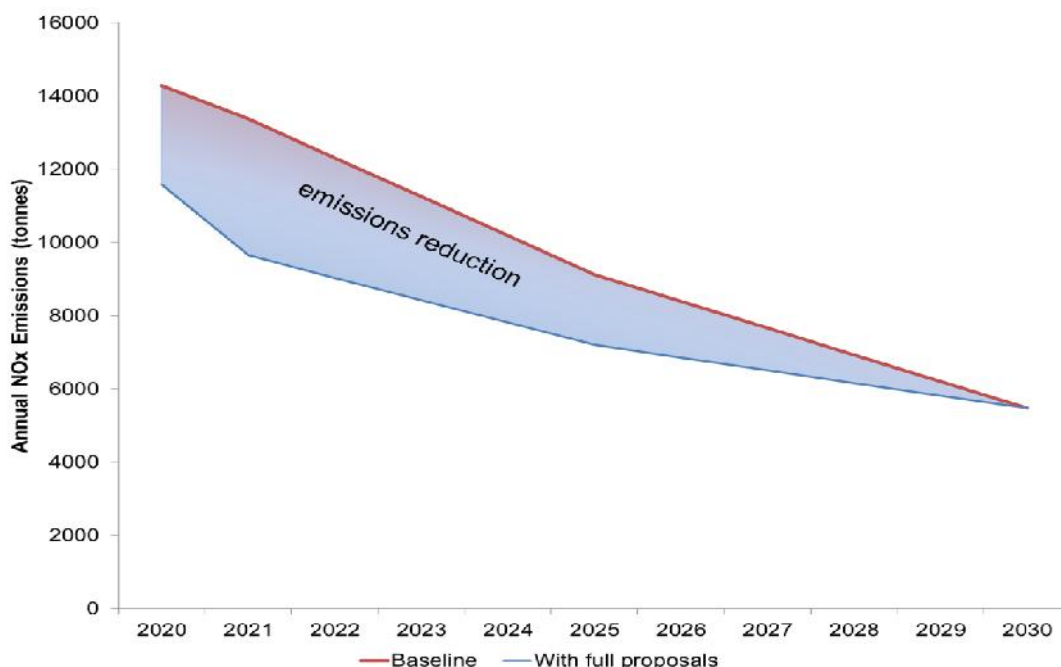
### **6.10. British Lung Foundation (ULEZ)**

- 6.10.1. Dr Penny Woods, Chief Executive of the British Lung Foundation, said: "*The success of the Ultra-Low Emission Zone (ULEZ) is a fantastic example of the difference Clean Air Zones that charge the most-polluting vehicles, can make in reducing levels of pollution. We now want to see the ULEZ expanded to every polluted London borough to protect the lungs of every Londoner. In addition, critically, we know dirty air is not just a problem in London. Most UK cities have illegal and unsafe levels of pollution, which seriously effects the health and quality of life of the millions who have a lung disease and puts children at risk of developing a lung condition. That's why similar Clean Air Zones must be urgently rolled out across the country to protect everyone's lungs.*"

Source: London's Ultra Low Emissions Zone has caused 13,500 cars a day reduction.

Article written by Brian Shillibeer.

6.10.2. The proposed changes to LEZ and ULEZ would bring significant emissions reductions to a wider area of London. There would be an estimated 20 per cent reduction in NO<sub>x</sub> emissions London-wide in 2020. The graph illustrates the London-wide impact of these proposals to 2030. In inner London, there would be a 30 per cent reduction in NO<sub>x</sub> in 2021.



## 6.11. Cleaner bus routes for London

6.11.1. Low Emission Bus Zones are a key part of reducing London bus emissions and support the Mayor's wider target of raising our entire fleet to at least the ultra-clean Euro VI engine emission standard by 2020.

6.11.2. Together with the Mayor, TfL are leading by example by implementing 12 Low Emission Bus Zones to tackle the worst pollution hotspots outside central London. TfL are doing this by concentrating the cleanest buses on the dirtiest corridors. As of autumn 2018, seven zones are live:

- Putney High Street
- Brixton to Streatham
- High Road to Green Lanes
- Camberwell to New Cross
- Wandsworth to St John's Hill
- A12 Eastern Avenue to Homerton Road
- A5 Edgware Road, Kilburn to Maida Vale

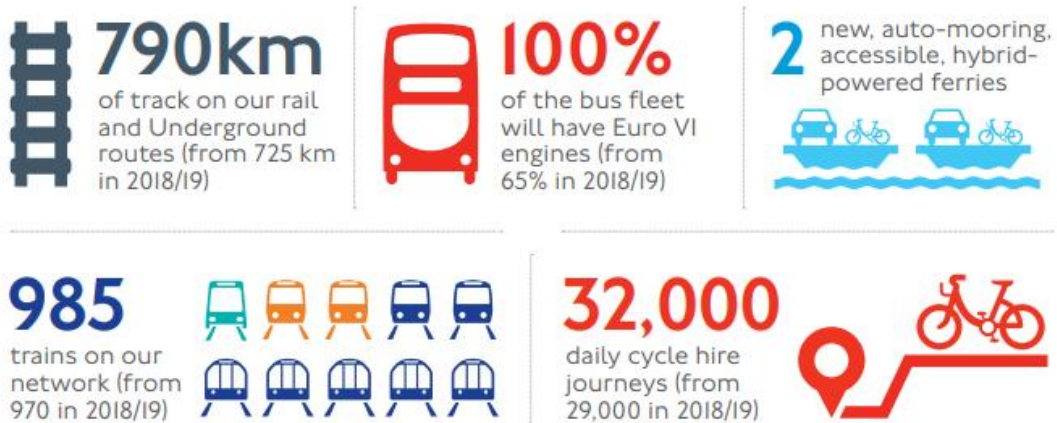
6.11.3. The Low Emission Bus Zones represent the most extensive network of low emission zones of any major world city. Within these hotspots, Londoners have been exposed to some of the highest levels of nitrogen dioxide (NO<sub>2</sub>) pollution, with older buses contributing to roadside emissions.

- 6.11.4. All of TfL's scheduled buses travelling along the Low Emission Bus Zones will meet at least the cleanest engine standard, through a combination of new vehicles and upgrading mid-life buses with ultra-clean exhaust systems.
- 6.11.5. TfL are working to launch more zones and continue to retrofit specialist equipment to older buses along the Low Emission Bus Zones and introduce new buses in line with new contracts. This is bringing immediate benefits to those areas as each retrofitted bus emits a fraction of the harmful emissions, while others are brought up to this ultra-clean standard.
- 6.11.6. The benefits of operating cleaner buses will be felt across the capital, as the full length of bus routes take them beyond the Low Emission Bus Zones and further from the centre of London. The changes are expected to reduce bus emissions across the 12 zones by up to 80 per cent.



- 6.11.7. TfL plan to lead the way with their own network and have introduced seven Low Emission Bus Zones, which are already recording lower pollution levels on some of London's dirtiest traffic corridors. By the end of 2019, a further five zones will - this is earlier than the Mayor's previous target of 2020. Every new double-decker bus entering the fleet is now either a hybrid or zero-emission vehicle and from 2020, all single-deck buses entering the fleet will be zero emission. TfL are also delivering Europe's biggest electric double-deck bus fleet, helping London to become a zero-carbon city and improve air quality. Currently there are more than 150 zero emission buses in London and TfL are working toward making all buses zero emission at tailpipe by 2037. Details of which are referenced in Heidi Alexanders response to the Leaders letter shown in Appendix 5.

By 2023/24...



## **6.12. Mayor delivers £25m polluting car fund for low-income Londoners in October 2019**

6.12.1. The Mayor of London, Sadiq Khan has delivered his latest measure to reduce London's harmful air - a £25m 'scrap for cash' dirty vehicle scheme for low-income and disabled Londoners. Motorists can get up to £2,000 for scrapping an older, more polluting car or motorcycle.

<https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/car-and-motorcycle-scrappage-scheme>

6.12.2. The new scheme is to run alongside the existing £23m fund for micro businesses, sole traders and charity owners who want to scrap older vans.

6.12.3. Polluting vehicles account for around 50 per cent of London's harmful NOx air emissions. Air pollution has an economic cost to the capital of up to £3.7 billion every year, and £20 billion cost to the country every year.

6.12.4. The scrappage scheme aims to help Londoners on low incomes or with disabilities, ahead of the Ultra-Low Emission Zone expansion in 2021 up to the North and South Circular roads. The scheme will run alongside the existing £23m fund for micro businesses, sole traders and charity owners who want to scrap older vans.

6.12.5. Motorists can apply for £1,000 for scrapping a motorcycle or moped and £2,000 for scrapping a car.

6.12.6. Alongside this, eligible applicants will be able to take advantage of a number of other offers and benefits such as one year's free membership of Santander Cycles for all journeys up to 30 minutes.

6.12.7. The Mayor of London, Sadiq Khan said: "Air pollution is a national health crisis that is stunting the lung development of our children and leading to thousands of premature deaths. City leaders across the world are united in raising the alarm about the dangers posed by poor air quality. Here in London with our bold plans we have already cut pollution by a third in central London where we have implemented the world's first Ultra Low Emission Zone and worked tirelessly to clean up the bus and taxi fleet.

6.12.8. "Despite the lack of Government support, our car and motorcycle scrappage scheme will enable low-income and disabled Londoners to scrap their older, polluting vehicles and switch to cleaner versions.

6.12.9. The applicant must also reside within the Greater London Authority boundary. TfL have an online tool to help people check whether their vehicle meets the ULEZ standards, which has been used almost 3.5 million times: [www.tfl.gov.uk/ulez](http://www.tfl.gov.uk/ulez).

## **6.13. Euro standards and ULEZ**

6.13.1. To help standardise emission controls 'Euro standards' first appeared in 1992 - and are a range of emission controls that set limits for air polluting nitrogen oxides (NOx) and particulate matter (PM) from engines. New vehicles and road vehicle engines must show that they meet these limits to be approved for sale.

6.13.2. NOx emissions generally on newer cars are improving and the review considered the charging models adopted by TfL for their Ultra Low Emission Zone charging policy.



- 6.13.3. Petrol cars that meet the ULEZ standards are generally those first registered with the DVLA after 2005, although cars that meet the standards have been available since 2001.
- 6.13.4. Diesel cars that meet the standards are generally those first registered with the DVLA after September 2015.
- 6.13.5. Specifically to be exempt from charges and meet the ULEZ standards a vehicle must be:
- ) Euro 3 for motorcycles, mopeds, motorised tricycles and quadricycles (L category)
  - ) Euro 4 (NOx) for petrol cars, vans, minibuses and other specialist vehicles
  - ) Euro 6 (NOx and PM) for diesel cars, vans and minibuses and other specialist vehicles
  - ) Euro VI (NOx and PM) for Lorries, buses and coaches and other specialist heavy vehicles (NOx and PM).
  - ) Euro 3 became mandatory for all new motorcycles in 2007.
  - ) Euro 4 became mandatory for all new cars in 2005 and light vans in 2006.
  - ) Euro 6 became mandatory for all new heavy duty engines for goods vehicles and buses from January 2014, September 2015 for cars and light vans, and September 2016 for larger vans up to and including 3.5 tonnes gross vehicle weight.
- 6.13.6. The figure below shows the charges approved by TfL for entering the ULEZ zone, and how each vehicle type is changed. For example, the first column highlights the vehicles groups (Euro Rating) and the second column identifies the cost dependent upon whether the vehicle is petrol or diesel type.

| ULEZ  |   |
|---|---|
| from 08/04/2019<br>24 Hours, 365 days   |   |
| <p><b>Most cars registered before 2006</b></p> <p>EURO EMISSION STANDARD <b>1</b> <b>2</b> <b>3</b></p> | <p>Petrol car <b>£12.50</b></p> <p>Diesel car <b>£12.50</b></p> |
| <p><b>Most cars registered 2006 - August 2015</b></p> <p>EURO EMISSION STANDARD <b>4</b> <b>5</b></p>   | <p>Petrol car <b>FREE</b></p> <p>Diesel car <b>£12.50</b></p>   |
| <p><b>All cars registered since September 2015</b></p> <p>EURO EMISSION STANDARD <b>6</b></p>           | <p>Petrol car <b>FREE</b></p> <p>Diesel car <b>FREE</b></p>     |

- 6.13.7. The enforcers behind London's Ultra Low Emissions Zone say the scheme has already brought about a reduction of 13,500 cars a day - and thus cut toxic air pollution by a third.

Since introducing the Ultra-Low Emission Zone (ULEZ), new data reveals that:

On 8 April 2019, the Mayor of London launched the world's first Ultra Low Emission Zone (ULEZ). Six months on, data indicates the scheme is having a significant impact – although further analysis will be needed to fully assess the long-term impacts.

This report includes data from February 2017 (when the Mayor confirmed the T charge and the accelerated change in the vehicle fleet began); March 2019 (the month before the scheme was introduced) and April – September 2019 (the first six months of the scheme).

**Key findings from the first six months of operation are:**

- After the first six months of operation the average compliance rate with the ULEZ standards was 77 per cent in a 24-hour period (74 per cent in congestion charging hours). This is significantly higher than 39 per cent in February 2017 and the 61 per cent in March 2019 during congestion charging hours
- Between February 2017 and September 2019, there has been a 32 micrograms per cubic metre (ug m-3) reduction in roadside concentrations of nitrogen dioxide (NO<sub>2</sub>) in the central zone, a reduction of 36 per cent
- Trend analysis shows that, for the period July to September 2019, NO<sub>2</sub> concentrations at roadside locations in central London were on average 24 ug m-3 lower, equating to a reduction of 29 per cent, compared to a scenario where there was no ULEZ
- Preliminary estimates indicate that after six months NO<sub>x</sub> emissions from road transport in the central zone have reduced by 31 per cent (200 tonnes) compared to a scenario where there was no ULEZ. This is ahead of schedule to meet the 45 per cent NO<sub>x</sub> emissions reduction expected in the first year
- Preliminary estimates indicate that after six months CO<sub>2</sub> emissions from road transport in the central zone have reduced by 4 per cent (9,800 tonnes) compared to a scenario where there was no ULEZ. When compared to 2016, this equates to a 13 per cent reduction, assuming current compliance rates continue for the remainder of the first year of operation
- None of the air quality monitoring stations located on ULEZ boundary roads have measured an increase in NO<sub>2</sub> concentrations since the introduction of the ULEZ
- Preliminary analysis of traffic flows indicate that the introduction of the central London ULEZ has contributed to a reduction in traffic flows in central London from May to September 2019 of between 3 – 9 per cent when compared to 2018, though further analysis is needed to better understand long term complex changes in traffic flows as a result of ULEZ
- From March to September 2019 there was a large reduction in the number of older, more polluting, non-compliant vehicles detected in the zone: some 13,500 fewer on an average day, a reduction of 38 per cent in congestion charging hours. This is higher than the 9,400 reduction reported after one month and the 12,500 reduction reported after four months
- There was a 34 per cent decrease in the proportion of vehicles in the central zone that were non-compliant from March 2019 to September 2019 in congestion charging hours

To fully understand the impact of the scheme it is necessary to take into account pre-compliance (i.e. people and businesses preparing ahead of time

for the start of the new scheme). With this in mind, the changes between February 2017 and September 2019 were as follows:

- There was a large reduction in the number of older, more polluting, non-compliant vehicles detected in the zone: a reduction of 40,200 vehicles on an average day, equating to a 65 per cent reduction
- There was an 89 per cent increase in the proportion of vehicles detected in the central zone that were compliant from February 2017 to September 2019

#### **6.14. Expansion of the (ULEZ)**

- 6.14.1. From 25 October 2021, the ULEZ boundary will be extended to create a single larger zone bounded by the North and South Circular Roads. If you are driving any petrol or diesel vehicle within the expansion, you will also need to meet the tighter emissions standards or pay a daily charge. This daily charge is in addition to the weekday Congestion Charge if you drive in central London as well. Vehicles using the North and South Circular Roads and not going into the ULEZ will not be charged.

#### **6.15. Emission based charging by other London boroughs**

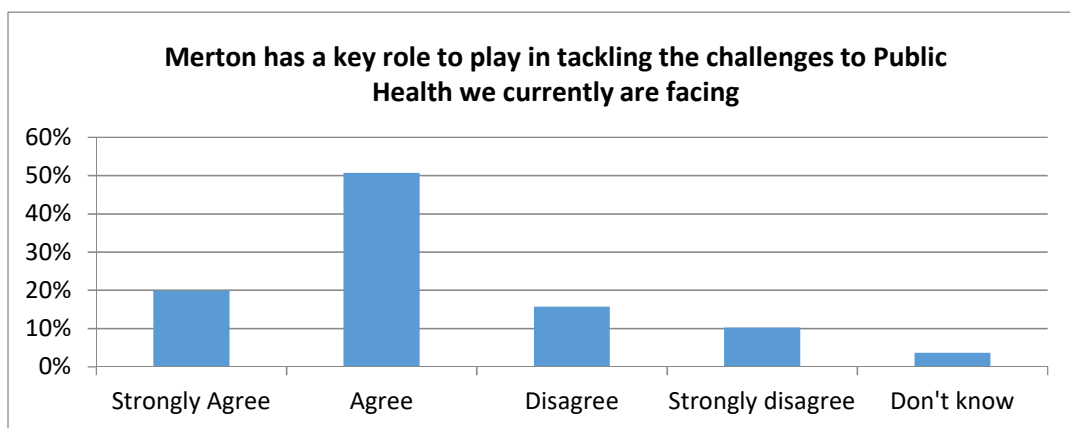
- 6.15.1. Building on the principles and rationale of the charges introduced in January 2020, officers have explored the case for emission based charging for resident permits and parking charges for on and off street in our car parks. The review looked at experience of other councils in implementing such schemes – the benefits and disadvantages of such a scheme and the potential impact this can have on driver behavior and air quality.
- 6.15.2. A total of 17 out of the 32 London Boroughs have now introduced some form of emission based charging. A wide range of different charging structures has been introduced throughout each borough.
- 6.15.3. The review considered the benefits of emissions based charging that has been adopted by other London Boroughs in respect of parking permits. There are 13 categories, which can be used for emission based charging, as currently used by the Government for the taxing of vehicles. Some authorities have adopted a charging model, which operate this verbatim; others have grouped these categories together to reduce the number of categories.
- 6.15.4. For example, Barnet Council has five different emission based structures from a 'Green' band to higher band along with a diesel levy surcharge whereas Haringey have their emission charge based across 13 different bands, which only address Co2 emissions.
- 6.15.5. Camden Council who have introduced 4 tariff charges based on CO2 emissions, including a diesel surcharge to their permits, have seen a decrease in Permit sales 6% from 2017 to 2018. The highest decrease of any other London council where data is available. As well as charging residents and business permits, Camden have introduced these charges to doctor permits and market traders.
- 6.15.6. Currently in Merton, the diesel levy is charged on Residential, Business, Teacher and Trade Permits. If a VED emission based only charging model for permits was adopted this would limit Merton's ability to address the NOx and PM emissions caused by diesel vehicles.

## 7. Current charging principles from 14 January 2020

- 7.1.1. In considering a model of emission based charging, it is important to consider the existing strategic approach to parking charges, and complement our existing policies.
- 7.1.2. Further to an extensive consultation, Merton took the decision in 2019 to simplify the charges and sought to further strengthen and develop the links between Public Health, air quality, and climate agenda and how future charges can moderate parking behavior.
- 7.1.3. Because of this decision, a new charging structure became operational in January 2020, based on four basic principles:
- (i) Ease of access to public transport[ PTAL rating as proxy ]
  - (ii) Air Quality
  - (iii) Parking demand and space availability
  - (iv) Enforcement requirements [ duration of CPZ].
- 7.1.4. The review considered the recent consultation in respect of public health, air quality and sustainable transport – a strategic approach to parking charges, which had very useful information. Appendix 1 contains an extract from the parking charges consultation from May 2019, which are relevant to this report.

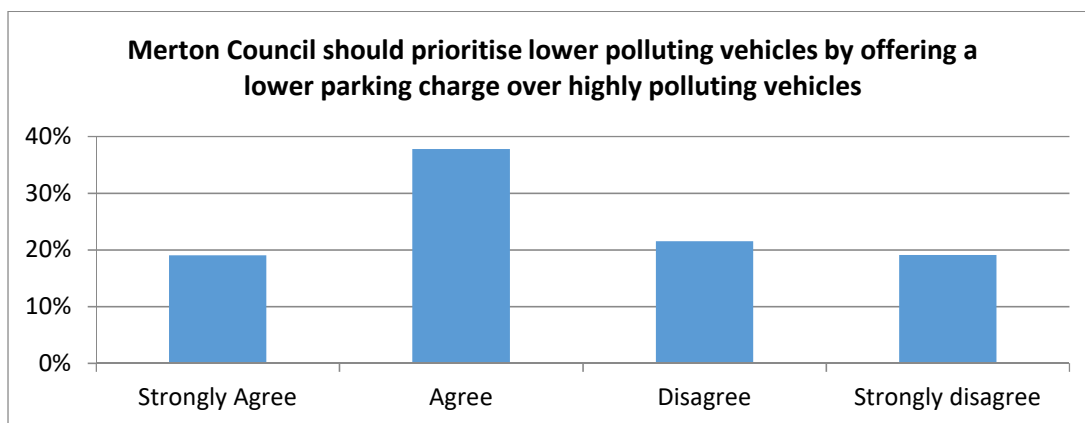
### Public Health & Air Quality

- 7.1.5. Nearly three quarters (71%) of respondents agreed with the statement that Merton has a key role to play in tackling the challenges to public health we currently are facing with 26% disagreeing and 4% do not know. Non-car owners were more likely to agree (76%), whilst disabled respondents were less likely to agree (57%).



### Prioritising vehicle type.

- 7.1.6. A similar proportion (57%) agreed that Merton Council should prioritise lower polluting vehicles by offering a lower parking charge over highly polluting vehicles. Again non-car owners were much more likely to agree (72%) as were older people with 61% of 66-75 year olds and 80% of over 76 year olds agreeing.



## 8. Proposed emission based charging options

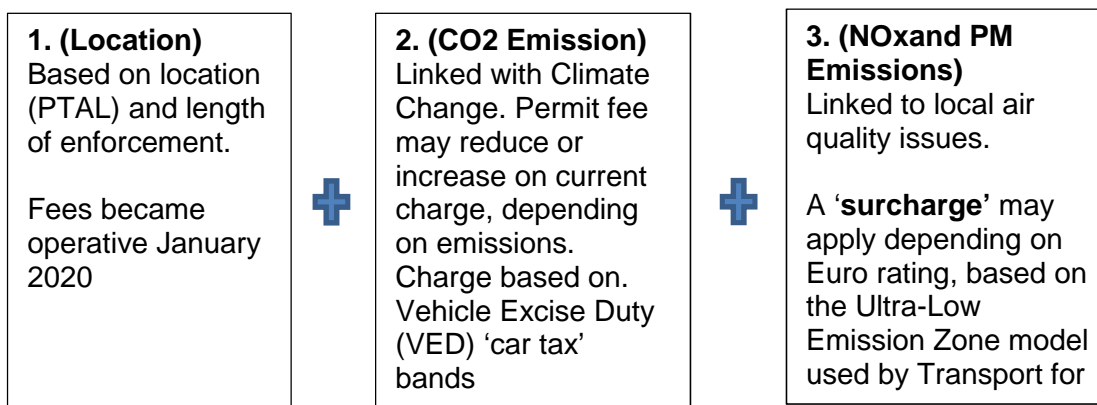
- 8.1. The model recommended below, builds on the existing principles set out in 30.1.3, which includes the location of a property in relation to Public Transport, known as (PTAL), and length of time a controlled parking zone is enforced for. The principle of a Permit charge based on the location of a property in relation to transport links forms an integral and complementary part of the proposed emission based model. Merton is keen for residents and visitors alike to first and foremost use active transport such as walking and cycling. If however a vehicle is required, the vehicle should be as least polluting as possible.

The table below shown the current cost for a permit in each respective Controlled Parking Zone.

| <b>Zone duration</b>  | <b>Tier 1 zones</b><br>Wimbledon Town Centre | <b>Tier 2 zones</b><br>Part Colliers Wood/ South Wimbledon/ Rayne's Park/ Morden | <b>Tier 3 zones</b><br>Mitcham/ Part Colliers Wood | <b>*100% electric vehicles</b><br>All zones |
|-----------------------|--|--|--|---|
| Long (12 to 14.5 hrs) | £150   | £130   | £90  | £20   |
| Medium (6 to 10 hrs)  | £120   | £110   | £80  | £20   |
| Short (1 to 4 hrs)    | £110   | £100   | £70  | £20   |

- 8.2. Based on the evidence in this report and as an outcome of the review, it is recommended that Merton updates its charging policy to reflect and address:
1. Public Transport Access Level (PTAL) & length of enforcement,
  2. CO<sub>2</sub> emissions, and
  3. NO<sub>x</sub> emissions

### 8.3. Example of the principles applied for new Permit charges.



### 8.4. Vehicle Excise Duty (VED) model - addressing CO2 emissions.

- 8.5. It is recommended to introduce a VED model, which is based on the principles of the 'car tax'. The car tax bandings range from A to M, with category 'A' being for the least polluting vehicles and M the highest. VED was introduced by the government to move vehicle owners away from higher CO2 polluting vehicles and is familiar to motorists.
- 8.6. VED charging may result in some permits actually being reduced in price to reflect the emissions of the vehicle, but for owners of higher polluting vehicles a higher charge may be applicable. Proposed models are shown in Appendix 2.

### 8.7. ULEZ based model addressing NOx emissions.

- 8.7.1. As part of Merton's commitment to addressing local pollution caused by NOx and particulates emissions, it is recommended an appropriate 'surcharge' will also be applied based on the TfL model. The ULEZ based model, which is recommended, will replace the existing Diesel Levy surcharge.
  - ) For all vehicles manufactured before 2006 (which are primarily rated EURO 1, 2 & 3s) a proposed surcharge would be applicable, e.g. £150.
  - ) For **petrol** vehicles registered between 2006 and September 2015, which are EURO 4 and 5 rated, there is no surcharge.
  - ) For **diesel** vehicles registered between 2006 and September 2015, which are EURO 4 and 5 rated, a proposed surcharge would be applicable, e.g. £150.
  - ) Euro 6 cars which are manufactured since September 2015 will not have a ULEZ charge applied in line with TfLs model.

The table below is an illustrative example to show how the above ULEZ type surcharge would be applied.

|                    | <b>PETROL + DIESEL</b> | <b>PETROL</b>                         | <b>DIESEL</b>                         | <b>PETROL + DIESEL + ELECTRIC</b> |
|--------------------|------------------------|---------------------------------------|---------------------------------------|-----------------------------------|
|                    | Pre 2006 (EURO 1/2/3)  | Between 2006 - August 2015 (Euro 4/5) | Between 2006 - August 2015 (Euro 4/5) | Post September 2015 (Euro 6)      |
| proposed surcharge | <b>£150.00</b>         | No Charge                             | <b>£150.00</b>                        | No Charge                         |

### 8.8. Proposed Emission based charging models for each permit type.

8.9. Appendix 2 sets out an illustrative model to reflect the structure and type of emissions based charging model that is being proposed, including:

- ) Residents Permits
- ) Business & Traders Permits
- ) Teachers Permits
- ) Annual Visitor Permits
- ) Half/full day visitor permits
- ) On street Parking
- ) Off Street (Car Park Parking).

8.10. A full consultation process will be undertaken as part of this review on the new proposed emission based charging model and will include Residents, Businesses, key stakeholders, and community and equality groups. The details surrounding the consultation is set out in section 14 below.

8.11. The figures contained in appendix 2 will be subject to further review by the Sustainable Communities Overview and Scrutiny Committee and Cabinet following the consultation exercise. The model remains in draft at this stage and will be developed as the proposals go through further democratic and public oversight.

#### **Residential, Business, Teacher and Trade Permits.**

8.12. As set out above in 8.3 Residential, Business, Teacher and Trade permits charges will be a combination of a VED charge and a ULEZ based surcharge depending on vehicle emission and Euro rating.

#### **Annual visitor Permit**

8.13. The principle of emission based charging will also need to be applied to all Visitor Permits. At present, there is a flat fee irrespective of the type of vehicle the visitor permit is being used in. Annual Visitor Permits are not vehicle specific. It is therefore not possible to know which vehicle the permit is being used in and how polluting it is. Charges have therefore been set from January 2020 to include the existing diesel levy surcharge. The Annual visitor Permit in

the proposals in this report will be linked to the higher emission charge and will include a ULEZ based surcharge in the standard price.

- 8.14. As part of an emission based charging policy, a permit should be linked to individual vehicles. It is therefore recommended that Annual Visitor Permits are phased out by no later than April 2021, or the charge should reflect the highest charge plus the ULEZ surcharge

#### **Scratch cards and visitor e-permits.**

- 8.15. As set out above in 8.3 Residential, Business, Teacher and Trade permits charges Scratch Cards and Visitor E Permits will be a combination of a VED charge and a ULEZ based surcharge depending on vehicle emission and Euro rating.
- 8.16. The Council wishes to move towards more electronic charging and payment for parking charges. Scratch cards are more administratively expensive. In addition they do not automatically allow the charge to reflect the type of vehicle and the pollution level. It is recommended that there is a phased removal of scratch cards by April 2021. As part of the consultation, there will be a specific focus, with equality groups, to consider the impact on customers who are unable to buy vehicle specific permits online or via a smart phone. An alternative method of providing scratch cards may be through libraries, partner groups e.g. Age UK Merton, and other customer access points. Alternatively the scratch card could be priced to reflect the cost and at the highest rate of VED band plus 1.50 per card surcharge for ULEZ as recommended. In January 2020, Merton introduced the ability to buy e-visitor permits via the RingGo APP and online as an alternative to the traditional scratch card. Officers will continue to review the uptake of 'virtual/electronic' visitor permits.

#### **On and off street**

- 8.17. Merton does not currently have an emissions-based model for motorists that park on the street or in our car parks for business or leisure purposes. The current charge is based on location, capacity and duration, with the aim to achieve regular turnover of spaces or permit longer-term commuter parking as appropriate. The current charges do not take into account consideration of the type of vehicle driven and parked and the environmental damage being caused because of the journey. In order to encourage motorists to change behaviours it is considered appropriate that a charging model is implemented to discourage parking of high polluting vehicles across the borough.
- 8.18. Members are reminded of the Sustainable Communities Overview and Scrutiny Panel of 15<sup>th</sup> March 2017 in which a proposed charge for diesel vehicles be applied to council car parks. At the time, technology limited the ability to introduce such a charge. However, as set out below in 8.21 to 8.26, the technology now exists and an infrastructure upgrade is being planned.
- 8.19. A one off charge of £1.50 is proposed to be applied on top of the cost of each short term parking session, based on the ULEZ model at all pay and display parking locations, both on street and in council owned car parks.
- 8.20. In respect of Season Tickets in Car Parks, in January 2020 vehicles buying a 'season ticket in council owned car parks became liable to pay the diesel levy surcharge. As an illustration a charge of £150 is proposed to be applied in a ULEZ based model.



## **Emission based charging – operational considerations**

- 8.21. In order for any emission based charging for pay & display parking Merton will need to replace our current stock of pay & display machines, as they are not capable of determining vehicle type. New machines are required to allow a vehicle registration number to be entered and for an appropriate fee to be charged based on the emission of the individual vehicle.
- 8.22. There are currently 429 pay & display machines in Merton. Analysis shows that 80% of all transactions are achieved through 100 machines. Officers will be undertaking a review of the existing parking machine provision with a view to rationalising underutilised machines. New parking machines will need to be purchased and installed prior to the implementation of any emission based charging scheme.
- 8.23. At locations where there is no pay & display machines customers can use the RingGo service to pay for their parking. The current RingGo parking system, which is currently used by the majority of parking customers, is capable of charging an appropriate fee based on vehicle emissions and type of vehicle.
- 8.24. It is acknowledged, that a number of customers still use cash to pay for their parking and provision for these customers should continue. The removal of all machines and a 100% cashless parking system throughout Merton, which has occurred in some London boroughs, will remain under review. In locations where there is limited use, machines may be removed. This will deliver revenue savings to the Council.

## **Bay suspensions and ‘Permitted Parking’ applications**

- 8.25. Parking Services also offer a Bay Suspension and ‘Permitted Parking’ Services, which are in high demand. These services are used by residents moving house or undertaking maintenance work at their own property, domestic removals, mobile workshops to larger companies doing necessary utility works around the borough and special events. There is considerable administration cost involved, not only for the back office but for the Engineers who implement the suspensions on street with signs, notices and cones as appropriate. These charges have not been reviewed for a number of years and benchmarking information is shown below.

### Bay suspensions

- 8.26. At present there is a £25 administration fee that is applied to every application. This charge has not been reviewed in a number of years and does not reflect the actual cost involved in processing the application. It is recommended an administrative fee of £50 is applied for all standard applications.
- 8.27. In order to check and process these applications Parking Services requires a minimum of 7 full working days’ notice (excluding weekends/bank holidays or the day the application was sent). Unfortunately many late applications are received and although we endeavor to accommodate these requests there is an additional cost to the council.
- 8.28. It is therefore recommended that to cover cost, a premium charge is implemented, for application made between 3 and 6 days before the suspension is required. (Less than 3 days is not possible). If after assessing the feasibility of the application, we can accommodate the request, a premium charge of £100 is recommended. Adding this new additional service to accept late applications would be beneficial to utility companies or applicants who need

a suspension on such short notice. There is also a set price of £25 per bay per day and it is recommended this charge is increased to £40.

#### 'Permitted Parking'

- 8.29. Permission is given by Parking Services for customers to park on single yellow lines and other locations which do not cause traffic hazards or safety issues. The current charge is a flat rate of £13.20 per day, which does not reflect the administration cost of the service. It is therefore recommended that the charge be increased to £25 per day.

### **9. Financial, resource and property implications**

- 9.1. Any increase in parking charges will inevitably have an effect on parking income. This is difficult to accurately predict since we are seeking to change motorists' behaviour and reduce car usage. At this stage, the proposed model is very formative, and will require further analysis once the results of the consultation exercise are known.
- 9.2. A revised emissions based charging model with full projected financial implications will be presented to Members in summer 2020 after the consultation period and results have been analysed.
- 9.3. The overall level of income that will be achieved will be dependent on the actual implementation date and level of charges agreed following due process and consideration. It is important to note that the raising of income is not a contributing factor to any decision making process.
- 9.4. Local authorities are not permitted to use parking charges solely to raise income. When setting charges we must instead focus on how the charges will contribute to delivering the Council's statutory traffic management and key sustainability objectives.

### **10. ALTERNATIVE OPTIONS**

- 10.1. Change the price of the existing diesel levy, by increasing the surcharge. This would only have an effect on Diesel vehicles, and would not address the more polluting petrol vehicles.
- 10.2. There are a significant amount of variables contained in the proposed emissions model, i.e. you could use less bands, or the range of charges could vary for example, from the figures proposed. The figures could be higher or lower however it is important that the charging prices are set at an appropriate level to encourage the right behaviors.
- 10.3. Use an alternative to a ULEZ based model. As set out in the report some UK towns are looking to ban cars at certain location or have 'zones' which allow only certain vehicle types. These may be appropriate for other areas of the country, but not considered practical in Merton due to its many boundaries with neighboring boroughs. In addition, there is considerable through traffic within Merton, whereas in many of the 'zone' type schemes, the zone is often the final destination.
- 10.4. A further option is not to implement an emissions-based model and accept car ownership and car use will continue to increase the consequent negative impact on air quality and public health. If we do nothing then this will have serious

negative consequences on the general health of the local population. Doing nothing is not a recommended option as congestion will increase, we will continue to fail to meet the EU air quality standards and we will not be able to maximise sustainable active travel within the borough.

## 11. Legal and statutory implications

Legal and regulatory requirements of Parking and transport management.

### Statutory Provisions

11.1. The Road Traffic Regulation Act 1984 (s.122) specifies that the functions conferred on local authorities under the Act should be exercised:

*“to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway”.*

11.2. This includes (in s.122(1) of the Act)

- a) The desirability of securing and maintaining reasonable access to premises;
- b) The effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- c) The strategy prepared under Section 80 of the Environment Act 1995 [National Air Quality Strategy]
- d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- e) Any other matters appearing to the local authority to be relevant.

11.3. Under Section 45 of the Road Traffic Regulation Act 1984 (RTRA 1984) local authorities may designate parking places and may make charges for vehicles left in a parking place so designated. In exercising its functions under the RTRA 1984, including the setting of charges for parking places, the Council must do so in accordance with Section 122 of the RTRA 1984 above.

11.4. In addition s.45(3) of the Act provides that in determining what parking places are to be designated under this section [45] the local authority shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the matters to which that authority shall have regard include—

- (a) The need for maintaining the free movement of traffic;
- (b) The need for maintaining reasonable access to premises; and
- (c) The extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighborhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under this section.

11.5. In accordance with the council’s statutory responsibility under Section 122, the Council must have regard to these relevant considerations in the setting of charges. Setting pricing levels on the basis set out in this Report appears to be

consistent with the requirements of the Act (provided that countervailing factors are also taken into consideration, as they have been in the present proposals).

### Procedure

- 11.6. Under Section 35C and 46A of the Road Traffic Regulation Act 1984, a Local Authority has powers to vary off and on-street parking charges respectively. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 contains the order making procedures as well as those to be followed when varying charges by way of a 'notice of variation'.
- 11.7. In this case, it is recommended to undertake a full TMO amendment procedure (rather than a Variation procedure) to enable a comprehensive and detailed consultation process.
- 11.8. Regulation 7, The Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 provides for a 'notice of proposals' to be published in a local newspapers and London Gazette, and take such other steps to publicise the proposed Order which may include street notices or letters to affected addresses

### Fiscal Implications

- 11.9. The Road Traffic Regulation Act 1984 is not a fiscal or revenue-raising statute. In *Djanogly v Westminster City Council* [2011] RTR 9, Lord Justice Pitchford, in the Administrative Court, held that:

*"In my view, when designating and charging for parking places the authority should be governed solely by the s.122 purpose. There is in s.45 no statutory purpose specifically identified for charging. Charging may be justified provided it is aimed at the fulfilment of the statutory purposes, which are identified in s.122 (compendiously referred to by the parties as "traffic management purposes"). Such purposes may include but are not limited to, the cost of provision of on-street and off-street parking, the cost of enforcement, the need to "restrain" competition for on-street parking, encouraging vehicles off-street, securing an appropriate balance between different classes of vehicles and users, and selecting charges which reflect periods of high demand. What the authority may not do is introduce charging and charging levels for the purpose, primary or secondary, of raising s.55(4) revenue."*

- 11.10. This was in accordance with the previous Court decision in *Cran v Camden LBC* [1995] RTR 346, and was subsequently approved by the High Court (Mrs Justice Lang DBE) in the case of *R (Attfield) v London Borough of Barnet* [2013] EWHC 2089 (Admin).

### Application of Revenue

- 11.11. In terms of any income that may be generated by the increased charges, the Traffic Management Act 2004 amends section 55 (4) of the Road Traffic Regulation Act 1984 and directs that income should be used:
  - (a) To make good any payment used for parking places,
  - (b) For the provision of or maintenance of off street parking (whether in the open or not) and
  - (c) Where off street parking provision is unnecessary or undesirable:
    - (i) To meet the costs of provision of or operation of public passenger

- transport services, or*
- (ii) For highway or road improvement projects within the borough, or*
- (iii) For meeting costs incurred by the authority in respect of the maintenance of roads maintained at the public expense by them, Or*
- (iv) For the purposes of environmental improvement in the local authority's area, or*
- (v) Any other purposes for which the authority may lawfully incur expenditure.*

11.12. In addition, for London authorities, this includes the costs of doing anything “which facilitates the implementation of the London transport strategy”

11.13. However, for the reasons set out above Members must disregard any benefit in terms of the revenue that may be generated by these proposals when making the decision as to whether to proceed or not.

#### Decision-making: Public Sector Equality Duty (PSED)

11.14. In considering this Report and coming to their Decision, Members should have due regard to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant characteristic and persons who do not share it.
- (d) (Public Sector Equality Duty (s.149 Equality Act 2010))

11.15. The characteristics protected by the Act are:

- (a) age;
- (b) disability;
- (c) gender reassignment;
- (d) marriage and civil partnership;
- (e) pregnancy and maternity;
- (f) race;
- (g) religion and belief;
- (h) sex; and
- (i) sexual orientation

11.16. Due regard means that the duty has been considered ‘substance, with rigour, and with an open mind’ and requires a proper and conscientious focus on the statutory criteria.

11.17. The PSED is a duty to have due regard to the specified issues, and not to achieve a particular outcome.

11.18. Members should have due regard to the Council's draft Equality Assessment which accompanies this report.

#### Decision-making - General Principles of Public Law

11.19. In considering his Report and coming to their decision, Members should ensure that the decision is one, which is rational in public law terms.

- 11.20. This requires that Members carefully consider all relevant information, and disregard any information, which is irrelevant, and so the proposed policy, the reasons for the proposed charging scheme and pricing should be considered with regard to the statutory purposes of the Road Traffic Regulation Act set out above.

#### Duty to give conscientious consideration to the consultation results

11.21. The Courts have held that a consultation should meet the following standards:

- ) Consultation must be at a formative stage
- ) Sufficient information should have been provided to ensure consultees are able to provide a full response
- ) Sufficient time for response should be allowed, and
- ) Members should conscientiously take the consultation responses into account

### **12. Consultation Process**

- 12.1. Merton is committed to undertaking comprehensive consultation to gain the views of residents and stakeholders. This enables the Council to make informed decisions and to develop our policies.
- 12.2. The consultation period will start in May 2020 to ensure that there is sufficient time to fully engage with residents, stakeholders, and community and equality groups. To complete this exercise in advance of May is difficult given the Easter holiday during mid-April and the start of the purdah period from late March.
- 12.3. In addition, the council extended its consultation period in 2019 with regard to the new parking charges proposal to ensure sufficient time so that full consideration could be given to all representations.
- 12.4. This consultation will form part of a statutory consultation process, and meet the council legal obligations, which includes a requirement to bring the proposals to as wide an audience as possible.
- 12.5. To ensure the council generates as much feedback as possible, representations will be invited in writing, online via the web page, or by email to a dedicated email box. In addition, an online survey will be available.
- 12.6. As well as the online consultation, the council will also:
- ) Attend Community Forum meetings during the period of the consultation
  - ) Follow the statutory Traffic Management Order (TMO) process of displaying notices in roads within all of the CPZ areas, on pay, display machines, and in all council owned car parks.
  - ) A statutory notice placed in the newspaper
  - ) Copies of all proposals and background papers will be made available on deposit at all libraries and at the Civic Centre for public inspection/reference.
  - ) Consult with statutory and non-statutory consultees, including Businesses, Business Improvement Districts and the Chamber of Commerce.

- ) On the council's home page, we will display a link to the consultation web pages. The web pages gave full details of the proposal along with background papers and reports. The pages will also include a section, which aims to address frequently asked questions.

12.7. A number of statutory bodies will be consulted as part of the Traffic Management Order making process.

### **13. Human rights, equalities and community cohesion**

13.1. The draft EA is attached as Appendix 3

13.2. The draft EA sets out the overarching aims objectives and desired outcome of the proposal and their contribution to the council's corporate priorities. It also includes a detailed background on who will be affected by this proposal and the evidence the council has considered as part of its assessment.

- ) The draft EA draws up a list of areas of concern and ways to remove or minimise negative impact/discrimination
- ) To consult appropriate stakeholders as part of the review. Formulate an action plan to tackle issues arising from the draft EA.
- ) A copy of the outcome of the draft EA will be published on the councils' website.
- ) The draft EA Plan will be reviewed in 12 months' time, notwithstanding this, it should be noted that if approved, the policy would be kept under review and representatives of the affected groups would be consulted with to assess ongoing impact and consider further mitigation. Adjustments would be brought forward for Members' consideration as appropriate.

#### **Equality Groups**

13.3. Advice will be sought on the appropriate equality groups with protected characteristics, relevant to this proposal, in order to consult with directly to seek view and opinions.

13.4. Member of the Sustainable Communities Overview and scrutiny Panel raised the importance of consulting with all groups with special characteristics specifically including Pregnancy and Maternity, and the difficulty in travelling on public transport.

13.5. In addition, a copy of the consultation documentation will be sent to Merton Voluntary Sector Council act (MVSC) who in themselves have direct links to over 800 voluntary groups and organisations in Merton.

### **14. Crime and Disorder implications**

14.1. None

### **15. Risk management and health and safety implications**

15.1. There are no health and safety implications associated with this report at present.

## BACKGROUND PAPERS

- ) **London Borough of Merton's Air Quality Action Plan 2018-2023**, available here: <https://www2.merton.gov.uk/Merton%20AQAP%2020182023.pdf>
- ) **Annual Public Health Report 2017-18**, available here: <https://www2.merton.gov.uk/health-social-care/publichealth/annualpublichealthreport.htm>
- ) **Merton's Health and Wellbeing Strategy 2015-2018** <https://democracy.merton.gov.uk/documents/s28218/HWS%20Appendix%201.pdf>
- ) **Mayor's Transport Strategy 2018**, available here: <https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf>
- ) **Mayor's Health Inequalities Strategy 2018**, available here: [https://www.london.gov.uk/sites/default/files/health\\_strategy\\_2018\\_low\\_res\\_fa1.pdf](https://www.london.gov.uk/sites/default/files/health_strategy_2018_low_res_fa1.pdf)
- ) **'Benefits of Parking Management in London August 2018'**. <https://www.londoncouncils.gov.uk/node/34485>
- ) **Commission on Climate Change Report. May 2019** <https://www.theccc.org.uk/publication/net-zero-the-uks-contribution-to-stopping-global-warming/>

### List of Appendices

- Appendix 1 - Extract from online survey Parking Charge consultation results 2019
- Appendix 2 - Proposed emission and ULEZ based charging models
- Appendix 3 - Equalities Assessment
- Appendix 4 - List of reasons why customers have recently change their vehicle.
- Appendix 5 - Letter from the Leader to the Mayor of London and their reply
- Appendix 6 - Average nitrogen dioxide across diffusion tube monitoring sites
- Appendix 7 - Number of Residential Permits sold in 2018/19 per VED category each Controlled Parking Zone.



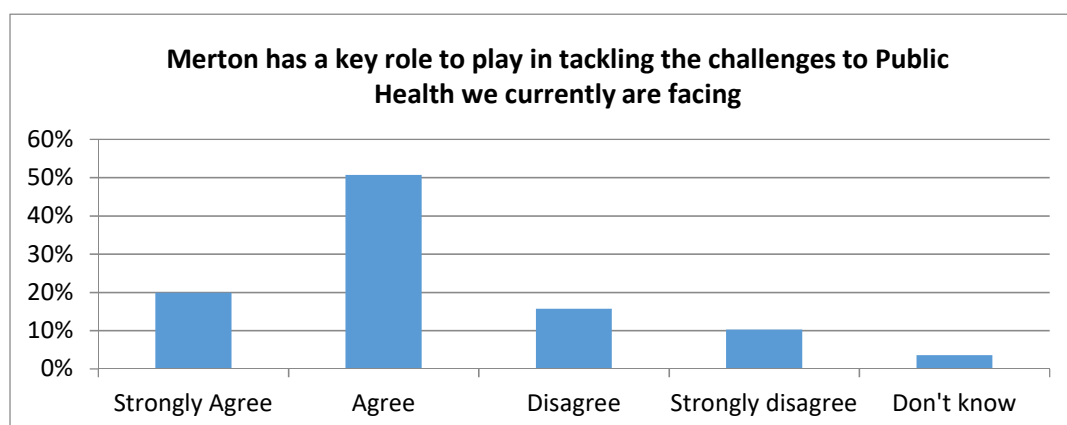
**EXTRACT FROM ONLINE SURVEY CONSULTATION RESULTS MAY 2019**

The sections below summarise the findings associated with each question and provide a graph for convenience. In all cases where it is stated respondents agreed, the figure given includes those that agreed and strongly agreed. Likewise, in the cases where we have stated respondents disagreed, this figure includes those who have either disagreed or strongly disagreed.

In some cases, we have drawn out a comparison from different 'groups'. This is to show if for example car owners answered the same question differently to non-car owners, the same principle applies for individuals with a disability who responded, and various age groups, etc.

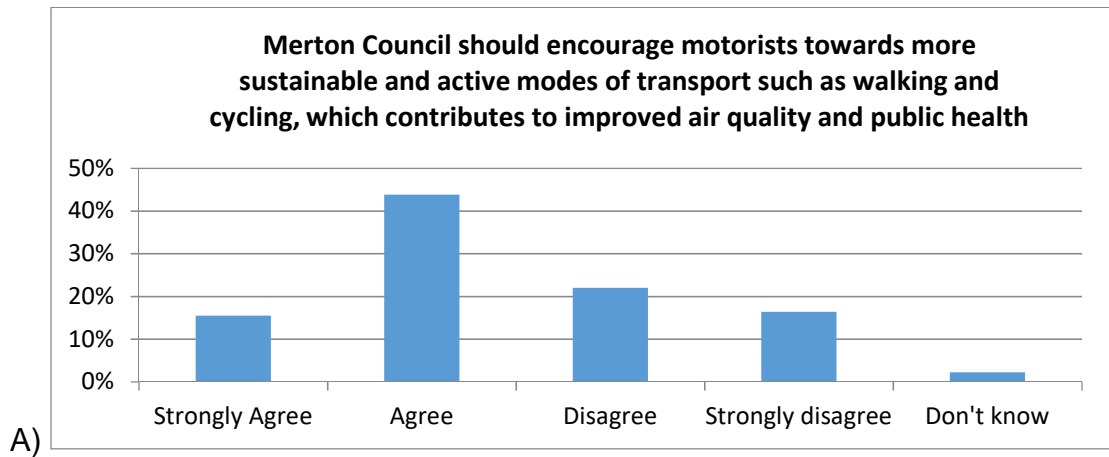
**Q1 PUBLIC HEALTH & AIR QUALITY**

Nearly three quarters (71%) of respondents agreed with the statement that Merton has a key role to play in tackling the challenges to public health we currently are facing with 26% disagreeing and 4% do not know. Non-car owners were more likely to agree (76%), whilst disabled respondents were less likely to agree (57%).



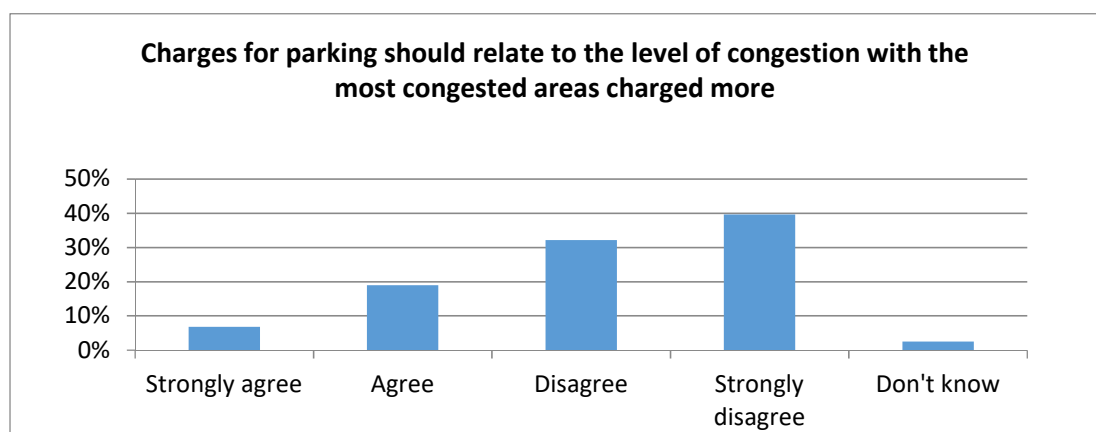
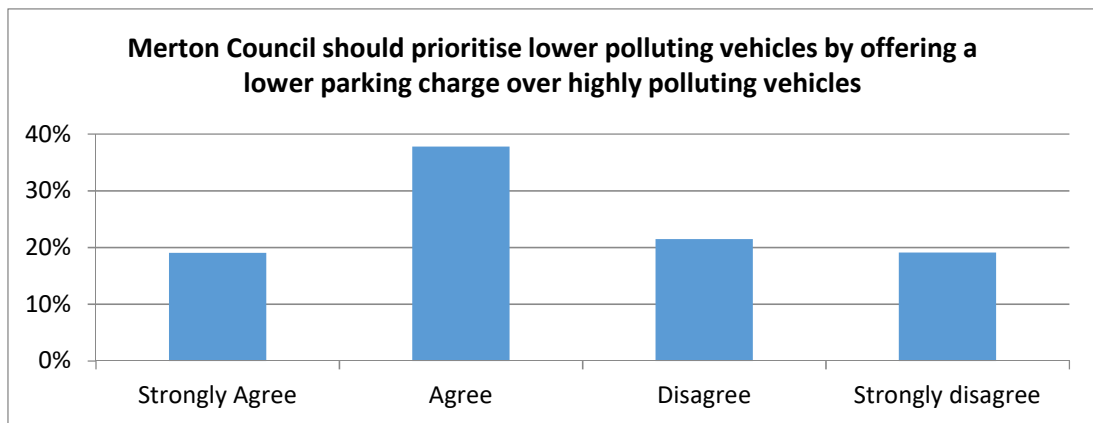
**Should Merton encourage active travel and use of public transport?**

A) Just over half (60%) agreed that Merton Council should encourage motorists towards more sustainable and active modes of transport such as walking and cycling, which contributes to improved air quality and public health with 38% disagreeing. Non-car owners were much more likely to agree (73%) as were Asian respondents (70%). Disabled respondents were less likely to agree (49%).



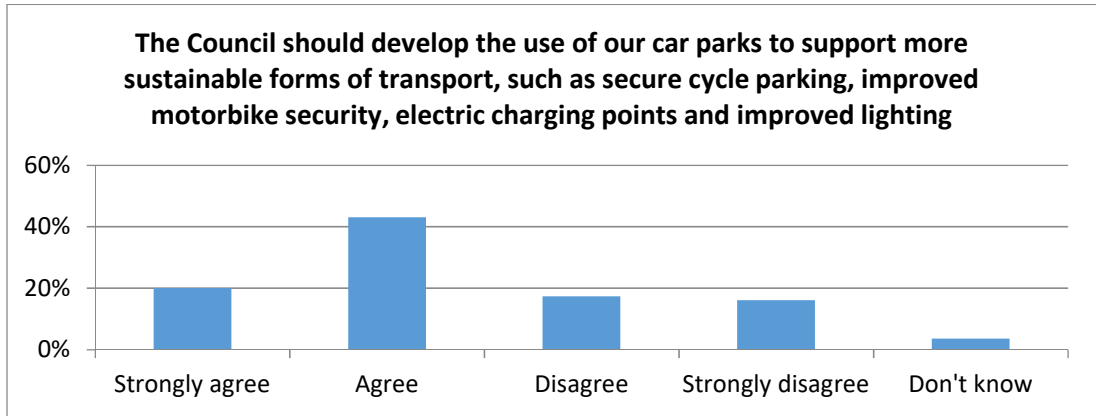
**Prioritising vehicle type.**

A) A similar proportion (57%) agreed that Merton Council should prioritise lower polluting vehicles by offering a lower parking charge over highly polluting vehicles. Again non-car owners were much more likely to agree (72%) as were older people with 61% of 66-75 year olds and 80% of over 76 year olds agreeing.



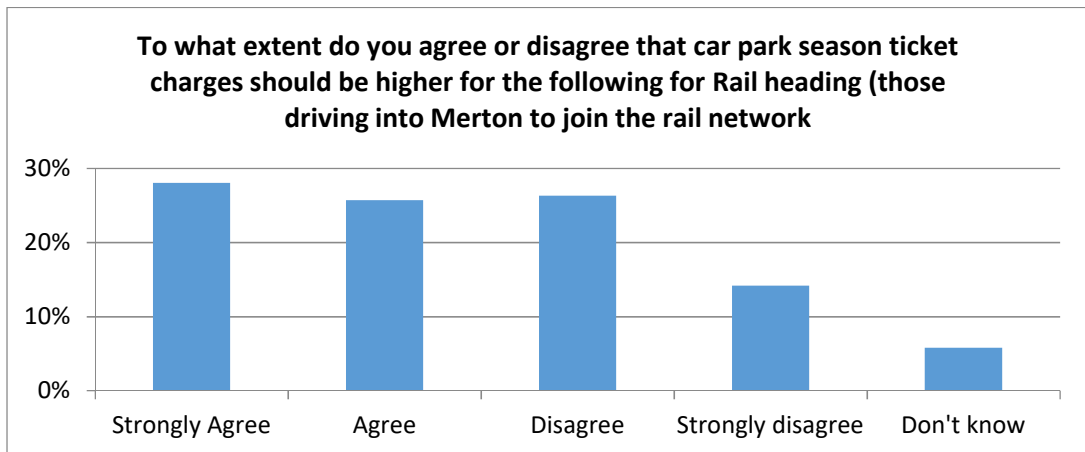
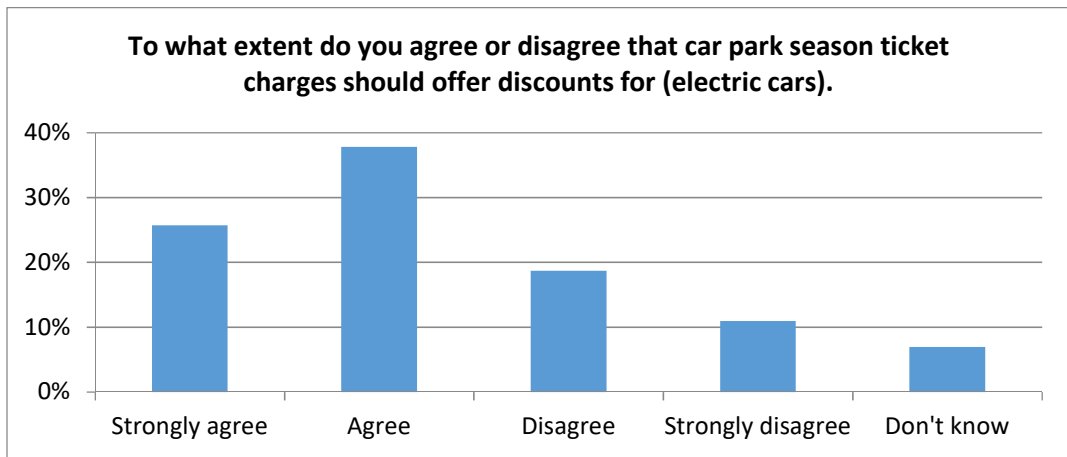
**Should Merton develop the use of car parks?**

A) Nearly two-thirds (63%) agreed that the Council should develop the use of our car parks to support more sustainable forms of transport with 33% disagreeing. Non-car owners were more likely to agree (72%), where as those who work in Merton were less likely to agree 57% as were disabled respondents (47%).



**Should Merton offer discounts to Electric vehicles in Car Parks?**

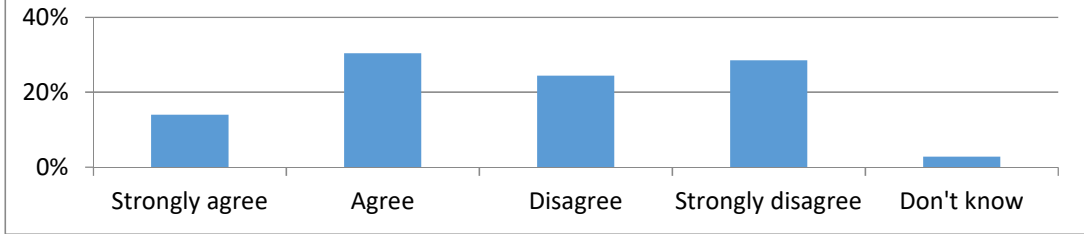
A) Nearly two thirds of respondents (64%) agreed that electric vehicles should receive a discount on season tickets with 30% disagreeing. Non-car owners were more likely to agree (69%).



**Car Fuel Type**

A) Just over half of respondents (52%) disagreed that charges for residents parking permits should be lower for electric vehicles and least polluting vehicles and higher for the most polluting vehicles whilst 44% agreed with the statement. Non-car owners were more likely to agree (58%) and less likely to disagree (38%). Residents aged 26-35 were more likely to agree (50%) as were those aged over 75 (58%)

**Charges for residents parking permits should be lower for electric vehicles and least polluting vehicles and higher for the most polluting vehicles**



**LIST OF REASONS WHY CUSTOMERS HAVE RECENTLY CHANGED THEIR VEHICLES**

| <b>Diesel to Petrol</b>  |
|--|
| Impending ULEZ expansion, Permit cost for petrol is reduced, wanted a petrol car with a Direct Shift Gear  |
| I was not happy with the choice of a diesel car due to pollutants. This was the primary reason for the change.   |
| The old car needed work so was cost effective to change it. The new petrol engines are as fuel efficient as the diesels and therefore as petrol is cheaper it makes sense to change  |
| I bought a diesel car because the Labour Government urged us to do so. The diesel car is more economical to run than a petrol one. I bought a petrol car because of the cost of my parking permit.   |
| I changed permits type because your charge was so high for diesel cars..... next media hype will probably say that petrol cars are worse than diesel !!!!!   |
| I will try to avoid diesel cars in the future as it now appears that they are worse for the environment than had hitherto been thought. The ULEZ charge is also a significant factor. Local parking charges are less of a factor.  |
| Changed my car from diesel to petrol because tax and insurance are cheaper and I am helping environment a bit more with the petrol. My next step would be getting a hybrid or a fully electric.  |
| My initial reason for changing my car was so I could drive in the ULEZ zone and also keep my cost down on road tax and parking cost. I only use my car at the weekend.   |
| More cost effective  |
| Do not drive much and more cost effective  |
| Cheaper  |
| Emissions and costs  |
| Diesel surcharge & ULEZ  |
| Cheaper to park because of the levy  |
| Diesel levy too high especially with new parking charges   |
| Hybrid, better for environment and cheaper permit  |
|  |
|  |
| <b>Petrol to Diesel - Reply</b>  |
| This is a temporary change as I am expecting a plug in hybrid, which is my preferred choice over diesel.   |
| My Petrol car was old and needed replacing - I now have a fuel efficient EURO 6 diesel engine, there was no petrol alternative available at that price.  |
| My PCP car agreement ended, and instead of getting another petrol, I got a diesel car.   |
| Needed a new car. I checked that new diesel car was ULEZ compliant and low polluting prior to purchase so was disappointed to find I was penalised by Merton   |
| My previous car was stolen, that is why I bought a new one.  |
| We needed a 7 seater car - there are very few 7 seat petrol powered vehicles available (and no EV options either). The diesel car we bought is a 2019 model so is the most advanced Diesel engine available. I expect our next car will have a different powertrain. At that point we will likely consider an EV but there would need to be significantly more charging infrastructure available before we made that leap. |

|  |
|--|
| I would love to have been able to change to an electric Tesla, however that is beyond my budget.   |
| I needed a larger 4x4 car which was cheap. If electric cars were cheaper I would buy one. It was a cost issue.   |
| I bought a new car. I wasn't specifically looking for a diesel car - it met all my requirements and just happened to be a diesel rather than a petrol car.   |
| The car is diesel hybrid - which means it is environmentally friendly in cities.   |
| I changed my car to a diesel because it is more economical plus its eco 2 supposed to be environmentally friendly and the petrol car was costing me more money, if I could afford to buy an electric car there would be no hesitation, |
| Diesel more cost effective for long journeys   |
| Electric is too expensive, diesel vans are cleaner and they do not have petrol vans  |
|  |

## LETTER FROM LEADER OF THE COUNCIL TO THE MAYOR OF LONDON

**COUNCILLOR STEPHEN ALAMBRITIS**  
**LEADER OF THE COUNCIL**  
 (Labour, Ravensbury Ward)



London Borough of Merton  
 Merton Civic Centre  
 London Road  
 Morden SM4 5DX

Tel: 020 8545 3424  
 Mob: 07958 139 498

Email: [stephen.alambritis@merton.gov.uk](mailto:stephen.alambritis@merton.gov.uk)

Date: 22 July 2019

Sadiq Khan  
 Mayor of London  
 City Hall  
 Queen's Walk  
 SE1 2AA

**Re: Air Quality**

As Leader of Merton Council, I, along with my Cabinet, have prioritised improving the poor air quality across the borough in recent years. We adopted our ambitious Air Quality Action Plan in 2018, and its 70 actions are all now being delivered. This includes action to tackle motorists who idle their car engines, implementing car free streets in close proximity to schools, investing in electric vehicle charging across the borough and promoting car sharing clubs. For your information, I have appended our Air Quality Action Plan.

In addition, we are currently in the process of introducing a new approach to car parking and resident permit charges, designed to encourage motorists to travel more sustainably more actively, improving both air quality and promoting more active and healthier lifestyles. The new charging approach follows on from the introduction of a diesel levy in 2017, which we are in the process of reviewing to assess its effectiveness.

During consultation on the new charges we received a significant amount of feedback from both residents and businesses who wanted to see London's bus fleet cleaned up far more quickly than the 2041 date currently proposed in your Transport Strategy. Residents cited the positive example of TfL's approach to Putney High Street and the impact the removal of diesel buses has had on the environment there as evidence of what could be achieved in Merton.

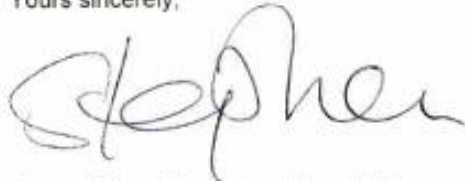
I know that my officers have raised this on several occasions with TfL but I would like to express my strong desire that the process of cleaning up of the bus fleet is accelerated right across Merton, but particularly in town centres and known Air Quality Focus Areas. With the introduction of the ULEZ there is a real concern that more polluting private vehicles and the older TfL bus fleet are now more likely to travel in outer London.

In addition, whilst we are encouraging residents to give up their cars we need to be more confident that there will be safe and accessible public transport options available. The lack of step free access at some of our busy train stations, particularly Raynes Park and Motspur Park, is a cause for concern, and any action you could take to expedite step action here would be appreciated.

TfL supported us in our unsuccessful bid earlier this year to the Department for Transport for Access for all monies and I would like to seek your support for future bids or alternate funds that we can sue to provide step free access to all public transport across the borough.

I look forward to hearing from you

Yours sincerely,

A handwritten signature in black ink that reads "Stephen". The signature is written in a cursive, flowing style.

**Councillor Stephen Alambritis**  
**Leader of the Council**



# MAYOR OF LONDON

**Cllr Stephen Alambritis**  
Leader of the Council  
London Borough of Merton  
Merton Civic Centre  
London Road  
Morden SM4 5DX

**Ref:** MGLA240719-8384

**Date:** 21 October 2019

Dear Stephen

Thank you for your letter to the Mayor of 22 July about air quality in the London Borough of Merton. I have been asked to respond and I am sorry for the delay in responding.

It is great to hear about all the action you are taking in Merton to tackle London's toxic air and I appreciated the update on some of the initiatives that you are taking forward as part of your Air Quality Action Plan.

You referred to the work Transport for London (TfL) has undertaken in Putney High Street. Low Emission Bus Zones, like Putney, are served only by buses which meet or exceed the cleanest Euro VI engine emission standards. As I want the same benefits to be felt everywhere in London, TfL is lifting the entire diesel bus fleet to the same level. So, I wanted to assure you that all TfL buses in Merton will reach Low Emission Bus Zone standards next year. We are 80 per cent of the way there, with work on the remaining buses being completed by October 2020. Euro VI emission buses emit up to 80 and 95 per cent less particulate matter and oxides of nitrogen respectively from their tailpipes – bringing immediate benefits to the areas they drive through.

In addition, all new double deck buses that have been introduced since last year have had to be hybrid or zero emission. The hybrid technology helps reduce CO2 and fuel consumption by a significant margin, which helps to cut greenhouse gases. TfL now operates the largest electric bus fleet in Europe and, as the technologies develop and become cheaper, this will accelerate the transition.

Turning to your point about transport accessibility, I agree that step-free access at stations is extremely important, which is why it forms a key part of the Mayor's Transport Strategy. In your borough, work to make Wimbledon Park tube station step-free will begin later this year.

As you state, Raynes Park station was included in TfL's nomination for the recent round of Access for All funding but not accepted by the Department for Transport (DfT). The DfT made their decision on funding allocations by setting a quota of stations by region across the UK. The applications are received by region and then ranked in order of demand by region with higher demand being preferred, together with the availability of third-party funding.

City Hall, London, SE1 2AA - london.gov.uk - mayor@london.gov.uk - 020 7983 4000

Motspur Park did not feature in the same nominations process as it is adjacent to Raynes Park and TfL did not want to make a submission for two stations that are close together on the same route, however there is still a good case for step-free access there.

Currently TfL has no funding to take forward step-free access proposals at these stations. The DfT has announced a further tranche of "Mid Tier" Access for All funding but this is aimed at small-scale schemes. The limit on contributions from the DfT is £1 million and there is only £20 million available for projects across Britain. If the cost exceeds £1 million for any project, then there has to be a guaranteed contribution from another party to cover the difference. TfL would support any further bids made for step-free access provision at these stations made by the borough but cannot commit to supporting these financially. I would advise you to look to other sources of funding, for example CIL or Section 106.

I hope this reply is helpful.

Yours sincerely,



**Heidi Alexander**  
Deputy Mayor for Transport

**NUMBER OF RESIDENTIAL PERMITS SOLD IN 2018/19 PER VED CATOGORY FOR EACH CONTROLLED PARKING ZONE.**

| CO2 Emission (g/km) | 0    | 1-50 | 51-75 | 76-90 | 91-100 | 101-110 | 111-130 | 131-150 | 151-170 | 171-190 | 191-225 | 226-255 | over 255 and N/A |
|---------------------|------|------|-------|-------|--------|---------|---------|---------|---------|---------|---------|---------|------------------|
| VED Band            | A    | B    | C     | D     | E      | F       | G       | H       | I       | J       | K       | L       | M                |
| <b>ZONE 1</b>       |      |      |       |       |        |         |         |         |         |         |         |         |                  |
| <b>SHORT</b>        |      |      |       |       |        |         |         |         |         |         |         |         |                  |
| P1                  | 1    | 1    | 2     | 3     | 10     | 24      | 75      | 96      | 79      | 47      | 48      | 14      | 55               |
| P2                  | 1    | 2    | 0     | 3     | 11     | 37      | 129     | 156     | 117     | 77      | 45      | 23      | 95               |
| P2S                 | 1    | 0    | 0     | 3     | 16     | 36      | 104     | 112     | 89      | 63      | 65      | 32      | 62               |
| T1 short            | 3    | 3    | 2     | 9     | 37     | 97      | 308     | 364     | 285     | 187     | 158     | 69      | 212              |
| <b>MEDIUM</b>       |      |      |       |       |        |         |         |         |         |         |         |         |                  |
| 2F                  | 1    | 2    | 0     | 1     | 12     | 17      | 39      | 61      | 63      | 38      | 26      | 11      | 49               |
| 3E                  | 1    | 8    | 3     | 8     | 29     | 91      | 204     | 298     | 245     | 147     | 140     | 41      | 119              |
| 3F                  | 1    | 0    | 1     | 0     | 9      | 25      | 71      | 70      | 85      | 44      | 33      | 14      | 32               |
| 4F                  | 1    | 2    | 0     | 2     | 10     | 16      | 48      | 45      | 50      | 27      | 17      | 3       | 23               |
| 5F                  | 1    | 4    | 4     | 4     | 42     | 74      | 173     | 227     | 182     | 147     | 98      | 23      | 107              |
| P3                  | 1    | 0    | 0     | 3     | 10     | 14      | 64      | 68      | 64      | 50      | 35      | 10      | 36               |
| VC                  | 0    | 2    | 0     | 1     | 11     | 21      | 45      | 52      | 33      | 22      | 18      | 16      | 33               |
| VOn                 | 3    | 5    | 1     | 1     | 7      | 14      | 37      | 49      | 40      | 34      | 26      | 10      | 41               |
| VOs                 | 5    | 3    | 1     | 1     | 4      | 7       | 11      | 25      | 28      | 12      | 31      | 7       | 18               |
| VOt                 | 5    | 0    | 0     | 1     | 9      | 13      | 36      | 54      | 42      | 25      | 25      | 14      | 47               |
| W1                  | 1    | 9    | 0     | 1     | 9      | 25      | 57      | 47      | 41      | 28      | 18      | 16      | 41               |
| W2                  | 1    | 1    | 0     | 2     | 10     | 4       | 35      | 44      | 34      | 19      | 15      | 13      | 17               |
| W5                  | 0    | 3    | 0     | 2     | 3      | 9       | 35      | 42      | 24      | 15      | 12      | 5       | 15               |
| W6                  | 0    | 1    | 0     | 0     | 4      | 14      | 26      | 25      | 29      | 17      | 12      | 5       | 22               |
| W7                  | 0    | 7    | 1     | 4     | 19     | 22      | 58      | 75      | 58      | 44      | 47      | 17      | 48               |
| T1med               | 21   | 47   | 11    | 31    | 188    | 366     | 939     | 1182    | 1018    | 669     | 553     | 205     | 648              |
| <b>LONG</b>         |      |      |       |       |        |         |         |         |         |         |         |         |                  |
| W3                  | 4    | 3    | 0     | 2     | 17     | 14      | 41      | 58      | 43      | 30      | 26      | 13      | 36               |
| W4                  | 1    | 8    | 0     | 4     | 26     | 33      | 129     | 155     | 128     | 89      | 59      | 24      | 69               |
| Tier 1 Long         | 5    | 11   | 0     | 6     | 43     | 47      | 170     | 213     | 171     | 119     | 85      | 37      | 105              |
| <b>ZONE 2</b>       |      |      |       |       |        |         |         |         |         |         |         |         |                  |
| <b>SHORT</b>        |      |      |       |       |        |         |         |         |         |         |         |         |                  |
| RPC                 | 1    | 2    | 0     | 3     | 14     | 27      | 65      | 83      | 85      | 43      | 32      | 9       | 45               |
| RPC1                | 0    | 1    | 0     | 0     | 1      | 3       | 8       | 16      | 9       | 10      | 14      | 2       | 9                |
| RPW                 | 1    | 1    | 1     | 1     | 4      | 15      | 17      | 15      | 18      | 10      | 6       | 6       | 9                |
| VQ                  | 0    | 0    | 0     | 0     | 3      | 2       | 21      | 21      | 21      | 19      | 12      | 3       | 12               |
| VSW1                | 1    | 3    | 1     | 1     | 3      | 14      | 32      | 53      | 40      | 28      | 14      | 5       | 36               |
| T 2 Short           | 3    | 7    | 2     | 5     | 25     | 61      | 143     | 188     | 173     | 110     | 78      | 25      | 111              |
| <b>MEDIUM</b>       |      |      |       |       |        |         |         |         |         |         |         |         |                  |
| A1                  | 0    | 4    | 0     | 14    | 14     | 42      | 123     | 141     | 112     | 51      | 51      | 16      | 54               |
| CW                  | 0    | 9    | 1     | 11    | 54     | 136     | 263     | 373     | 298     | 154     | 121     | 37      | 165              |
| CW1                 | 0    | 0    | 0     | 0     | 0      | 1       | 7       | 7       | 6       | 2       | 2       | 1       | 2                |
| CW2                 | 0    | 0    | 0     | 0     | 1      | 1       | 6       | 8       | 4       | 4       | 1       | 1       | 5                |
| CW4                 | 0    | 0    | 0     | 1     | 0      | 6       | 1       | 8       | 5       | 1       | 5       | 0       | 4                |
| H1                  | 0    | 1    | 0     | 2     | 9      | 15      | 43      | 42      | 46      | 29      | 26      | 4       | 23               |
| H2                  | 1    | 1    | 1     | 1     | 10     | 23      | 52      | 52      | 52      | 30      | 24      | 7       | 31               |
| M1                  | 1    | 0    | 0     | 7     | 2      | 13      | 23      | 24      | 27      | 17      | 12      | 3       | 19               |
| M2                  | 0    | 0    | 1     | 3     | 21     | 24      | 66      | 93      | 86      | 53      | 31      | 13      | 56               |
| M3                  | 0    | 0    | 0     | 0     | 0      | 0       | 2       | 3       | 4       | 1       | 3       | 0       | 1                |
| MP1                 | 0    | 6    | 0     | 3     | 14     | 30      | 93      | 117     | 95      | 64      | 39      | 17      | 60               |
| MP2                 | 0    | 1    | 0     | 4     | 4      | 3       | 25      | 22      | 21      | 12      | 13      | 0       | 14               |
| MP3                 | 0    | 0    | 0     | 1     | 5      | 12      | 15      | 17      | 25      | 21      | 13      | 2       | 13               |
| RP                  | 0    | 1    | 0     | 1     | 4      | 16      | 56      | 54      | 36      | 22      | 25      | 6       | 20               |
| RPE                 | 2    | 2    | 0     | 3     | 17     | 28      | 51      | 73      | 58      | 36      | 42      | 8       | 56               |
| RPN                 | 0    | 0    | 0     | 2     | 15     | 13      | 41      | 50      | 37      | 21      | 18      | 6       | 27               |
| RPS                 | 0    | 0    | 2     | 4     | 21     | 37      | 127     | 150     | 129     | 59      | 35      | 8       | 62               |
| S1                  | 0    | 7    | 0     | 4     | 22     | 37      | 123     | 139     | 113     | 76      | 56      | 18      | 80               |
| S2                  | 0    | 7    | 3     | 5     | 22     | 26      | 116     | 132     | 97      | 44      | 36      | 12      | 43               |
| S3                  | 0    | 3    | 1     | 1     | 11     | 34      | 70      | 80      | 57      | 29      | 36      | 9       | 48               |
| SW                  | 0    | 0    | 1     | 3     | 6      | 15      | 23      | 31      | 23      | 17      | 16      | 3       | 24               |
| SW1                 | 0    | 0    | 0     | 0     | 1      | 0       | 4       | 1       | 0       | 1       | 0       | 0       | 2                |
| VN                  | 0    | 2    | 1     | 1     | 7      | 11      | 26      | 12      | 12      | 12      | 18      | 8       | 16               |
| VNe                 | 0    | 1    | 0     | 1     | 9      | 5       | 19      | 12      | 13      | 6       | 8       | 4       | 7                |
| VNs                 | 0    | 0    | 0     | 0     | 0      | 0       | 5       | 9       | 6       | 1       | 9       | 1       | 13               |
| VSW                 | 0    | 1    | 0     | 0     | 3      | 0       | 9       | 8       | 9       | 12      | 12      | 3       | 5                |
| VSW2                | 0    | 0    | 0     | 0     | 2      | 4       | 3       | 9       | 1       | 4       | 5       | 3       | 4                |
| T 2 Medium          | 4    | 46   | 11    | 72    | 268    | 528     | 1377    | 1681    | 1372    | 779     | 657     | 190     | 854              |
| <b>LONG</b>         |      |      |       |       |        |         |         |         |         |         |         |         |                  |
| CW5                 | 0    | 0    | 0     | 2     | 2      | 4       | 10      | 13      | 4       | 3       | 2       | 1       | 0                |
| T 2 Long            | 0    | 0    | 0     | 2     | 2      | 4       | 10      | 13      | 4       | 3       | 2       | 1       | 0                |
| <b>ZONE 3</b>       |      |      |       |       |        |         |         |         |         |         |         |         |                  |
| <b>SHORT</b>        |      |      |       |       |        |         |         |         |         |         |         |         |                  |
| MT                  | 0    | 0    | 1     | 1     | 0      | 0       | 12      | 17      | 14      | 10      | 10      | 3       | 5                |
| T 3 Short           | 0    | 0    | 1     | 1     | 0      | 0       | 12      | 17      | 14      | 10      | 10      | 3       | 5                |
| <b>MEDIUM</b>       |      |      |       |       |        |         |         |         |         |         |         |         |                  |
| CW3                 | 1    | 0    | 3     | 2     | 11     | 25      | 67      | 89      | 75      | 54      | 44      | 15      | 48               |
| GC                  | 1    | 4    | 7     | 9     | 29     | 58      | 130     | 206     | 183     | 114     | 86      | 24      | 103              |
| GC1                 | 0    | 0    | 0     | 0     | 3      | 0       | 12      | 20      | 12      | 16      | 7       | 1       | 7                |
| GC2                 | 1    | 6    | 1     | 12    | 36     | 52      | 142     | 236     | 220     | 143     | 89      | 36      | 132              |
| WB2                 | 1    | 0    | 0     | 0     | 0      | 8       | 9       | 15      | 20      | 8       | 3       | 5       | 3                |
| T 2 Medium          | 4    | 10   | 11    | 23    | 79     | 143     | 360     | 566     | 510     | 335     | 229     | 81      | 293              |
| <b>LONG</b>         |      |      |       |       |        |         |         |         |         |         |         |         |                  |
| CH                  | 0    | 0    | 0     | 0     | 0      | 1       | 1       | 0       | 2       | 0       | 1       | 0       | 0                |
| MTC                 | 0    | 0    | 0     | 2     | 10     | 16      | 37      | 29      | 35      | 26      | 29      | 7       | 18               |
| WB1                 | 0    | 0    | 0     | 0     | 3      | 3       | 2       | 2       | 1       | 1       | 5       | 0       | 0                |
| T 3 Long            | 0    | 0    | 0     | 2     | 13     | 20      | 40      | 31      | 38      | 27      | 35      | 7       | 18               |
| No. Permits         | 40   | 124  | 38    | 151   | 655    | 1266    | 3359    | 4255    | 3585    | 2239    | 1807    | 618     | 2246             |
| %                   | 0.2% | 0.6% | 0.2%  | 0.7%  | 3.2%   | 6.2%    | 16.5%   | 20.9%   | 17.6%   | 11.0%   | 8.9%    | 3.0%    | 11.0%            |

This page is intentionally left blank

# Proposed emission based charging model (illustrative)

Appendix 2

A full consultation process will be undertaken as part of this review on the new proposed emission based charging model and will include Residents, Businesses, key stakeholders, and community and equality groups.

The illustrative figures contained in appendix 2 will be subject to further review by the Sustainable Communities Overview and Scrutiny Committee and Cabinet following the consultation exercise. The model remains in draft at this stage and will be developed as the proposals go through further democratic and public oversight.

## Current Residential Permit charges

| CO2 Emission (g/km)       | Permit Cost | Controlled Parking Zone in each Tier.  |
|---------------------------|-------------|--|
| <b>Emission Band</b>      |             |  |
| Tier 1 Long Enforcement   | £150        | W3,W4  |
| Tier 1 Medium Enforcement | £120        | 2F, 3E, 3F, 4F, 5F, VC, VOn, VOs, VOt, VSW, W2, W3   |
| Tier 1 Short Enforcement  | £110        | P1, P2 ,P2s  |
| Tier 2 Long Enforcement   | £130        | CW5  |
| Tier 2 Medium Enforcement | £110        | CW, CW1, CW2, CW4, M1, M2, M3, MP1, MP2, MP3, MP3, S1, S2, S3, SW, A1, RP, RPE, RPN, RPS, H1, H2, VN, VSW2, W1, Vne, VNs |
| Tier 2 Short Enforcement  | £100        | RPW, RPC, RPC1,  |
| Tier 3 Long Enforcement   | £90         | MTC, WB1.  |
| Tier 3 Medium Enforcement | £80         | CW3, GC, GC1, GC2, GC3, WB2, MTC1, MTC2.   |
| Tier 3 Short Enforcement  | £70         | MT   |

## Resident Permit, Emissions + ULEZ based model

| CO2 Emission (g/km)       | 0   | 1-50 | 51-75 | 76-90 | 91-100 | 101-110 | 111-130 | 131-150 | 151-170 | 171-190 | 191-225 | 226-255 | over 255 |
|---------------------------|-----|------|-------|-------|--------|---------|---------|---------|---------|---------|---------|---------|----------|
| Emission Band             | A   | B    | C     | D     | E      | F       | G       | H       | I       | J       | K       | L       | M        |
| Tier 1 Long Enforcement   | £20 | £100 | £110  | £120  | £130   | £140    | £150    | £170    | £210    | £300    | £370    | £450    | £540     |
| Tier 1 Medium Enforcement | £20 | £70  | £80   | £90   | £100   | £110    | £120    | £140    | £180    | £270    | £340    | £420    | £510     |
| Tier 1 Short Enforcement  | £20 | £60  | £70   | £80   | £90    | £100    | £110    | £130    | £170    | £260    | £330    | £410    | £500     |
| Tier 2 Long Enforcement   | £20 | £80  | £90   | £100  | £110   | £120    | £130    | £150    | £190    | £280    | £350    | £430    | £520     |
| Tier 2 Medium Enforcement | £20 | £60  | £70   | £80   | £90    | £100    | £110    | £130    | £170    | £260    | £330    | £410    | £500     |
| Tier 2 Short Enforcement  | £20 | £50  | £60   | £70   | £80    | £90     | £100    | £120    | £160    | £250    | £320    | £400    | £490     |
| Tier 3 Long Enforcement   | £20 | £40  | £50   | £60   | £70    | £80     | £90     | £110    | £150    | £240    | £310    | £390    | £480     |
| Tier 3 Medium Enforcement | £20 | £30  | £40   | £50   | £60    | £70     | £80     | £100    | £140    | £230    | £300    | £380    | £470     |
| Tier 3 Short Enforcement  | £20 | £25  | £30   | £40   | £50    | £60     | £70     | £90     | £130    | £220    | £290    | £370    | £460     |

## ULEZ based charge - Residents

| ULEZ BASED CHARGING TIERS                         |                                       |                                       |                              |
|---|---------------------------------------|---------------------------------------|------------------------------|
| PETROL + DIESEL                                   | PETROL                                | DIESEL                                | PETROL + DIESEL              |
| Pre 2006 (EURO 1/2/3 and not applicable vehicles) | Between 2006 - August 2015 (Euro 4/5) | Between 2006 - August 2015 (Euro 4/5) | Post September 2015 (Euro 6) |
| £150.00   | No Charge                             | £150.00                               | £0.00                        |

### Example of charging model.

| Zone & enforcement length | Exempl of car type | Fuel Type | Year | (g/km) | Band | Charge | ULEZ fee | Total |
|---------------------------|--------------------|-----------|------|--------|------|--------|----------|-------|
| Tier 1 Long Enforcement   | Fiat Doblo 1.9L    | Diesel    | 2005 | 153    | I    | £210   | £150     | £360  |
| Tier 2 Medium Enforcement | Audi A1 1L         | Petrol    | 2017 | 97     | E    | £90    | n/a      | £90   |
| Tier 3 medium Enforcement | Ford Fiesta 1L     | Petrol    | 2019 | 113    | G    | £80    | n/a      | £80   |

Visitor Scratch Cards and e- visitor permits

| CO2 Emission (g/km) |                |              | 0     | 1-50  | 51-75 | 76-90 | 91-100 | 101-110 | 111-130 | 131-150 | 151-170 | 171-190 | 191-225 | 226-255 | over 255 |
|---------------------|----------------|--------------|-------|-------|-------|-------|--------|---------|---------|---------|---------|---------|---------|---------|----------|
| Emission Band       | Current Charge | Permit type  | A     | B     | C     | D     | E      | F       | G       | H       | I       | J       | K       | L       | M        |
| Tier 1 Full day     | £5             | e-voucher    | £0    | £4.25 | £4.50 | £4.75 | £5.00  | £5.25   | £5.50   | £5.75   | £6.00   | £6.25   | £6.50   | £6.75   | £7.00    |
|                     |                | Scratch card | £8.50 |       |       |       |        |         |         |         |         |         |         |         |          |
| Tier 1 Half day     | £3.50          | e-voucher    | £0    | £2.75 | £3.00 | £3.25 | £3.50  | £3.75   | £4.00   | £4.25   | £4.50   | £4.75   | £5.00   | £5.25   | £5.50    |
|                     |                | Scratch card | £7.00 |       |       |       |        |         |         |         |         |         |         |         |          |
| Tier 2 Full day     | £4             | e-voucher    | £0    | £3.25 | £3.50 | £3.75 | £4.00  | £4.25   | £4.50   | £4.75   | £5.00   | £5.25   | £5.50   | £5.75   | £6.00    |
|                     |                | Scratch card | £7.50 |       |       |       |        |         |         |         |         |         |         |         |          |
| Tier 2 Half day     | £3             | e-voucher    | £0    | £3.25 | £3.50 | £3.75 | £4.00  | £4.25   | £4.50   | £4.75   | £5.00   | £5.25   | £5.50   | £5.75   | £6.00    |
|                     |                | Scratch card | £7.50 |       |       |       |        |         |         |         |         |         |         |         |          |
| Tier 3 Full day     | £3             | e-voucher    | £0    | £2.25 | £2.50 | £2.75 | £3.00  | £3.25   | £3.50   | £3.75   | £4.00   | £4.25   | £4.50   | £4.75   | £5.00    |
|                     |                | Scratch card | £6.50 |       |       |       |        |         |         |         |         |         |         |         |          |
| Tier 3 Half day     | £2             | e-voucher    | £0    | £1.25 | £1.50 | £1.75 | £2.00  | £2.25   | £2.50   | £2.75   | £3.00   | £3.25   | £3.50   | £3.75   | £4.00    |
|                     |                | Scratch card | £5.50 |       |       |       |        |         |         |         |         |         |         |         |          |

ULEZ based charge - Visitor Scratch Cards and e- visitor permits

|   | ULEZ CHARGING TIERS                   |                                       |                              |
|---|---------------------------------------|---------------------------------------|------------------------------|
| PETROL + DIESEL                                   | PETROL                                | DIESEL                                | PETROL + DIESEL              |
| Pre 2006 (EURO 1/2/3 and not applicable vehicles) | Between 2006 - August 2015 (Euro 4/5) | Between 2006 - August 2015 (Euro 4/5) | Post September 2015 (Euro 6) |
| £1.50   | No Charge                             | £1.50                                 | £0.00                        |

**Business Emission + ULEZ based r Sold in 6 month periods.**

| CO2 Emission (g/km) | 0   | 1-50 | 51-75 | 76-90 | 91-100 | 101-110 | 111-130 | 131-150 | 151-170 | 171-190 | 191-225 | 226-255 | over 255 and N// |
|---------------------|-----|------|-------|-------|--------|---------|---------|---------|---------|---------|---------|---------|------------------|
| Emission Band       | A   | B    | C     | D     | E      | F       | G       | H       | I       | J       | K       | L       | M                |
| Zones W1-W5         | £20 | £176 | £236  | £286  | £326   | £356    | £376    | £416    | £466    | £526    | £596    | £676    | £766             |
| Other Zones         | £20 | £131 | £191  | £241  | £281   | £311    | £331    | £371    | £421    | £481    | £551    | £631    | £721             |

**ULEZ based charge - Business**

|   | ULEZ BASED CHARGING TIERS             |                                       |                              |
|---|---------------------------------------|---------------------------------------|------------------------------|
| PETROL + DIESEL                                   | PETROL                                | DIESEL                                | PETROL + DIESEL              |
| Pre 2006 (EURO 1/2/3 and not applicable vehicles) | Between 2006 - August 2015 (Euro 4/5) | Between 2006 - August 2015 (Euro 4/5) | Post September 2015 (Euro 6) |
| £150.00   | No Charge                             | £150.00                               | £0.00                        |



## Teachers Permits

| CO2 Emission (g/km) | 0        | 1-50     | 51-75    | 76-90    | 91-100   | 101-110  | 111-130  | 131-150  | 151-170  | 171-190  | 191-225  | 226-255  | over 255 |
|---------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Emission Band       | <b>A</b> | <b>B</b> | <b>C</b> | <b>D</b> | <b>E</b> | <b>F</b> | <b>G</b> | <b>H</b> | <b>I</b> | <b>J</b> | <b>K</b> | <b>L</b> | <b>M</b> |
| All Areas           | £20      | £138     | £148     | £158     | £168     | £178     | £188     | £198     | £208     | £218     | £228     | £238     | £248     |

Based on 12 months.

## ULEZ based charge - Teachers

| ULEZ BASED CHARGING TIERS                         |                                       |                                       |                              |
|---|---------------------------------------|---------------------------------------|------------------------------|
| PETROL + DIESEL                                   | PETROL                                | DIESEL                                | PETROL + DIESEL              |
| Pre 2006 (EURO 1/2/3 and not applicable vehicles) | Between 2006 - August 2015 (Euro 4/5) | Between 2006 - August 2015 (Euro 4/5) | Post September 2015 (Euro 6) |
| £150.00   | No Charge                             | £150.00                               | £0.00                        |

**Trade**

Based on 12 months

| CO2 Emission (g/km) | 0   | 1-50 | 51-75 | 76-90 | 91-100 | 101-110 | 111-130 | 131-150 | 151-170 | 171-190 | 191-225 | 226-255 | over 255 and N/A |
|---------------------|-----|------|-------|-------|--------|---------|---------|---------|---------|---------|---------|---------|------------------|
| Emission Band       | A   | B    | C     | D     | E      | F       | G       | H       | I       | J       | K       | L       | M                |
| All Zones           | £20 | £600 | £680  | £750  | £810   | £860    | £900    | £940    | £990    | £1,050  | £1,120  | £1,200  | £1,290           |

**ULEZ based charge - Trade**

| ULEZ BASED CHARGING TIERS                         |                                       |                                       |                              |
|---|---------------------------------------|---------------------------------------|------------------------------|
| PETROL + DIESEL                                   | PETROL                                | DIESEL                                | PETROL + DIESEL              |
| Pre 2006 (EURO 1/2/3 and not applicable vehicles) | Between 2006 - August 2015 (Euro 4/5) | Between 2006 - August 2015 (Euro 4/5) | Post September 2015 (Euro 6) |
| £150.00   | No Charge                             | £150.00                               | £0.00                        |

## Annual Visitors Permit

| PTAL BAND                 | BASE JAN 2020 CHARGE | MAXIMUM RESIDENTS PERMIT CHARGE** | PROPOSED CHARGE + ULEZ Based Charge £150. |
|---------------------------|----------------------|-----------------------------------|---|
| Tier 1 Long Enforcement   | £400                 | £540                              | £690                                      |
| Tier 1 Medium Enforcement | £370                 | £510                              | £660                                      |
| Tier 1 Short Enforcement  | £360                 | £500                              | £650                                      |
| Tier 2 Long Enforcement   | £380                 | £520                              | £670                                      |
| Tier 2 Medium Enforcement | £360                 | £500                              | £650                                      |
| Tier 2 Short Enforcement  | £320                 | £490                              | £640                                      |
| Tier 3 Long Enforcement   | £340                 | £480                              | £630                                      |
| Tier 3 Medium Enforcement | £330                 | £470                              | £620                                      |
| Tier 3 Short Enforcement  | £320                 | £460                              | £610                                      |

## On and Off Steet parking

|   | ULEZ CHARGING TIERS                   |                                       |                              |
|---|---------------------------------------|---------------------------------------|------------------------------|
| PETROL + DIESEL                                   | PETROL                                | DIESEL                                | PETROL + DIESEL              |
| Pre 2006 (EURO 1/2/3 and not applicable vehicles) | Between 2006 - August 2015 (Euro 4/5) | Between 2006 - August 2015 (Euro 4/5) | Post September 2015 (Euro 6) |
| £1.50   | No Charge                             | £1.50                                 | £0.00                        |

## Car Park Season Tickets

|   | ULEZ CHARGING TIERS                   |                                       |                              |
|---|---------------------------------------|---------------------------------------|------------------------------|
| PETROL + DIESEL                                   | PETROL                                | DIESEL                                | PETROL + DIESEL              |
| Pre 2006 (EURO 1/2/3 and not applicable vehicles) | Between 2006 - August 2015 (Euro 4/5) | Between 2006 - August 2015 (Euro 4/5) | Post September 2015 (Euro 6) |
| £150.00   | No Charge                             | £150.00                               | £0.00                        |

# Equality Analysis



Please refer to the guidance for carrying out Equality Assessments is available on the intranet  
 Text in blue is intended to provide guidance – you can delete this from your final version.

Page 81

|  |  |
|--|--|
| <p>What are the proposals being assessed?</p>                      | <p><b>Saving title – Diesel levy on Pay and Display parking</b></p> <p>Charging a diesel ‘levy’ for all on and off street parking incidents would nudge owners of diesel cars way from owning a diesel car and this EA assesses the impact on service users.</p> <p>To facilitate this change 100 new machines are required which can charge based on vehicle type. The plan is to remove all existing machines circa 450, land insert 100 new machines, These 100 machines account 80% of all transactions. Currently 2.3 m transactions – c £4.6 m per annum</p> <p>This assessment considers, 1) the effect of an increased charge for diesel car owners and 2) the payment methods at location where a machine is no longer an alternative and 3) in respect of the 100 new machines the impact for card only or card and cash.</p> <p>Ease of Implementation<br/>                 Any of the above changes will require a consultation process completed before introduction.</p> |
| <p>Which Department/ Division has the responsibility for this?</p> | <p>Parking Services, Environment and Regeneration</p>  |

| <b>Stage 1: Overview</b>  |   |
|---|---|
| Name and job title of lead officer  | Ben Stephens, Head of Parking   |
| 1. What are the aims, objectives and desired outcomes of your proposal? (Also explain proposals e.g. reduction/removal of service, deletion of posts, changing criteria etc.) | <p>In setting out its measures of success, the on/off street diesel levy surcharge aims to reduce the number of diesel cars owned within the borough. Local authorities are not permitted to use parking charges solely to raise income. When setting charges, we must instead focus on how the charges will contribute to delivering the Council's traffic management and other policy objectives.</p> <p>Merton wishes to ensure that the highest priority is given, to its responsibilities to deliver cleaner local air at a time when the current situation has been described as a global public health emergency. We are delivering a new Air Quality Action Plan that is ambitious in its aims and already demonstrates that we as an authority will use all of the powers available to us, not only to challenge and tackle this problem; but also to work towards delivering our legal responsibilities to protect the public.</p> <p>The council recognises the part that it has to play, in developing and delivering a framework to tackle air quality, demand for parking, and congestion in the borough. It does not stand alone on these issues. All of the other London boroughs are seeking to implement new parking policies to tackle similar problems.</p> <p>There are very few direct levers available to stimulate a change in driver behaviour, and the council believes that the rationale for setting the new parking charges is about giving people the right nudge and opportunity to make different choices.</p> <p>Members are requested to exercise their statutory duty to secure the expeditious, convenient and safe movement of traffic, and the provision of suitable and adequate parking facilities in the context of the public health agenda. This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p>This proposal sets out the rationale of seeking to adjust driver behaviour and to ensure that we can provide a modern, efficient and environmentally sustainable transport policy for residents, visitors and businesses, now and in the future.</p> <p>They explain the Public Health vision to protect and improve physical and mental health outcomes for the whole population in Merton, and to reduce health inequalities. At the heart of the strategy is</p> |

|   |   |
|---|---|
|   | <p>the concept that the environment is a key driver for health. It can be summarised by <b>'making the healthy choice the easy choice'</b>.</p>   |
| <p>2. How does this contribute to the council's corporate priorities?</p> | <p>It contributes in the following ways:</p> <ol style="list-style-type: none"> <li>1. Reduce congestion</li> <li>2. Improve air quality and meet EU quality standards</li> <li>3. To meet the actions set out in the Merton Health and Wellbeing Strategy 2019</li> <li>4. Adopt a healthy street approach</li> <li>5. Promote healthier life styles and encourage more active travel</li> </ol> <p>Healthy places:<br/>The 'healthy streets' approach defines a healthy street as one with: things to see and do; places to stop and rest; shade and shelter; clean air; and pedestrians from all walks of life. It must be easy to cross; and feel safe, relaxing and not too noisy. Put simply, it needs to be an environment in which people choose to walk and cycle. Action against these indicators ultimately improves health, and parking policy has a role to play for example, by helping improve air quality, and incentivising people to walk, cycle and use public transport.</p> <p>Merton Air Quality Action Plan 2018-2023</p> <p>Merton's Air Quality Action Plan 2018-2023 strongly supported by Members is a key policy document, which clearly sets out the links between vehicle use and air quality in the Borough. Air pollution is recognised, as a major contributor to poor health with more than 9000 premature deaths attributed to poor air quality in London Air pollution is associated with a number of adverse health impacts: it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are often less affluent.</p> |

|   |  |
|---|--|
|   | <p>Air quality has been identified as a priority both nationally and within London, where pollution levels continue to exceed both EU limit values and UK air quality standards. Pollution concentrations in Merton have historically and continue 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. In some locations the NO<sub>2</sub> concentration is also in excess of the UK 1-hour air quality objective (60µg/m<sup>3</sup>) which indicates a risk not only to people living in that area but also for those working or visiting the area.</p> <p>In Merton an Air Quality Management Area (AQMA) has been declared for the whole borough. The AQMA has been declared for the following pollutants: Nitrogen Dioxide: we are failing to meet the EU annual average limit for this pollutant at some of our monitoring stations and modelling indicates it is being breached at a number of other locations. We may also be breaching the UK 1-hour Air Quality Objective based on measured concentration for NO<sub>2</sub> being in excess of 60µg/m<sup>3</sup> at some locations within the borough. There are four focus areas in the borough. These are in the main centres of Mitcham, Morden, Raynes Park and Wimbledon.</p> <p><b>Parking and Traffic Management</b><br/>This proposed Parking Charges report sets out the important role Parking and transport policy has in managing the roads and wider travel needs of the public. Merton's policy links closely with the local Implementation Plan and the Mayors Transport Strategy, which sets out objectives in detail.</p> |
| <p>3. Who will be affected by this proposal? For example who are the external/internal customers, communities, partners, stakeholders, the workforce etc.</p> | <p>The proposal will affect all residents, businesses, workers and visitors to the borough, across all socio-economic groups, who own a diesel vehicle.<br/>In order to set the context for the proposal the following profile has been used.</p> <p><b>Merton's profile</b><br/>Merton has a diverse and growing population. In 2018, Merton has an estimated resident population of 209,400, which is projected to increase by about 3.9% to 217,500 by 2025. The age profile is predicted to shift over this time, with notable growth in the proportions of older people (65 years and older) and a decline in the 0-4 year old population.</p>  |



| Age   | Percentage of total population |
|-------|--------------------------------|
| 0-4   | 7.4%                           |
| 5-17  | 15.7%                          |
| 18-64 | 64.5%                          |
| 65-84 | 10.7%                          |
| 85+   | 1.7%                           |

Source: GLA Housing led projection, data from 2016 SHLAA

#### Sex

| Age   | Female         | Male           |
|-------|----------------|----------------|
| 0-4   | 106,045 (51%)  | 103,370 (49%)  |
| 5-17  | 16,077 (49%)   | 16,733 (51%)   |
| 18-64 | 68,266 (50.5%) | 66,914 (49.5%) |
| 65-84 | 11,840 (53%)   | 10,500 (47%)   |
| 85+   | 2,287 (63%)    | 1,343 (37%)    |

Source: The 9 Protected Characteristics, Merton. Available from:  
<https://www2.merton.gov.uk/9%20PC%20July%202018%20Final.pdf>

In 2018, east Merton has an estimated resident population of 110,200 which is projected to increase to 113,900 by 2025 (a 3.3% increase) compared to west Merton, which has an estimated resident population of 99,200 which is projected to increase to 103,600 by 2025 (a 4.5% increase). East Merton generally has a larger younger population of 0-29 year olds compared to west Merton, which generally has a larger population of people, aged 35 and over.

In 2018, Merton has an estimated 135,200 working age population (18-64 year olds), which make up 64.5% of the total population. By 2025 this is predicted to increase in numbers to almost 140,000 (although decrease slightly as a proportion of the total population, to 64.3%). Almost 72,000 of this age group currently reside in east Merton compared to 63,200 in west Merton. There is expected to be an increase by 2025 to 73,800 in east Merton and 66,200 in west Merton.

|  |  |
|--|--|
|  | <p>Merton has 22,350 people aged 65-84 years old (10.7% of the total population). By 2025, this is predicted to increase to 24,350 (11.2%). 10,350 live in east Merton compared to 12,000 in west Merton. By 2025 there is expected to be an increase to 11,550 in east Merton and almost 12,800 in west Merton.</p> <p>Merton along with most London Boroughs is currently failing its annual legal air quality targets for both NO2 and Particulates (PMs); this problem is most severe around the major transport routes. There is emerging evidence that schools in London which are worst affected by air pollution are in the most deprived areas, meaning that poor children and their families are exposed to multiple health risks.</p> |
| <p>4. Is the responsibility shared with another department, authority or organisation? If so, who are the partners and who has overall responsibility?</p> | <p>Yes. Responsibility is shared with the following departments, organisations and partners. Future Merton, Highways and Transportation, Planning, Mayor of London, TfL, transport operators, Parking Services.</p>  |

## Stage 2: Collecting evidence/ data

### 5. What evidence have you considered as part of this assessment?

Provide details of the information you have reviewed to determine the impact your proposal would have on the protected characteristics (equality groups).

The Council have assessed the use of public transport and active transport and are considered alternatives to owning a vehicle. Specifically diesel cars contribute significantly to poor air quality. There are also other vehicle types such as electric or hybrid which are clear alternatives.

In the proposal there will be locations where currently a P&D machine is in situ, but may be removed and for a 'cashless' payment to be made through a phone or APP. This assessment has considered the impact on individuals unable to pay by phone or APP at locations where cash machines are not an option.

In respect of the locations where the 100 new machines are being put in, consideration will be given to have cash and card payments or just cash.

Key factors considered included:

- (i) Air Quality hotspots
- (ii) Areas of high congestion

Merton is committed to undertaking comprehensive consultation to gain the views of residents and stakeholders. This enables the Council to make informed decisions and to develop our policies.

**Stage 3: Assessing impact and analysis**

6. From the evidence you have considered, what areas of concern have you identified regarding the potential negative and positive impact on one or more protected characteristics (equality groups)?

| Protected characteristic (equality group) | Tick which applies |    | Tick which applies        |    | Reason<br>Briefly explain what positive or negative impact has been identified   |
|---|--------------------|----|---------------------------|----|--|
|   | Positive impact    |    | Potential negative impact |    |  |
|   | Yes                | No | Yes                       | No |  |
| Age                                       | X                  |    | X                         |    | <p><b><u>Positive Impact</u></b></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners of diesel cars within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><b><u>Potential Negative Impact</u></b></p> <p><u>(Areas of mobile phone payments only)</u></p> <p>There may be a number of residents (predominantly elderly) who do not own a mobile phone and would be unable to make payment via RingGo in locations where there is no machine to do so, they would be unable to make payment unless an alternative option is available.</p> <p><u>(Locations where there is a machine to make payment)</u></p> |

|                   |   |  |   |   |
|-------------------|---|--|---|---|
|                   |   |  |   | <p>In the case where there is a machine available for payment, it is being considered for these machines to only take cashless payments. If a motorists does not have a bank card to make payment, they would be unable to make payment unless an alternative option is available.</p> <p>However, car tax, insurance and maintenance petrol cost/expenditure would mean that it is very unlikely that a vehicle owner did not have a bank card to make payment.</p>  |
| <b>Disability</b> | X |  | X | <p><b><u>Positive Impact</u></b></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners of diesel cars within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><b><u>Potential Negative Impact</u></b></p> <p><u>(Areas of mobile phone payments only)</u></p> <p>Digitisation statistics do show individuals with a disability are less likely to own a mobile phone and would therefore be unable to make payment via RingGo, in locations where there is no machine to do so, unless an alternative option is available.</p> <p><u>(Locations where there is a machine to make payment)</u></p> <p>In the case where there is a machine available for payment, it is being considered for these machines to only take cashless payments. If a motorists does not have a bank card to make</p> |

|                                       |   |  |  |   |  |
|---------------------------------------|---|--|--|---|--|
|                                       |   |  |  |   | <p>payment, they would be unable to make payment unless an alternative option is available.</p> <p>However, car tax, insurance and maintenance petrol cost/expenditure would mean that it is very unlikely that a vehicle owner did not have a bank card to make payment.</p>  |
| <b>Gender Reassignment</b>            | X |  |  | X | <p><b><u>Positive Impact</u></b></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners of diesel cars within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><b><u>Potential Negative Impact</u></b></p> <p>None identified</p> |
| <b>Marriage and Civil Partnership</b> | X |  |  | X | <p><b><u>Positive Impact</u></b></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners of diesel cars within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><b><u>Potential Negative Impact</u></b></p>                        |

|                                |   |  |  |   |  |
|--------------------------------|---|--|--|---|--|
|                                |   |  |  |   | None identified  |
| <b>Pregnancy and Maternity</b> | X |  |  | X | <p><b><u>Positive Impact</u></b></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners of diesel cars within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><b><u>Potential Negative Impact</u></b></p> <p>None identified</p> |
| <b>Race</b>                    | X |  |  | X | <p><b><u>Positive Impact</u></b></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners of diesel cars within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><b><u>Potential Negative Impact</u></b></p> <p>None identified</p> |
| <b>Religion/ belief</b>        | X |  |  | X | <b><u>Positive Impact</u></b>  |

|                           |   |  |  |   |  |
|---------------------------|---|--|--|---|--|
|                           |   |  |  |   | <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners of diesel cars within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><b><u>Potential Negative Impact</u></b></p> <p>None identified</p>                                      |
| <b>Sex (Gender)</b>       | X |  |  | X | <p><b><u>Positive Impact</u></b></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners of diesel cars within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><b><u>Potential Negative Impact</u></b></p> <p>None identified</p> |
| <b>Sexual orientation</b> | X |  |  | X | <p><b><u>Positive Impact</u></b></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners of diesel cars within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of</p>  |



|                              |   |  |   |  |
|------------------------------|---|--|---|--|
|                              |   |  |   | <p>vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><b><u>Potential Negative Impact</u></b></p> <p>None identified</p>  |
| <b>Socio-economic status</b> | X |  | X | <p><b><u>Positive Impact</u></b></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners of diesel cars within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><b><u>Potential Negative Impact</u></b></p> <p>The increased cost of parking a diesel car would have a negative impact to those who are less well off.</p> <p><u>(Areas of mobile phone payments only)</u></p> <p>Those individuals who drive a vehicle but cannot afford a mobile phone may be disadvantaged and would therefore be unable to make payment via RingGo, in locations where there is no machine to do so, unless an alternative option is available.</p> <p><u>(Locations where there is a machine to make payment)</u></p> <p>In the case where there is a machine available for payment, it is being considered for these machines to only take cashless payments. If a motorists does not have a bank card to make payment, which may be case in some social-economic groups, they</p> |

|  |  |  |  |  |   |
|--|--|--|--|--|---|
|  |  |  |  |  | <p>would be unable to make payment unless an alternative option is available.</p> <p>However, car tax, insurance and maintenance petrol cost/expenditure would mean that it is very unlikely that a vehicle owner did not have a bank card to make payment.</p> |
|--|--|--|--|--|---|

**7. If you have identified a negative impact, how do you plan to mitigate it?**

The mitigations for disability, age, pregnancy & maternity and socio-economic status are set out in the Action Plan below.

**Stage 4: Conclusion of the Equality Analysis**

**8. Which of the following statements best describe the outcome of the EA (Tick one box only)**

Please refer to the guidance for carrying out Equality Assessments is available on the intranet for further information about these outcomes and what they mean for your proposal

- Outcome 1** – The EA has not identified any potential for discrimination or negative impact and all opportunities to promote equality are being addressed.
- Outcome 2** – The EA has identified adjustments to remove negative impact or to better promote equality.
- Outcome 3** – The EA has identified some potential for negative impact or some missed opportunities to promote equality and it may not be possible to mitigate this fully.
- Outcome 4** – The EA shows actual or potential unlawful discrimination.

**Stage 5: Improvement Action Pan**

8. Equality Analysis Improvement Action Plan template – Making adjustments for negative impact

| Negative impact/ gap in information identified in the Equality Analysis | Action required to mitigate | HOW WILL YOU KNOW THIS IS ACHIEVED? E.G. PERFORMANCE MEASURE/ TARGET) | By when | Existing or additional resources? | Lead Officer | Action added to divisional/ team plan? |
|---|-----------------------------|---|---------|-----------------------------------|--------------|--|
|---|-----------------------------|---|---------|-----------------------------------|--------------|--|

|            |   |  |         |          |              |     |
|------------|---|--|---------|----------|--------------|-----|
| <p>Age</p> | <p>There are a number of alternatives to the use/ownership of a diesel vehicle, including cleaner vehicles or the transition to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality.</p> <p><u>Access to bank cards.</u></p> <p>The cost of maintain a car in London is significant and includes, car tax, insurance and maintenance petrol. This cost/expenditure would mean that it is very unlikely that a vehicle owner did not have a bank card to make payment at locations where card only payments are to be accepted.</p> <p>However there may be some residents, (who are more likely to be elderly) who do not have a bank card.</p> <p>Debit or Credit card ownership in the UK is significant with a growing trend of more ownership and usage. Further the use of contactless payments has increased in recent years which has made payment quicker and easier. Statistics show</p> |  | Current | Existing | Ben Stephens | Yes |
|------------|---|--|---------|----------|--------------|-----|

the younger the age the higher the ownership and use. For the more elderly **XX** own a bank card which would be used for payment. Individuals who drive a vehicle for business and or pleasure are more active and mobile, and are already more likely to use a bank card to make payments.

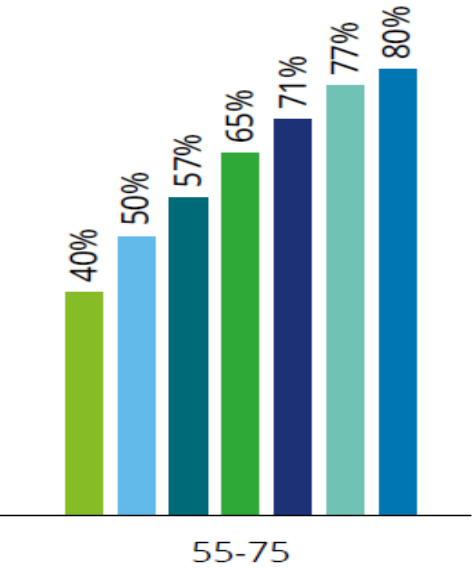
Access to smart phones

Locations where only a mobile phone can be used accounts for 20% of all transactions/locations.

Smartphone adoption among 55-75-year-olds in the UK has now reached 80%. (Graph below)  
 Therefore 80% of 55-75 year old have the option to pay by smart phone. This figure is for the UK and it is known that there is a greater uptake of digitalisation in London and the South East. 18-24-year-olds, market penetration is at a record 96%. 95% of smart phone users have used their phone within the last 24 hours which shows regular use. (Deloitte survey September 2019).

The table below shows increase in smart phone ownership over the last 7 years with it being at 80% in 2019.

|  |  |  |  |  |  |
|--|--|--|--|--|--|
|  |  |  |  |  |  |
|--|--|--|--|--|--|

|                                     |  |  |  |  |  |  |
|-------------------------------------|--|--|--|--|--|--|
|                                     |  <p>55-75</p> <p>The council will offer an option to sell single use scratch cards in advance for use when parking at locations where cash is not an alternative.....</p>   |  |  |  |  |  |
| <p><b>Socio-economic status</b></p> | <p>There are a number of alternatives to the use/ownership of a diesel vehicle, including cleaner vehicles or the transition to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality.</p> <p><u>Access to bank cards.</u></p> <p>The cost to maintain a car in London is significant and includes, car tax, insurance and maintenance</p> |  |  |  |  |  |

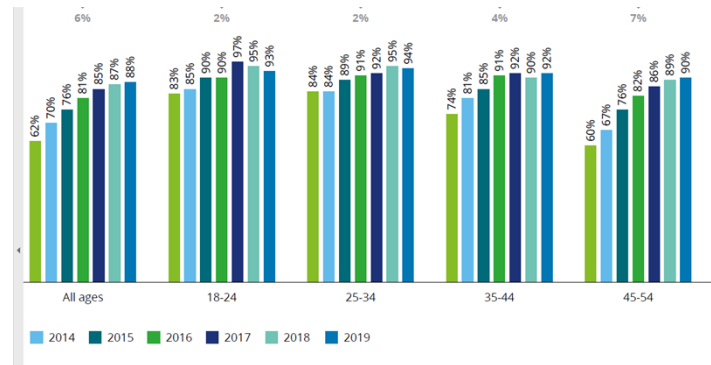
petrol. This cost/expenditure would mean that it is very unlikely that a vehicle owner did not have a bank card to make payment at locations where card only payments are to be accepted.

However there may be some residents, (who are more likely to be unable to get credit or a bank account) who do not have a bank card.

Debit or Credit card ownership in the UK is significant with a growing trend of more ownership and usage. Further the use of contactless payments has increased in recent years which has made payment quicker and easier. Statistics show the younger the age the higher the ownership and use. However individuals who drive a vehicle for business and more likely to use a bank card to make payments.

Access to phones

Locations where only a mobile phone can be used accounts for 20% of all transactions/locations



The graph above shows that no less than 90% of all UK residents (in each age group) up to the age of 75 own a 'Smartphone. Figures cannot be found for a normal mobile phone. It is clear that

|  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|
|  | <p>the ability to pay by phone is accessible to all and there is little indication that a low socio economic status has an effect on phone ownership, particularly in cases where a car is also owned or used by the individual.</p> |  |  |  |  |  |
|--|--|--|--|--|--|--|

**Note that the full impact of the decision may only be known after the proposals have been implemented; therefore, it is important the effective monitoring is in place to assess the impact.**

**Stage 6: Reporting outcomes**

**10. Summary of the equality analysis**

This section can also be used in your decision-making reports (CMT/Cabinet/etc.) but you must also attach the assessment to the report, or provide a hyperlink

|  |
|--|
| <p>This Equality Analysis has resulted in an Outcome <b>2</b> Assessment</p>   |
| <p><b>Please include here a summary of the key findings of your assessment.</b><br/>         Diesel vehicles contribute to poor air quality. An increase on the surcharge will have the effect of nudging diesel car owners away from owning a diesel car. Reduced car and especially polluting diesel cars will help deliver key strategic council priorities including public health, air quality and sustainable transport and deliver an effective parking management strategy.</p> <p>The Council have assessed the use of public transport and active transport and are considered alternatives to owning a vehicle. Specifically diesel cars contribute significantly to poor air quality. There are also other vehicle types such as electric or hybrid which are clear alternatives.</p> <p><b><u>Positive Impact</u></b></p> <p>The proposals support the rationale of seeking to adjust driver behaviour and to ensure that we can provide a modern, efficient and environmentally sustainable transport policy for residents, visitors and businesses, now and in the future.</p> <p>In setting out its measures of success, the new PCN charging bands aims to deliver:</p> |



It contributes in the following ways:

1. Reduce congestion
2. Improve air quality and meet EU quality standards
3. To meet the actions set out in the Merton Health and Wellbeing Strategy 2019
4. Adopt a healthy street approach
5. Promote healthier life styles and encourage more active travel

### **Negative Impact**

The increase cost of the diesel levy surcharge could have a negative effect on individuals who own a diesel car and find the additional charge challenging. This is mitigated because there are a number of alternatives to the use/ownership of a diesel vehicle, including cleaner vehicles or the transition to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality.

To facilitate this introduction of an on/off start diesel charge 100 new machines are required which can charge based on vehicle type. In some location payment by mobile phone only is an option. Data shows that no less than 90% of all UK residents (in each age group) up to the age of 75 own a 'Smartphone. Figures cannot be found for a normal mobile phone. It is clear that the ability to pay by phone is accessible to all and there is little indication that a low socio economic status has an effect on phone ownership, particularly in cases where a car is also owned or used by the individual.

In 100 locations (or where 80% of all transactions take place) payment by bank card will be an option. However given the cost to maintain a car in London is significant and includes, car tax, insurance and maintenance petrol. This cost/expenditure would mean that it is very unlikely that a vehicle owner did not have a bank card to make payment at locations where card only payments are to be accepted.

### **Monitoring**

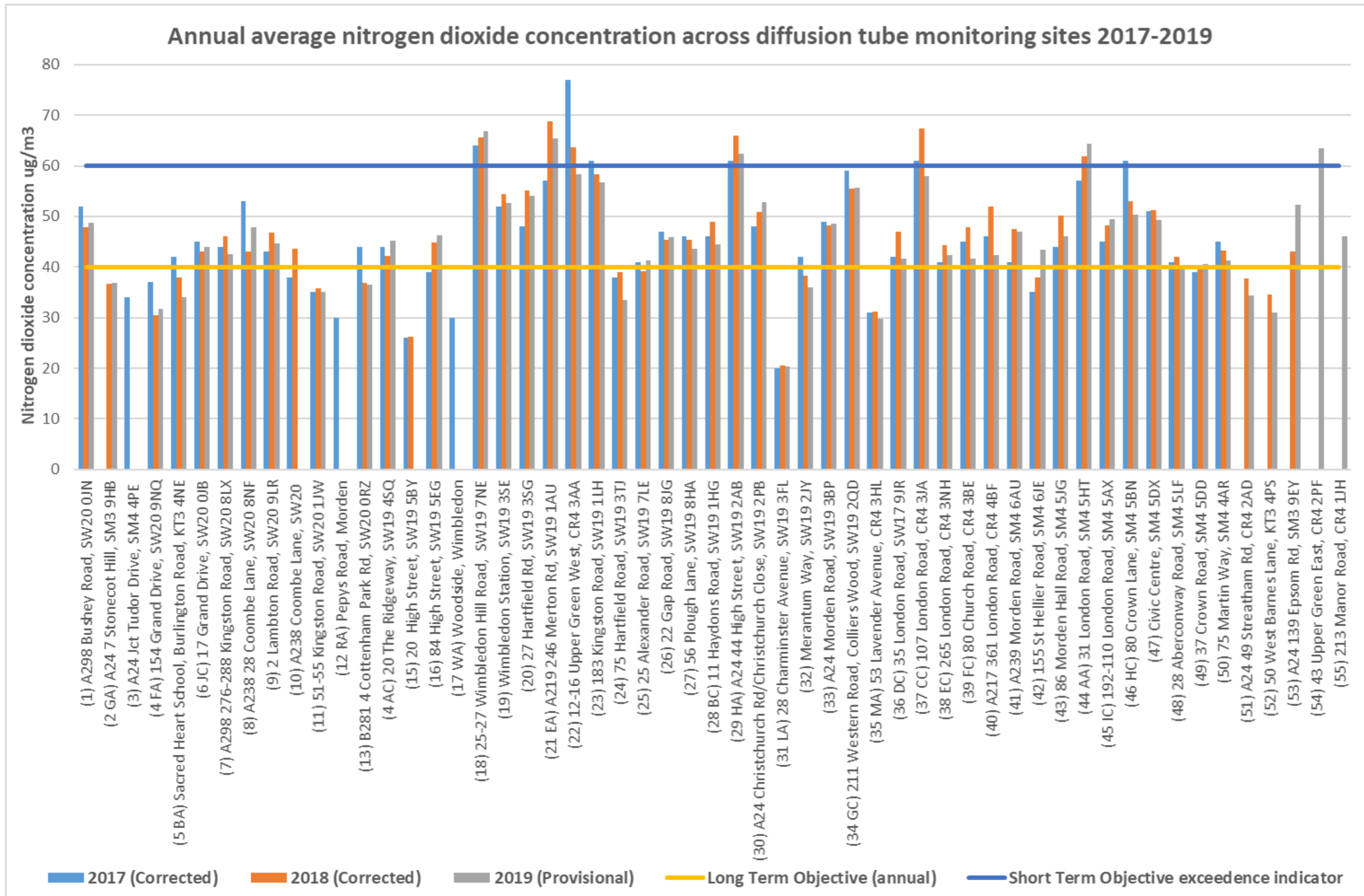
There is a commitment that the EA Plan will be reviewed in 12 months' time and will be published on the Council's website.

### **What course of action are you advising as a result of this assessment?**

Section 5 – Improvement Action Plan sets out the actions and timescales proposed to be undertaken.

**Stage 7: Sign off by Director/ Head of Service**

|  |  |                   |   |
|--|--|-------------------|---|
| <b>Assessment completed by</b>   | Ben Stephens – Head of Parking Services              | <b>Signature:</b> | <b>Date: 1<sup>st</sup> November 2019</b> |
| <b>Improvement action plan signed off by Director/ Head of Service</b> | Chris Lee – Director of Environment and Regeneration | <b>Signature:</b> | <b>Date:</b>                              |



The 2019 data is shown as 'provisional' and will be finalised in due course once the bias adjustment factor is published.

We have added the annual average air quality objective trend line at 40ug/m3 and also a trend line at 60ug/m3 as an annual average of 60ug/m3 or above is indicative of an exceedances of the short term hourly air quality objective.

While the data at some sites indicate a year on year reduction in concentration others show an increase, no solid conclusions can be made using three year trend data (at least 5 years required). The data will be fully scrutinised and rationalised in the Annual Status Report.

This page is intentionally left blank

## **Committee: Cabinet**

**Date: 23 March 2020**

Wards: All

## **Subject: LBM Response to formal public consultation on Improving Healthcare Together 2020-2030**

Lead officer: Hannah Doody, Executive Director Communities and Housing

Lead member: Cllr Tobin Byers, Cabinet Member for Adult Social Care, Health and the Environment

Contact officer: Dr Mike Robinson, Consultant in Public Health

### **Recommendations:**

- 
1. Cabinet to note that the formal public consultation on plans to centralise major acute services within Epsom and St Helier's NHS Trust is open until 1 April 2020.
  2. Cabinet to note the key lines of enquiry that the Council will propose in its response as described in paragraph 2.16 below.
  3. Cabinet notes that the Director of Communities and Housing in consultation with the Cabinet Member for Adult Social Care, Health and the Environment, will finalise and submit the Council's response to the Improving Healthcare Together 2020 – 2030 consultation..
- 

## **1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1. The Improving Healthcare Together 2020 to 2030 programme (IHT) was set up by Surrey Downs, Sutton and Merton CCGs in January 2018 to find the best solutions for the long-standing issues at Epsom and St Helier University Hospitals NHS Trust (ESTH).
- 1.2. On 6 January 2020, the Committee in Common of the three CCGs agreed to launch a formal public consultation on proposals to centralise major acute services with ESTH on a single site. Belmont was agreed by the CCGs as the preferred location, but the CCGs were clear that all three options could be delivered and would be consulted on.
- 1.3. The purpose of this report is to outline the Council's intended response, which in summary is that the published Pre-Consultation Business Case is inadequate in a number of respects, and there are several key lines of enquiry which should be pursued before any decision is made.
- 1.4. Ever since the launch of the IHT programme, the Council has expressed reservations about the scope and process of its development, as summarised in paras 2.5-2.14 below. The Council has questioned the analysis undertaken by the programme at each step to the extent possible using in-house expertise. Despite this, the NHS has proceeded to formal public consultation.
- 1.5. On reviewing the consultation documentation, the Cabinet Member and Leader recommended that officers commission external consultancy

support, in order to ensure that the response was able to address matters that lie outside of Council officers' areas of expertise. The Council has, therefore commissioned a report from an independent consultant who has a background in the NHS and is an expert in hospital redevelopment.

- 1.6. Roger Steer has previously worked in the NHS in Chief Executive and Director of Finance roles and is familiar with the issues of gaining Treasury approval for large schemes and planning large scale change. Since 2003 he has been a Director of Healthcare Audit Consultants which specialises in providing advice to Local Authorities scrutinising NHS Plans, and has reported on the previous reconfiguration proposals in South West London.
- 1.7. As the Consultant's report will not be finalised with officers until shortly before the deadline for consultation responses, Cabinet is asked to delegate authority to the Director of Community and Housing in consultation with Cabinet Member for Adult Social Care, Health and the Environment to finalise the Council's response in line with the key lines of enquiry detailed below.

## **2 DETAILS**

- 2.1. The Council has long resisted NHS proposals to down-grade facilities at St Helier, not supporting two previous NHS plans with similar intentions, namely "Better Care Closer to Home" (2005) and "Better Services Better Value" (2013).
- 2.2. The Council's position has consistently been to support all services being retained on the St Helier site, and to argue for capital investment into that site in order to deliver 21<sup>st</sup> century healthcare. The Council's particular concerns have focused on the communities immediately surrounding the St Helier site and the impact any relocation of services would have on them. The Council also has concerns over the impact any relocation would have on other acute hospitals relied on by residents in the borough, principally St George's. The Council has a legal duty to improve health for its residents and to carry out scrutiny of major NHS service changes.
- 2.3. The Council accepts that the best way to provide health care for the most seriously ill patients has to be guided by scientific evidence of effectiveness, clinical opinion, practicality and affordability. The Council notes that the Improving Healthcare Together programme has attempted to consider all these factors and has been led by clinicians.
- 2.4. However, the Council believes that the conclusions reached to date and now put forward for public consultation are flawed for the following reasons:
  - 2.4.1 Major acute services are only one part of the overall health and care system. Due to the increasing numbers of people with frailty and a complexity of health and social care needs, any decisions about the location of major acute services need to be informed by a full analysis of the impacts of other parts of the system. This has not been the IHT approach
  - 2.4.2 The costs of changing the location of major acute services do not fall solely on ESTH. The financial analysis of the proposed changes has only been detailed for ESTH itself, not other parts of the system.

- 2.4.3 Whilst NHS provides universal services, there are some parts of the population with protected characteristics who have greater needs. The IHT programme has not adequately considered the impact on those people who make the greatest use of acute 24/7 services who are from the poorest areas of Merton.
- 2.5. The Council has expressed these concerns through both Officers and Members consistently over the past few years.
- 2.6. The Council has been engaging with the CCG since July 2017 when the ESHT commenced a patient involvement exercise in order to explore patient views concerning a range of possible reconfigurations of the acute services by the Trust.
- 2.7. In November 2017 the Council informed the CCG that there was a gap in the existing Joint Strategic Needs assessment and the Health and Wellbeing Strategy in that these documents contained very little about the needs of the local people to access NHS secondary care services and in particular, where NHS acute services should be provided to meet the needs of Merton residents. At this time the Council was proposing commissioning an independent needs assessment through the Health and Wellbeing Board to assist in filling the gap. As a result of discussions between Councillors, Council Officers and colleagues in the CCG, agreement was reached that the wider piece of work would be undertaken through the Sustainability and Transformation Plan and Estates Strategy. The Council has been clear from the outset that this work needed to include the impact of the proposed service changes on the other acute trusts in South West London.
- 2.8. The CCG commissioned the work through independent agencies to produce a deprivation impact analysis, a transport analysis and an overarching integrated impact assessment. The Council challenged the CCG on a number of occasions about the deprivation report not having considered the impact of proposed service changes on the other acute trusts.
- 2.9. The Council through its Public Health team was an active participant in the workshops held as part of the Deprivation Impact Analysis (DIA) which was published in the summer of 2018. Following publication of the DIA the Council was given repeated assurances that the areas which it had highlighted would form part of the Integrated Impact Assessment, prior to any decision being taken on a preferred option.
- 2.10. Despite these assurances, the CCG departed from the previously agreed process in November 2018 when it rapidly set up three workshops to agree criteria, weighting and a preferred option for a pre-consultation business case, despite the work that had previously been committed to not having been undertaken. In the Council's view, the data sets for decision-making were partial or not yet available. This included the deprivation analysis, the equalities impact, the travel data, the financial data and the impact on other acute hospitals.
- 2.11. The Council was particularly concerned that there were significant gaps in the DIA. It was aware that a number of GP practices which had been excluded from the DIA sent a significant proportion of patients to St Helier. The report indicated that further work could be carried out to inform decision

making, including that the local population characteristics should be investigated further where more granular information was needed, for example at Lower Level Super Output Area (LSOA) level for the most deprived communities. The DIA provided national and London wide evidence that needs for health care, usage of health care facilities and the outcomes for residents were affected by deprivation but it did not drill down into detail. The Council provided LSOA information illustrating the distribution of deprivation for three sentinel variables, which demonstrated that more substantial investigation was required.

- 2.12. The CCG did not agree that the workshops had been held prematurely and confirmed that no final decisions had been taken and would not be taken until the matter had been through public consultation. They also confirmed that the Integrated Impact Assessment would not be completed until after the public consultation process and prior to the final proposals being presented to the CCG Governing Bodies (despite the options already having been scored using the criteria and weighting agreed at the workshops).
- 2.13. In March 2019, an Independent Chair, Professor Andrew George, was appointed to the Integrated Impact Assessment Steering Group and the Leader wrote to him informing him of the Council's concerns and seeking clarification on certain issues. On 7 June 2019, the Leader wrote to Professor George again and amongst other issues raised the issue that over the previous 12 months the Council had consistently raised the need for more detailed small area analysis of the impact of deprivation. The Council had been informed that this would be difficult for the programme to undertake because of data sharing issues. The Leader urged further work to be undertaken to obtain this data. The response from Professor George indicated that the consultancy undertaking the work had approached the data gathering based on best practice and this had allowed for a robust analysis through providing a means to further interrogate, corroborate and challenge the findings gathered from the data broken down by LSOA area. The consultancy questioned the added value that the provision of GP level data would provide.
- 2.14. Following submission of the Pre-Consultation Business Case, (PCBC) the Leader wrote to the CCG again in September 2019 requesting further work be undertaken in relation to the Integrated Impact Assessment (numbers of patients affected by longer journey times to and from hospital from deprived areas), response to the recommendations of the Independent Clinical Senates (interface between NHS and Local Government services), and the Provider Impact Assessment. The Leader wrote again upon the Council learning that formal consultation was to begin, reiterating the Council's view that the work was incomplete and therefore consultation should not proceed.
- 2.15. On reviewing the consultation document, the Cabinet Member and Leader recommended to Officers that external consultancy support should be retained. The work of the external consultancy will supplement the work undertaken by the Public Health team, providing an expert view on some of the areas outside of the expertise of Council Officers. The Council has therefore commissioned a report from an independent expert in how local government can inform hospital reconfigurations.



- 2.16. Interim advice from the independent expert is that the PCBC does not adequately address the concerns listed above or the requirements of the Treasury and Department of Health and Social Care. It is recommended that the Council should respond accordingly to the consultation and propose the following key lines of enquiry, so that the best decision can be made in line with required process:
- 2.16.1 Regarding medical staffing, where predicted shortages are argued to make the status quo untenable, have other solutions besides centralisation on one site been adequately explored? Simple reasoning would suggest that three sites will be more difficult to staff than two.
- 2.16.2 Regarding the splitting of hospital services into “district hospital services” and “major acute services” on different sites, has the downside in terms of extra transfers between sites, and safety and quality issues been described, with mitigations being costed?
- 2.16.3 What will be the impact of additional travel times on clinical outcomes, on greenhouse gas emissions, and on accessibility for people who rely on public transport for the preferred option? It is noted that Belmont often requires a 10-15 walk as part of journeys by such means.
- 2.16.4 What mitigations are planned to address the particular needs of people living in the most deprived parts of Merton, who disproportionately need Accident and Emergency services and whose travel times would be increased?
- 2.16.5 Has the financial impact of each option in terms of the whole health and care systems for Merton, Sutton and Surrey Downs been modelled? What are the implications of the planned move in 2021 to Integrated Care Systems (ie a single financial control total) separately for South West London and Surrey?
- 2.16.6 Have the predicted numbers of beds required for each option taken into account increasing demand for health and care overall, and that expected reductions in bed requirements from previous reconfigurations have failed to materialise?
- 2.16.7 What would be the costs and outcomes from the “minimal change” option i.e. investment to retain and improve services using the present 2-site configuration? It is understood this is a Treasury requirement.

### **3 ALTERNATIVE OPTIONS**

- 3.1. Not to respond to the consultation outside of the scrutiny process; This option is not recommended as the joint scrutiny process is not solely representing Merton Council’s voice.

### **4 CONSULTATION UNDERTAKEN OR PROPOSED**

- 4.1. No consultation has been undertaken specifically to develop the Council’s response to the present consultation but the matter has been debated by Council and motions agreed on the following occasions:

- 4.1.1 On 1st February 2017 the Council passed a motion which noted its” absolute opposition to any closure or downgrading of St Helier Hospital”
- 4.1.2 On 5<sup>th</sup> February 2020, the Council passed a motion supporting the proposed investment “as long as that includes the retention of accident and emergency, maternity and all existing services at St Helier hospital in order to protect the interests of the most disadvantaged residents living in the catchment area “

## **5 TIMETABLE**

- 5.1. There has been a relatively short time in which to identify and contract with suitable external expertise. As the report from this is not expected until shortly before the deadline for consultation responses (1 April 2020), so the Director of Community and Housing will be exercising her delegated authority, in consultation with the Cabinet Member for Adult Social Care, Health and the Environment to finalise the Council’s response in line with the key lines of enquiry detailed below.

## **6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

- 6.1. No direct financial costs for the Council apart from external consultancy support. For this appointment financial consideration of affordability and best value for money formed part of the business case. There is no impact on additional borrowing.
- 6.2. There may be a significant impact of the costs of delivery of community care services, depending on the decision made.

## **7 LEGAL AND STATUTORY IMPLICATIONS**

- 7.1. There are two routes for the Council to respond to the consultation process. This report details the proposed action being taken by the executive function to respond to the consultation. At the same time Health are under a duty to consult scrutiny in the form of the South West London and Surrey JHSC sub-committee.
- 7.2. When a health body has under consideration any proposal for a substantial development of the health service in the area of a local authority under Regulation 23 of the Local Authority (Public Health, Health and Wellbeing Boards and Health Scrutiny) Regulations 2013 they must consult the authority.
- 7.3. Where a health body consults more than one local authority under Regulation 23, those local authorities must appoint a joint overview and scrutiny committee for the purposes of the consultation and only that joint overview and scrutiny committee may:
- (i) make comments on the proposal consulted on (ie rather than each individual local authority responding separately);
  - (ii) require the provision of information by the health body about the proposal;

- (iii) require a member or employee of the health body to attend before it to answer questions in connection with the consultation.
- 7.3 The Accountable Officers for the CCGs have given notice under Regulation 23 and the South West London & Surrey JHSC sub-committee - Improving Healthcare Together 2020-2030 is in the process of scrutinising the proposals.
- 7.4 In addition to the scrutiny process the Council can submit a response to the Consultation on behalf of the Executive and this report outlines work to date on the IHT programme and notes the action by the Director of Communities and Housing in consultation with the Cabinet Member to finalise the response prior to the deadline of 1 April 2020.
- 7.5 The Council has also convened its Healthier Communities and Older People Overview and Scrutiny Panel to be held on 25 March 2020 which will assist the work of the JHSC sub-committee.

**8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

- 8.1. None

**9 CRIME AND DISORDER IMPLICATIONS**

- 9.1. None

**10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

- 10.1. Not applicable

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

**12 BACKGROUND PAPERS**

This page is intentionally left blank

**Committee: Cabinet**

**Date: 23 March 2020**

**Wards: All or Agenda Item:**

**Subject: Merton Community Plan 2020-26**

Lead officer: Rachael Wardell, Director of Children, Schools and Families, Merton Council

Lead member: Cllr Stephen Alambritis, Leader of Merton Council and Chair of the Merton Partnership

Contact officer: John Dimmer, Head of Policy, Strategy and Partnerships (020 8545 3477 / [John.Dimmer@merton.gov.uk](mailto:John.Dimmer@merton.gov.uk) / Giusy de Grazia, Assistant Policy Officer (020 8545 3802 / [Giusy.deGrazia@merton.gov.uk](mailto:Giusy.deGrazia@merton.gov.uk))

---

## **Recommendations: That Cabinet**

- A. Reviews and endorses the draft Merton Community Plan 2020-2026 at Appendix 1; and
- B. Agrees that the draft Community Plan can be submitted to Full Council in April 2020 for adoption as one of the council's core strategic plans.

### **1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report provides Cabinet with an update on the work of the Merton Partnership Executive Board to develop a new Community Plan that sets out the priorities for partnership working and seeks Cabinet's endorsement of the Merton Community Plan 2020-26 at Appendix 1.
- 1.2 The development of the new Community Plan was led by Police Chief Superintendent Sally Benatar on behalf of the Merton Partnership, with the support of the Director of Children, Schools and Families and the council's Policy, Strategy, and Partnership Team. A draft Community Plan was approved by the Merton Partnership Executive Board at its meeting in January 2020. Cabinet is asked to endorse and support the implementation of the Community Plan.
- 1.3 The overarching goal of the Community Plan is to increase social capital in Merton as a driver to improve resilience and wellbeing, focussing on those parts of the borough with the lowest socio-economic outcomes. The wards with the lowest combined scores for socio-economic outcomes and social capital are in the east of the borough in Mitcham and Morden. The Plan therefore focuses on improving social capital in those deprived neighbourhoods and communities with the lowest outcomes and is fully aligned with the council's wider ambition of bridging the gap.
- 1.4 In addition, the draft Community Plan has eight thematic priorities which were agreed by the relevant Thematic Networks of the Merton Partnership (Safer Merton, Health and Wellbeing, Children's Trust and Sustainable Communities and Transport). These priorities are based on strong evidence and engagement. The Community Plan ensures that partnership working is focused on a small number of agreed priorities. Delivery is via the Thematic Networks, and oversight is provided by the Merton Partnership Executive Board. The Community Plan will be reviewed annually by the Merton Partnership, and an annual report of progress will be published.

- 1.5 Priorities in the draft Community Plan are tightly focused with clear actions for the members of the Merton Partnership as well as actions that residents and businesses can take.
- 1.6 A baseline of social capital at a ward level was undertaken to support the development of the draft Community Plan – see appendix 2. This was mapped against thematic outcomes for each ward and indicates that in general wards with a low ranking for social capital also have lower socio-economic outcomes. The development of the Plan was also supported by a bespoke piece of social research conducted by M.E.L Research to ensure the voice of ‘seldom listened to’ groups fed into the development of the draft Community Plan.
- 1.7 The draft Plan will be available online and with a small run of a printed version. The online version will be supported by resources for residents and businesses, including links to funding, a portal to community support and an online map of social infrastructure in the borough.

## **2. BACKGROUND:**

- 2.1 There is no longer a statutory requirement for councils to produce a community plan. The requirement to produce a Community Plan was originally introduced in the Local Government Act 2000 and subsequently removed by the Deregulation Act 2015. The Merton Partnership Executive Board (comprising executives from the major statutory, voluntary and business sectors) decided to commission a new Community Plan to provide an overarching plan for partnership working in the borough and to ensure clarity on the priorities for partnership working.
- 2.2 The previous Community Plan ran from 2013-19. The plan’s aims were split into six themes; these were:
- Working on bridging the gap;
  - Merton: a place to work;
  - A healthy and fulfilling life;
  - Better opportunities for youngsters;
  - Keeping Merton moving;
  - Being safe and strong.
- 2.3 An overview of what has been achieved against the aims of the 2013-19 Plan is included in the new Plan.
- 2.4 The development of the new Community Plan was informed by the latest evidence on social capital in the UK. An index is created every year to measure prosperity around the world, with social capital being one of the components measured. In the prosperity index 2019, the UK ranks 14<sup>th</sup> for social capital and comes after most western European countries as well as other English-speaking countries. To be specific, the overall rank of 14<sup>th</sup> masks significant weakness in some key aspects of social capital. In the last 10 years, the UK has seen a decline in the stability of personal and family relationships (now ranked 56<sup>th</sup>, a fall of 25 places in the global rankings), and the country’s ranking for social networks has also slipped back to 52<sup>nd</sup>. The level of civic participation and institutional trust have also declined recently.
- 2.5 Similarly, the latest Office for National Statistics (ONS) data on social capital in the UK indicates that positive engagement with neighbours, such as exchanging favours or stopping to talk, fell by three and four percentage points since 2011. Our sense of belonging to our neighbourhoods across the UK also declined in

recent years. Within our families, parents in the UK were less likely to regularly give help to, and receive help from, their adult children not living with them, falling by four and six percentage points respectively over the same period. On an individual level, reported membership of political, voluntary, professional or recreational organisations declined by five percentage points, whereas institutional trust declined by 11 percentage points in the UK since 2011.

- 2.6 The figures above show that the biggest challenge for the UK is arguably not an economic one, but a societal one. It is critical to note that increasing social capital is not something that state bodies can do on their own or create artificially – it is not a top down driven process. Rather, it needs to be nurtured from the bottom up, identifying and building on existing community assets that we can work with. However, there is a key role for the public sector, and bodies such as the council, to help create the conditions and remove barriers to help it to grow.
- 2.7 The new Community Plan is also a response to the solid and existing research on loneliness in the UK. Research shows that over 9 million people in the UK across all adult ages – more than the population of London – are either always or often lonely. There is evidence that loneliness is likely to increase the risk of death by 29%, and lonely people are more likely to suffer from dementia, heart disease and depression. It has also been estimated that disconnected communities could be costing the UK economy £32 billion every year if nothing is done.
- 2.8 Although figures on the amount of loneliness in Merton specifically are not available, we are aware that there are currently about 7,000 people aged 65-84 and 1,000 over the age of 85 living alone in the borough. The amount of loneliness in older people is also likely to increase given that the total numbers of older people are predicted to rise by about 10% of those aged 65-84, and 65% of those aged 85+. Furthermore, loneliness is frequently reported by people who receive social care from the Council. In the most recent survey of users of adult social care services, only 40.6% reported that they had as much social contact as they would like (2017/18). This is significantly lower than the average for England (46%), although similar to the average for London (41.4%).
- 2.9 The figures on loneliness in Merton, which do not capture lonely residents aged less than 65, seem to be consistent with the existing levels of civic participation, community engagement and social infrastructure in Merton as they were measured to develop the new Community Plan. Scoring social capital in each ward also enabled us to recognise that different areas have different strengths, and although some neighbourhoods will have higher social capital scores, only few wards are strong across all the measures in Merton.
- 2.10 For all these reasons, a Community Plan based on social capital is a forward-thinking Plan and recognises the need to involve, engage and support communities to help themselves. From pubs to factories, the spaces where we socially connect are in decline, and there is a real need to rebuild social bonds. This Community Plan recognises and enhances the atavistic and innate desire for social connection which is hardwired into our psychology as well as a global trend which is inbred to the historical time we live in. The Plan aims to be the framework for increasing collective participation to better achieve the ambitions of the people that live and work in the borough.

### **3. DETAILS**

- 3.1 The overarching goal of the Community Plan 2020-2026 is to build social capital in the borough as an underlying driver to improve resilience and wellbeing. Social capital is about creating a shared sense of responsibility and the ways in which

communal activity can benefit everyone. It is about shared values and co-operation, building trust and reciprocity.



- 3.2 A number of studies have highlighted two different forms of social capital: bonding and bridging. The difference between them relate to the nature of the relationships in the social group or community. Bonding social capital is within a group or community whereas bridging social capital is between social groups, social class, race, religion or other important socioeconomic characteristics. It is this form of bridging social capital that the Community Plan is attempting to build, looking at how engagement in communal action can bridge divides that can exist within communities.
- 3.3 Evidence suggests a strong link between high social capital and better outcomes, be it lower crime rates, greater chances of early intervention, a reduced reliance on services, better physical and mental health and wellbeing, lower levels of loneliness and isolation, and stronger community cohesion. Communities where there is more resilience are better able to withstand social and economic shocks, while areas that have poor social capital and where people are not looking out for one another are more likely to require intervention. This has serious implications given that the resources of the public sector and its ability to intervene have been significantly diminished during the last 10 years.
- 3.4 Studies highlight that areas tend to have higher levels of social capital as a result of higher levels of volunteering, higher engagement with the council and other civic agencies, communal infrastructure and places where people can meet. Having strong social infrastructure in an area is the enabler for helping social capital to grow.
- 3.5 The starting point for the development of the Plan was the evidence base that was put together to measure and map the existing levels of social capital in the borough. The evidence base collates data from a series of indicators on a ward-by-ward basis and has given us a baseline from which to work. The five measures of social capital we have identified are: social infrastructure, civic participation, volunteering, informal sociability, and social trust. It is important to note that as well as providing a guide to where social capital needs to increase, the evidence base is a tool that shows the strengths of communities as a resource for building social action. The ward based mapping of social capital is set out at **Appendix 2**.



3.6 The Plan has nine key priority areas on which it focusses: one overarching priority to increase social capital in those communities and neighbourhoods with the lowest outcomes and two each from the four thematic partnership boards that sit underneath the Merton Partnership umbrella (Children's Trust, Health and Wellbeing Board, Safer Stronger Partnership and Sustainable Communities and Transport Board). It sets out how collectively, the Merton Partnership, and the partner agencies which make up its membership can support our communities to grow social capital to meet these priorities.

3.7 The eight thematic priorities are:

- Priority 2 – Reducing carbon emissions to tackle climate change (Sustainable Communities and Transport Partnership)
- Priority 3 – Protecting and enhancing the local environment (Sustainable Communities and Transport Partnership)
- Priority 4 - Tackling diabetes and creating a healthy place (Health and Wellbeing Board)
- Priority 5 – Creating Healthy Workplaces across Merton (Health and Wellbeing Board)
- Priority 6 – Reducing serious violence (Safer Stronger Partnership)
- Priority 7 – Enforcing action against anti-social behaviour (Safer Stronger Partnership)
- Priority 8 - Getting involved and having a say – promoting the voice of children and young people (Children's Trust)
- Priority 9 - Making Merton a place where children and young people feel they belong and thrive (Children's Trust)

3.8 As well as engagement with our residents and stakeholders, national and local statistics have been used to justify the call to action for each priority. In addition, government legislation places duties and legal responsibilities on local authorities that are dealt with in the new Community Plan 2020-26.

3.9 The Plan also includes a series of case studies, linked to each of the priorities. These 'spotlights' detail the work an existing project, community group or individual is doing, and how that work is having a positive impact on the community. A key theme identified through the engagement with 'seldom listened to' groups was the need for people to be made more aware of the importance of getting involved in the community, and that there should be better showcasing of the individual impact of current volunteers and groups.

## **4. DESIGN AND DELIVERY**

4.1 Alongside a limited print run to produce a summary document, it is proposed that the Community Plan becomes an online resource that helps enable greater participation in communal activities. This will incorporate a range of resources, tools and links, including information on how community groups can submit bids to Merton Giving and Community Infrastructure Levy funding. The webpages will be updated as delivering the priorities of the Plan progresses, enabling it to have a live and ongoing presence.

- 4.2 The online presence of the Community Plan will include an interactive map that collects community assets, groups and activities to encourage engagement from residents and businesses. It is also suggested that existing community resources will be utilised to enable residents to get involved and increase community participation. The Community Plan will sit on the Merton Partnership's website, with a clear link on the home page.
- 4.3 The new Community Plan will also include link to Merton Voluntary Service Council (MVSC)'s website. MVSC have an online and central directory of services and volunteering opportunities. In addition, there will be a link to the new Wellbeing Digital Hub which will be an easily accessible and navigable directory of 'wellbeing' services, including community activities.
- 4.4 It is proposed that the launch of the new Community Plan will be accompanied by a communication campaign which will utilise various outlets to reach out to potentially all the audiences in the borough. The communication campaign will ensure that residents are aware of the new Plan, and that they will be inspired to look out for opportunities to engage with existing initiatives or develop new projects to increase social capital in the borough.
- 4.5 The Community Plan aims to inspire a collective approach to achieving its priorities that will continue to make Merton a great place to live and work. Achieving the priorities of the Plan will be driven by the four thematic boards, overseen and held to account by the Merton Partnership Executive Board. Each of the priorities has its own delivery plan, setting the actions that members of the Merton Partnership will be taking to achieve them as well as ways in which the community can get involved as part of the collective approach. The Executive Board will have a problem solving role, acting as a forum for discussing new and emerging issues linked to achieving the priorities of the Plan.
- 4.6 In terms of nurturing social capital, the priorities in the Community Plan will be part of the criteria for bids for Community Infrastructure Levy funding. They will also inform the criteria for funding from Merton Giving – the borough's community giving scheme.

## **5. CONSULTATION UNDERTAKEN OR PROPOSED**

- 5.1 The Merton Partnership has used a comprehensive engagement programme with residents and stakeholders to inform the development of Merton Community Plan 2020-26.
- 5.2 Responses to the Climate Change consultation, and advice from the Climate Emergency Working Group, have identified 125 potential actions to be considered for the Merton's Climate Action Plan, which aims to achieve one of the main priorities of the Community Plan 2020-26, that is, reducing carbon emissions to tackle climate change.
- 5.3 Responses to the latest residents' survey, children and young people survey, and Safer Merton survey have provided great insights on what is needed to increase social capital in the borough, and empower Merton communities to thrive.
- 5.4 The Merton Partnership has also commissioned M.E.L. Research to undertake research with 'seldom listened to' groups to ensure that the voice of our more marginalised communities who sometimes get overlooked by traditional engagement methods was heard when we were developing the Community Plan. M.E.L Research held a number of focus groups in the community to collect insight and better understand the challenges and opportunities to increase active participation in the borough. Focus groups were held with members of a number of different organisations to ensure that a wide spectrum of voices were heard. These included: Age UK. BAME Voice, Merton Centre for Independent Living,

Merton Mencap, Muslim Women of Merton, Polish Family Association, Sustainable Merton and Merton's Youth Parliament and Young Advisers.

5.5 A workshop with voluntary sector and community groups was held in June 2019.

## **6. TIMETABLE**

6.1 Final draft of the Community Plan to be reviewed by LSG – 9 March 2020

- Community Plan to Cabinet - 23 March 2020
- Community Plan to Council for adoption – 8 April 2020.
- Community Plan branding agreed with designer – April/May 2020
- Design of Community Plan web pages – to begin to be built from April 2020 onwards
- Communications to residents to raise awareness of social infrastructure and encouraging them to get involved in their local neighbourhood – May 2020 onwards

## **7. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

7.1 The cost of the commissioned work on community engagement with 'seldom listened to' groups was £14,500, while £2,200 was spent on the commissioning of a copywriter to research and write up 16 case studies of community activity in action.

7.2 There will be a cost of engaging a designer to develop branding, including infographics and headers and banners for use in documents and on web pages. For way of comparison, a similar piece of work to design the new Health and Wellbeing Strategy c £2,000 incl. VAT, which gives an indication of the likely estimated cost.

7.3 There will be a small cost for printing a limited number of copies of the Plan, but in the main it is anticipated that people will read the Plan online. There could also be a small cost for developing the online presence in terms of supporting development work on the infrastructure map platform.

7.4 Outside of the resources already allocated in 7.1 and then highlighted in 7.2 and 7.3, it will be the responsibility of the thematic boards to consider how resources can best be co-ordinated to achieve the priorities set out in the Plan. The thematic boards can help to identify and support bids to different funding streams that they may choose to utilise, including bids to use the Community Infrastructure Levy (CIL) and to Merton Giving for example.

## **8. LEGAL AND STATUTORY IMPLICATIONS**

8.1 Previously the Local Government Act 2000 placed a duty on local authorities to develop a strategy/plan for the local area in partnership with the community. This statutory duty was removed in 2010, so there is no longer a requirement to develop a Community Plan. However, it was agreed by the Merton Partnership that there is significant value in setting out a collective vision for a local authority's area.

## **9. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

9.1 None directly for the purposes of this report. An increase of social capital will increase community cohesion. Also, the engagement with 'seldom listened to' groups specifically sought to engage those communities who are often overlooked

in traditional engagement methods and this includes communities with 'protected characteristics' as defined by the Equality Act 2010.

## **10. CRIME AND DISORDER IMPLICATIONS**

10.1 None directly for the purposes of this report. An increase of social capital will determine crime reduction across the borough. In particular, two of the priorities have been put forward by the Safer Stronger Partnership, and aim at reducing serious violence and anti-social behaviour.

## **11. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

11.1 None for the purposes of this report.

## **12. APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT**

- Appendix 1 - Draft Community Plan January 2020
- Appendix 2 – Social Capital analysis by ward 2019

## **13. BACKGROUND PAPERS**

- Merton's refreshed Community Plan 2013

# **LET'S GET TOGETHER**

## **A Community Plan for Merton 2020-2026**

**Produced by The Merton Partnership**

**Version 5 12 March 2020**

## **Foreword**

Foreword from Councillor Stephen Alambritis – Chair of the Merton Partnership and Leader of Merton Council – To follow

Foreword from Chief Superintendent Sally Benatar - Merton Partnership lead for the Community Plan – To follow

## **Contents**

1. Overview
2. The Merton Partnership
3. Review of the previous Community Plan
4. Social Capital – what it is, why it is important to grow it, how it will help deliver the priorities of the Community Plan
5. The Priorities of the Community Plan
6. Delivery of the Merton Community Plan

## 1. Overview

The Merton Community Plan is the overarching strategy for the borough. It sets out the Merton Partnership's long term ambitions for the borough and the overall direction and priorities that the Partnership will focus on. The Community Plan sets out the key priorities that the members of the Merton Partnership want to work on together.

The overarching priority for the Community Plan is to increase community participation in Merton as a driver to improving resilience and wellbeing, focussing on those parts of the borough with the poorest outcomes. The Plan highlights how adopting a collective approach can help to better achieve the ambitions of the people that live and work in the borough. Throughout the Plan there are a number of examples of activity showcased that highlights the way in which people in the community are already contributing to making Merton a better place in which to live and work.

Merton has an active and vibrant voluntary and community sector that already provides a wide range of valuable services, and that makes a positive contribution to the lives of many in the borough. The Community Plan wants to further strengthen the ability of these groups to have a positive impact on the borough, through better co-ordination and joining up of the public and voluntary sectors on a collective set of priorities. Most importantly the Community Plan wants to encourage actions that mobilise and involve our local communities, so that they become active partners in helping us to meet the growing and changing needs of our population.

The Community Plan has nine priorities. The first priority is an overarching priority to increase social capital in communities and neighbourhoods experiencing the worst outcomes in terms of the recently updated Index of Multiple Deprivation, and then eight thematic priorities. There is a clear correlation between social capital and socio-economic outcomes. By increasing social capital in those neighbourhoods with the poorest outcomes we can contribute to bridging the gap in outcomes between communities in the east and west of the borough.

The Plan sets out actions for how partners can work collectively with our communities to deliver the priorities. This includes identifying and highlighting the assets in our communities, both physical spaces, as well as people and groups with skills and knowledge that can help strengthen and grow community-led activities.

The eight thematic priorities were proposed by each of the Merton Partnership's four Thematic Networks. These are not entirely new priorities but they are based on the most recent strategies agreed by each Thematic Network. They follow extensive research on social capital in Merton, detailed needs analysis and engagement with residents. They have been chosen because they can only be delivered by partners, residents and businesses working collectively together. They are also quite specific and focused priorities rather than broad and high level because we believe this will help to ensure that activity is directly linked to achieving the priorities.



The eight thematic priorities are:

- Reducing carbon emissions to tackle climate change
- Protecting and enhancing the local environment
- Tackling diabetes and creating a healthy place
- Creating Healthy Workplaces across Merton
- Reducing serious violence
- Enforcing action against anti-social behaviour
- Getting involved and having a say – promoting the voice of children and young people
- Making Merton a place where children and young people feel they belong and thrive

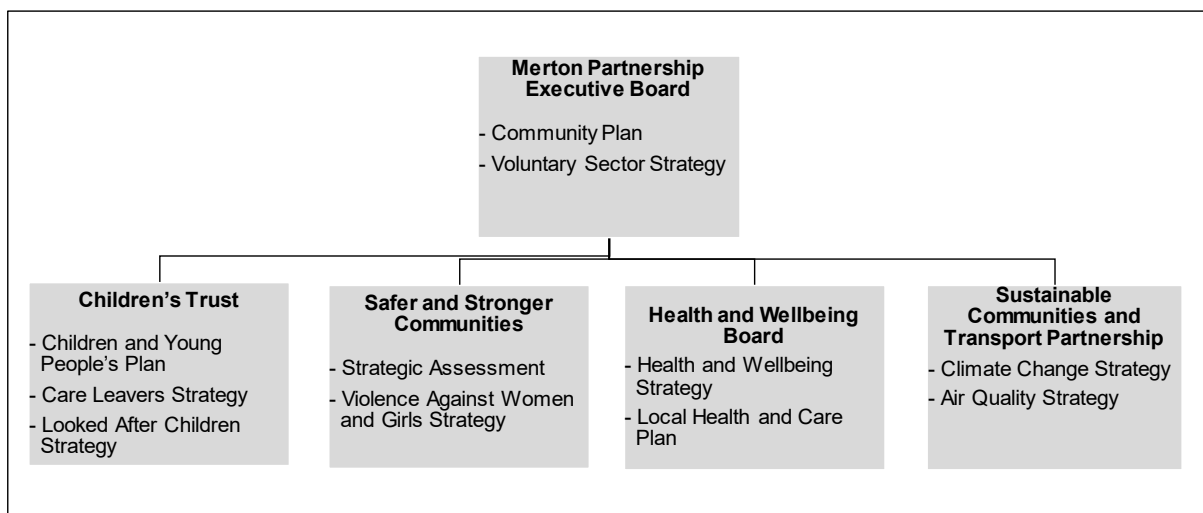
We want the Community Plan to be a helpful tool for everyone living and working in Merton. It aims to give the local community a clear articulation of the Merton Partnership's long term aspirations for the borough as well as setting out the ways in which they can get involved in communal activities to help to achieve them.

## 2. The Merton Partnership

The Merton Partnership brings together a range of key partners from the public, private and community and voluntary sectors in Merton. Its aim is to provide leadership and to co-ordinate joined up responses to issues where there is real benefit to different groups working together to improve the economic, social and environmental wellbeing of those that live and work in the borough.

Within the Partnership there are four thematic networks that co-ordinate activities and that will ensure that the actions in the Community Plan are being carried out. As well as delivering the Community Plan, these thematic networks are also responsible for developing and implementing a number of key partnerships plans – see diagram below.

The Merton Partnership Executive Board provides oversight and a forum for the executive leads from each network to come together to review progress and problem solve. As set out above, the priorities in the Community Plan are drawn from the key partnership strategies and collectively the Merton Partnership will deliver the overarching priority to increase social capital in those communities and neighbourhoods experiencing the worst outcomes.



### Children's Trust

Merton's Children's Trust brings together partners involved in providing services to children and families in Merton. The Board encompasses a wide range of different groups and partnerships, overseeing their performance and activities. The Children's Trust is designed to deliver the outcomes set out in Merton's Children & Young People Plan which includes improving outcomes for those subject to the effects of disadvantage, safeguarding children and young people and closing the gap in educational outcomes and opportunity.

### Safer and Stronger Communities

Incorporating the statutory Community Safety Partnership, the subgroup is responsible for overseeing the strategic direction for community safety and the community cohesion agenda in the borough. The Community Safety Partnership has

a statutory duty to undertake an annual strategic assessment to inform and shape the boroughs approach to addressing crime and disorder issues. Key themes for the Community Safety Partnership include; reducing crime and the fear of crime and reducing alcohol related violence in a sustainable manner whilst supporting those who are affected by alcohol dependency. The Community Safety Partnership also works to address anti-social behaviour and its effects on communities as well as individuals.

### **Health and Wellbeing Board**

The Board brings together the Council, Clinical Commissioning Group, HealthWatch and the voluntary and community sector to provide local strategic leadership on health and wellbeing. The focus of the Board is to make Merton a healthy place, by creating the physical and social conditions for all people to thrive and to complement the provision of holistic health and care services. This approach and key outcomes are set out in the new Health and Wellbeing Strategy 2019-24 – A Healthy Place for Healthy Lives together with the Board's way of working including a commitment involve communities and specifically to include the voice of children and young people.

### **Sustainable Communities and Transport Partnership**

Established to create a more sustainable borough, one which is less reliant on fossil fuel and which reduces its negative impact on the environment and climate change, the Partnership aims to balance the different social, economic and environmental components of the community to meet the needs of existing and future generations. The Partnership promotes investment into the borough in order to create new jobs, improve the skills and capacity of residents, and to improve the condition and supply of housing including affordable housing. The Partnership also works to promote the development of sustainable transport including cycling and walking, as well as public transport in and around Merton.

### 3. Review of the previous Community Plan

Merton's previous Community Plan was published in 2013 and set out a series of aims that the Plan would set out to achieve. This section provides a summary of the key achievements and an assurance that as a Partnership we deliver on our commitments.

#### Children's Trust

**We Said:** All our schools will be good or better.

**We delivered:**

- 88 per cent of primary schools and 100 per cent of secondary and special schools rated "Good" or better by Ofsted for Overall Effectiveness
- 74 per cent of all pupils and 64 per cent of children eligible for Free School Meals are achieving a "Good Level of Development" at Early Years Foundation Stage.
- 69 per cent of all pupils and 56 per cent of disadvantaged pupils are reaching the expected standard in reading, writing, and maths at Key Stage 2
- The gap between disadvantaged pupils and their peers has narrowed in the Progress 8 Indicator at Key Stage 4
- Delivering over 20 school expansions to provide sufficient Primary School places for Merton's rapidly growing school age population
- New Harris Academy Wimbledon secondary school under construction in South Wimbledon

**We Said:** We would focus on Children at Risk

**We delivered:**

- According to the latest Ofsted inspections, 100 per cent of Merton's children's centres are rated "Good" or "Outstanding" and now deliver additional services in areas of the borough with high levels of deprivation
- Community Health Services staff are now co-located in five children's centres to enable stronger collaborative working
- In 2018, 434 families achieved significant and sustained progress under the Troubled (Transforming) Families programme
- A Multiagency Risk Vulnerability and Exploitation Protocol and Panel has been established (2018) to strengthen and integrate the response to adolescents at risk of sexual or criminal exploitation, serious youth violence or harmful sexual behaviour

**We Said:** We would prevent, deter, and divert young people from criminal behaviour

**We delivered:**

- Have sustained a strong youth justice performance on First-Time Entrants with a reduction from 88 in 2013-14 to 34 in 2018-19
- The Youth Justice Team, in collaboration with Safer Merton and Police, have delivered bespoke responses to rises in crime; Bike Call In for those arrested

for moped offences and a Theft group involving shop lifting victims, resulting in reduction of these crimes

- A Liaison and Diversion service has been established to provide an early screening and sign-posting service at first point of entry into the criminal justice system to ensure that appropriate interventions are available to meet identified needs and that the “health offer” underpins the justice response

## **Health and Wellbeing Board**

**We Said:** We would support people to manage their own health and wellbeing

### **We delivered:**

- Social Prescribing was piloted across a number of GP practices in the borough, leading to an increase in self-reported health gains and a significant reduction in GP visits. Recent investment agreed by Merton Clinical Commissioning Group has now expanded the programme to all practices in the borough
- A range of self-care support has been developed and promoted through the [One You Merton](#) and [Good Thinking](#) websites
- The Wilson Health & Wellbeing Campus is being designed to integrate health and wellbeing services at a new site to meet the needs of residents
- The Diabetes Truth Programme was developed to connect Health and Wellbeing Board members with residents who have a lived experience of diabetes. The findings helped develop the Tackling Diabetes Action Plan and Merton Mile
- Established a Befriending Service, Exercise for Life and Handyman Service to support older people to live more independently
- Merton received formal accreditation from the Alzheimer’s Society, that we were ‘working towards being dementia friendly’, in July 2018. The Council Tax team are working with the Alzheimer’s Society to make Council Tax reductions for people living with dementia easier to apply for – one of the first London boroughs to do so

**We Said:** We would give each child a healthy start

### **We delivered:**

- The Early Years Hub has improved outcomes for children by increasing take-up of free early education and improving the quality of early years provision
- The Child Healthy Weight Action Plan has trained 378 school staff to raise awareness of childhood obesity and aligned the Healthy Schools London programme with Merton School Sports Partnership to support schools to achieve Healthy School status
- A Daily Mile has been introduced in Merton schools, aimed at getting children to run or jog for 15 minutes daily
- Educational outcomes have improved with a 3% rise in children with Special Education Needs who achieved a “good level of development” at the Early Years Foundation Stage

## **Safer Stronger Partnership**

**We Said:** We would focus on Youth Violence

**We delivered:**

- Merton has utilised MOPAC funding to develop and deliver work in schools and youth clubs with the Rhyme & Reason music mentoring project and Gym Box engaging known gang members and those at risk of Serious Youth Violence and gang activity
- Targeted interventions delivered by specialist gangs and serious youth violence workers have seen reductions in serious incidents between specific groups and at specific locations over the last three years
- A Serious Youth Violence Protocol was established between the Youth Justice Team, Police and Transforming Families Team to support workers and partners with recognising early indicators and high risk factors

**We Said:** We would focus on domestic crime

**We delivered:**

- Secured MHCLG funding for a full time Independent Domestic Violence Advisor who looks after cases with complex needs and access to refuge space for victims
- 100 per cent of licensed premises in Wimbledon are signed up to Ask Angela, where customers can give a code word to staff if they feel unsafe or threatened, with 95 per cent in the borough overall
- A Domestic Violence & Abuse One Stop Shop is run on a weekly basis and has been for eight years

**We Said:** We aim to prevent and reduce overall crime, including theft, ASB and misuse of drugs and alcohol

**We delivered:**

- To reduce burglary, programmes such as Met Trace and Super Cocooning have been rolled out within the borough for the first time
- Merton was successful in its application to become a phase two Local Alcohol Action Areas (LAAA), which uses partnership work to prevent alcohol related crime and disorder and reduce alcohol-related harm. The LAAA areas in Merton are focused around Wimbledon and Mitcham Town Centres
- To reduce theft of motor vehicles, the met-wide Operation Venice has been rolled out. Intelligence-led patrols are based in hotspot areas and bike locks distributed, leading to a 43 per cent reduction in offences in Merton
- According to the latest residents' survey, 98 per cent of residents feel safe during the day, and 84 per cent feel safe at night

## **Sustainable Communities and Transport Partnership**

**We Said:** Meet the needs of local businesses and offer a range of plans to increase jobs and skills.

### **We delivered:**

- Local employability Schemes last year supporting 72 residents into work. In particular, the “Towards Employment” programme created 30 plus job starts and 5 apprenticeship starts between September and December 2018. The remaining 37 residents found work through employability programmes offered by partners
- “Take One Initiative” has provided more than 100 apprenticeships for 150 young people over the last two years
- Successful programmes to support young people not in education, employment or training have ensured Merton sits in the top quintile in London. My Futures, Transforming Families, YOT, Towards Employment, and University Programmes have played a crucial role over the years to support young people access education/work opportunities

**We Said:** Improve physical infrastructure and a vibrant cultural offering.

### **We delivered:**

- Completion of regeneration schemes for Colliers Wood Tower and High Street
- Development of a new football stadium for AFC Wimbledon, 600 homes, squash and fitness facilities, a crèche and a supermarket on the former Wimbledon greyhound stadium site
- From a derelict site, Mitcham Community Orchard and Gardens turned into a community resource with the development of an orchard of fruit trees and a wildflower meadow
- Regeneration of three estates: High Path, Eastfields and Ravensbury remain in progress. The investment will involve more than £1bn over the next 12 years by replacing over 1,000 existing homes and building an additional 1,800.
- Rediscover Mitcham has entered its final phase: adding the bus lane to the town centre to bring footfall back to the pedestrianised street.
- The New Morden Leisure Centre opened in November 2018
- Merton currently has 101 publicly accessible electric fast chargers operating, with another 36 expected to be installed by the end of 2019. Merton is among the top boroughs in London for this expansion
- Merton Council is ranked joint second in London and among the top authorities across the country by Friends of the Earth for its climate change action
- Six kilometres of new cycle routes and 651 more cycle parking spaces have been created across the borough over the last six years

#### **4. Social Capital - what it is, why it is important to grow it and how it will help deliver the priorities of the Community Plan**

The overarching goal of the Community Plan is to build social capital in Merton to improve the resilience and wellbeing of our communities and neighbourhoods. Social capital is about creating a shared sense of responsibility and the ways in which communal activity can benefit everyone. It is about shared values and co-operation, building trust and reciprocity.

Merton continues to have a thriving voluntary and community sector and a long history of partnership working across the public, voluntary and private sectors. There are already many of examples of social capital in action highlighted throughout this plan, which showcase the types of activity that the Community Plan is looking to build on and strengthen.

As well as more structured groups and activity, social capital can include more informal examples of sociability, for example the extent to which residents interact with one another on a day to day basis in their community, or how much people know, or feel like they could rely on their neighbours if they needed them. An area with low social capital might mean that people don't talk to, or know their neighbours, leading them to feel more isolated.

Evidence suggests a strong link between high social capital and better outcomes, be it lower crime rates, a reduced reliance on services, better physical and mental health and wellbeing, lower levels of loneliness and isolation, and stronger community cohesion. An area with high levels of social capital is likely to be a place where people take time to volunteer, has high levels of civic engagement such as turning out to vote and has lots of different places where people can meet.

To support the development of the Community Plan, an evidence base has been developed to measure the existing levels of social capital on a ward-by-ward basis and to give the Merton Partnership a baseline from which to work. This will enable the identification of areas with high social capital; existing community assets and good practice that can be tapped into as well as areas with lower social capital; places where the Merton Partnership can be proactive at trying to strengthen existing assets as well as developing new projects.

The evidence base uses 24 ward based indicators which have been aggregated to give a score for each ward across five domains of social capital:

- social infrastructure e.g. parks and community facilities
- Civic participation e.g. voter turnout
- Volunteering e.g. with a community group
- Informal sociability e.g. greeting neighbours by name
- Social trust e.g. willingness to go out after dark

For each ward a series of outcome measures, such as educational attainment, employment rate, life expectancy and crime rates was also produced and compared



against the level of social capital in each ward. This highlighted that the lowest scoring wards for both levels of social capital and positive outcomes are in the east of the borough in Mitcham and Morden, emphasising the need to build social capital in these areas and bridge the gap in outcomes between the east and west of the borough. However, scoring wards in this way also enables us to recognise that different areas have different strengths on which to build and reveals that even in the most deprived wards social capital can flourish. For example, Cricket Green ward in Mitcham has one of the highest scores for informal sociability in the borough.

**Case study: *Merton Giving helps businesses back local voluntary sector***

Merton's business community is playing its part in backing the work of the local voluntary sector and helping reduce inequality through the [Merton Giving](#) charitable venture.

Since it was set up by Merton Chamber of Commerce in 2018, Merton Giving has been a focal point to enable local businesses and the voluntary sector to work together to mutually benefit the community.

It raises money by encouraging businesses in the borough to take part in a variety of initiatives, including its Merton Giving Week in December, which saw dozens of local businesses hold a wide range of fundraising activities.

In July last year, the Merton Giving Fund allocated its first round of grant funding, which benefited 20 local voluntary sector organisations tackling a range of issues including poverty, exclusion, mental health, loneliness and isolation.

These included Mitcham-based Inner Strength Network CIC, which provides coaching and training to women and girls and their families to overcome difficult moments in their lives.

The charity had identified a number of vulnerable 10-15-year-old girls who were in need of extra support and through Merton Giving funding, it was able to run a series of empowerment sessions for them.

These girls were given the opportunity to develop their self-confidence with a focus on self-esteem, body confidence, staying safe online, healthy relationships and leadership skills.

A standout moment from the sessions was a 10-year-old girl having concerns about loneliness. It was her fear that other girls her age would also feel lonely.

Maureen Bailey, CEO at [Inner Strength Network](#), wanted to create a safe space for all ethnicities to express their concerns without judgement or fear: "Our team continues to find a platform to enable young girls to find their voice in the community we serve. There is a need to continue to nurture and inspire leadership even at a young age in a safe environment, without judgment," she said.

By the end of these sessions, the young girls were empowered, confident, assertive and ready to be leaders. This project did so much to help families who have been placed at a disadvantage, have been discriminated against or faced injustice.

At the end of 2019 Merton Giving secured five years of funding from City Bridge Trust to enable it, through lead partner MVSC, to continue to change lives in the community.

And in January, 11 local organisations were told they will have a share of Merton Giving's £10,000 Winter Grant Fund pot. Grants, ranging in value from £500 - £1,000, have gone to groups helping address isolation and loneliness in Merton.

## 5. Delivery of the Merton Community Plan

The Community Plan aims to inspire a collective approach to achieving its priorities that will continue to make Merton a great place to live and work. Achieving the priorities of the Plan will be driven by the four thematic boards, overseen and held to account by the Merton Partnership Executive Board.

Each of the priorities has its own delivery plan, setting out the actions that members of the Merton Partnership will be taking to achieve them as well as ways in which the community can get involved as part of a collective approach. The delivery plans will look to align resources to support residents who want to develop ideas and projects to deliver the priorities set out in plan such as making bids for Community Infrastructure Levy (CIL) funding or Merton Giving – Merton’s community giving scheme.

In developing the Plan, the Merton Partnership commissioned M.E.L Research undertake research with ‘seldom listened to’ groups to ensure that the voice of our more marginalised communities, who sometimes get overlooked by traditional engagement methods, was heard when we were developing the Community Plan. M.E.L Research held a number of focus groups in the community to collect insight and better understand the challenges and opportunities to increase active participation in the borough. Focus groups were held with members of a number of different organisations to ensure that a wide spectrum of voices were heard. These included: Age UK, BAME Voices, Merton Centre for Independent Living, Merton Mencap, Muslim Women of Merton, Polish Family Association, Sustainable Merton and Merton’s Youth Parliament and Young Advisers.

The feedback from these sessions and other engagement carried out highlighted a number of consistent themes and recommendations for change that the Merton Partnership has looked to address in the development of the Community Plan. The key points are summarised below and how we are taking them forward is set out in italics.

- There was desire for more support from the groups that make up the Merton Partnership to help unlock potential. There was awareness of a reduction in resources across the public sector, but financial support was still highlighted by groups as being important to helping them grow, and to be in a better position to be able to do more.

*In response bids to improve and nurture social capital will be encouraged to guide local projects to build social infrastructure using Community Infrastructure Levy money and the allocation of funding from Merton Giving.*

- A key theme identified was the need for people to be made more aware of the importance of getting involved in the community, potentially looking at showcasing the individual impact of current volunteers and groups.

*Throughout the Community Plan, examples and case studies about existing community-led projects have been included to help inform and inspire people to see what can be achieved when people get involved in communal activities.*

- Feedback from residents was that they needed to know where to access information about volunteering activities, and that having resources such as volunteer matching services held in a central place that is regularly maintained would be helpful.

*The Community Plan has brought together a number of online tools, links and resources into a single place that will help people to find out about what's going on near them and communal activities that they can get involved in. The Partnership will work with one of its key members, Merton Voluntary Service Council, to utilise its central directory of voluntary groups in the borough.*

- Trying to change the perception of volunteering in the community could be worked upon, making it more of a social norm and trying to remove the barriers. A number of people identified time as a barrier such as time from being able to get involved in communal activities or to volunteer.

*For each of the thematic priorities of the Community Plan, some of the ways that people can get involved to help achieve them has been highlighted. These have been included to show the variety of different ways in which people can get involved, emphasising the different levels of commitment that people are able to offer, and how all are equally vital and worthwhile contributions.*

- There was concern about some of the differences in the borough in the existing levels of social infrastructure and the impact that this has on positive outcomes in these areas.

*The overarching priority of the Community Plan is to improve social capital in communities and neighbourhoods with the poorest outcomes as identified in the evidence base put together to support the Plan and in terms of the 2019 Index of Multiple Deprivation. The data collected on which neighbourhoods are stronger when it comes to social capital and which places are weaker will enable the Merton Partnership to be proactive at trying to strengthen the existing assets of an area as well as where the developing of new projects should take place.*

## 6. Our priorities for action

| Priority 2  | Reducing carbon emissions to tackle climate change   | Sustainable Communities |
|---|--|-------------------------|
| <b>Objectives</b>   | <ul style="list-style-type: none"> <li>To work towards becoming a carbon neutral borough by 2050 in order to reduce Merton’s contribution to global warming and protect our planet for current and future generations.</li> <li>To empower local residents and businesses to reduce their carbon footprint.</li> </ul>   |                         |
| <b>Call to action</b>   | <p>Damaging climate impacts are already being felt today; these include an increased frequency of extreme weather events, damage to sensitive ecosystems, changing patterns of water availability and associated impacts on crop yields.</p> <p>In October 2018, the Intergovernmental Panel on Climate Change (IPCC) published a Special Report which concluded that global greenhouse gas (GHG) emissions need to reach net zero around 2050 to keep global temperature rise below 1.5°C in order to minimise damaging climate impacts on human and natural systems.</p> <p>On 27<sup>th</sup> June 2019, the UK became the first major economy in the world to commit to having net-zero GHG emissions by 2050. On 10<sup>th</sup> July 2019, Merton Council declared a Climate Emergency and committed to working towards making the borough of Merton a carbon neutral borough by 2050, and to make Merton Council carbon neutral by 2030. As a large proportion of emissions within the borough come from the buildings we work in and the vehicles we drive, the majority of which are outside the Council’s direct control, everyone has a crucial role to play in decarbonising Merton.</p> |                         |
| <b>What happens if we do nothing?</b>   | <b>What would it look and feel like if we succeed?</b>   |                         |
| <p>The IPCC found that <i>continued emission of greenhouse gases will cause further warming and long-lasting changes in all components of the climate system, increasing the likelihood of severe, pervasive and irreversible impacts for people and ecosystems</i>. We will likely see continued sea level rise, increased extreme weather events and species extinction, reduced water and food security, and increased ill-health, conflict and inequality. The risks of abrupt or irreversible changes will increase as the magnitude of the warming increases.</p> | <p>As well as avoiding a number of substantial climate risks, taking action now to reduce our emissions will also enable a number of co-benefits for our health and well-being, resilience and local economy.</p> <p>Among other things, we envisage a carbon-neutral Merton to have good public transport and active travel links for walking and cycling, energy-efficient and well-ventilated homes and offices, a significant proportion of locally generated electricity from solar panels installed on our rooftops, and increased tree coverage and green spaces.</p>   |                         |

|                           |  |
|---------------------------|--|
| <b>What have you said</b> | A climate survey, designed for Merton residents, organisations, businesses and young residents, was issued in October 2019 to inform the development of Merton’s Climate Action Plan. From over 600, there was overwhelming support for strong action to reduce the impact of climate change, with around 90% feeling that their actions can make a difference as part of a wider community effort. Community engagement and action was a key theme in all areas, including 74% of respondents saying they would be willing to volunteer to plant more trees and strong support to empower communities to create car-free areas where communities can thrive. Many highlighted the challenges of accessing the right information and support for such projects, as well as the high costs of going green.  |
| <b>We aim to</b>          | <p>To reduce carbon emissions in the borough, and work towards making the borough of Merton a carbon neutral borough by 2050, we will:</p> <ul style="list-style-type: none"> <li>• <u>Develop a Climate Action Plan</u> which will set out a roadmap to achieving our carbon reduction targets for the Council and the borough. Responses to the Climate Change consultation, and advice from the Climate Emergency Working Group, have identified 125 potential actions to be considered for the plan. Key themes include: reducing energy consumption and switching to green energy sources; tipping public spaces away from private car use and towards walking, cycling and public transport; increasing green cover; and making responsible choices about the purchase of goods, financial investments and minimising waste.</li> <li>• <u>Lead by example by making Merton Council carbon neutral by 2030.</u> We have taken important steps towards reducing carbon emissions from our building stock over the last decade and we will build on this work towards our new target.</li> </ul> |
| <b>What can you do?</b>   | <p>Everyone will need to work together to make adjustments to their daily lives in order to secure a better future for all. The following sets out some of the key ways you can play your part in decarbonising the borough of Merton.</p> <p><u>Buildings and energy</u> - <b>You can help</b> by:</p> <ul style="list-style-type: none"> <li>• Reducing your energy consumption by making your home or business more energy efficient.</li> <li>• Finding out whether your home is suitable for efficient electric heating such as a heat pump – you may be eligible for payments through the Government’s Renewable Heat Incentive.</li> <li>• Switching your power supply to a 100% green tariff or green energy supplier.</li> <li>• Installing solar panels on your home or business to generate renewable energy locally - you could get paid for any low-carbon electricity you export to the grid, with the National Government’s Smart Export Guarantee.</li> </ul>  |

|  |   |
|--|---|
|  | <ul style="list-style-type: none"> <li>• Developing community energy projects with funding from the London Mayor's Community Energy Fund.</li> </ul> <p><u>Transport</u> - <b>You can help</b> by:</p> <ul style="list-style-type: none"> <li>• Avoiding using your car or replacing your petrol/ diesel vehicle with a low carbon alternative. For short journeys, try leaving your car at home. Walking and cycling improves health and reduces your carbon footprint. Given that climate change is a global challenge, you should also consider how you travel outside the borough (e.g. take the train as a low carbon alternative to flying).</li> </ul> <p><u>Waste and products</u> - <b>You can help</b> by:</p> <ul style="list-style-type: none"> <li>• Following the principles of the waste hierarchy and avoiding waste wherever possible. Among other things, you can also buy locally, reduce your meat/ dairy consumption, and collect food waste.</li> </ul> <p><u>Financial investments</u> - <b>You can help</b> by:</p> <ul style="list-style-type: none"> <li>• Investing in sustainable products and services. Promote low carbon activities by ensuring that your pension fund, the money in your bank account, and any other personal investments are sustainable investments.</li> </ul> <p><u>Green spaces</u> - <b>You can help</b> by:</p> <ul style="list-style-type: none"> <li>• Planting trees on your property and encouraging others to do so. Please contact the Council if you are willing to become involved in a neighbourhood tree planting and maintenance effort or to use your property for tree planting.</li> </ul> |
| <p><b>'Spotlight on' a facility, community group, initiative etc. #1</b></p> | <p><b>Merton Climate Emergency Working Group</b></p> <p>A climate emergency was declared in Merton in 2019, when a target was also set to make the borough carbon neutral by 2050. To help meet this ambitious declaration, a Climate Emergency Working Group has been put in place to develop a Climate Action Plan.</p> <p>The Working Group is formed of a range of individuals who have offered their time, experience and specific knowledge of climate change issues to make up a diverse panel covering residents, businesses and services in the borough.</p>   |

Among the 14 members is Tom Walsh, who lives in Colliers Wood and co-founded the Sustainable Merton environmental charity in 2007. Now aged 64, he has been a green campaigner for most of his adult life and says it is a “massive relief” that the world is finally taking action on climate change.

“If the world fails to change in the next 10 to 12 years, then events will occur that are not returnable – such as the loss of ice around Antarctica and Greenland which will see water and sea levels rising, threatening 800 million coastal dwellers around the globe.

“I trained in applied biology and when I was at college, our tutors said climate change wouldn’t affect us in our lifetime. But they were wrong and we have lost a lot of time,” he said.

A former Green Party candidate, Tom co-founded Sustainable Merton when he felt unable to make an impact on local environmental issues through political means.

At Sustainable Merton, Tom has worked with residents and groups across the borough discussing all aspects of climate change and has been involved with numerous environmental projects. These include working with 15 Merton schools showing young residents where their food comes from and how to grow their own, and helping run the Dig Merton scheme where vacant green spaces were planted with fruit, vegetables and flowers.

He also highlighted the on-going success of Sustainable Merton’s Mitcham Community Orchard, where 200 residents and 12 partner organisations have worked together to transform a derelict area of spare land in Field Gate Lane into an award-winning orchard with 30 different varieties of fruit trees, seven raised beds, ponds, soft-fruits and a wild garden.

Tom’s wealth of experience as an environmental pioneer will help shape the forthcoming Climate Action Plan for Merton now being prepared by the Working Group. They have agreed to structure tasks under the following themes:

- Buildings and Energy
- Transport
- Products and Waste
- Finance
- Green Spaces
- Behaviour Change and Engagement.



|  |   |
|--|---|
|  | <p>As co-ordinator of the Products and Waste theme, Tom says a strategy will be developed by Spring. Merton Borough Council is aiming to become carbon neutral as an organisation by 2030, with the borough as a whole to follow 20 years later.</p> <p>“It is very encouraging to realise that the whole world is mobilising on climate change. I have waited 30 years for action like this to be taken,” Tom added.</p>   |
| <p><b>‘Spotlight on’ a facility, community group, initiative etc. #2</b></p> | <p><b>Swop It Up</b></p> <p>Teenager Zaqiya Cajee has become an environmental activist after setting up her ‘SwopItUp’ clothing exchange for young people, which not only gives them the chance to update their wardrobe for free, but enables them to understand how their choices impact the environment.</p> <p>SwopItUp, run in schools by teenagers and for teenagers, sees clothes dropped off by pupils during a ‘DropToSwop’ week in return for tokens which they exchange for clothing pre-loved by fellow students at a school SwopItUp event.</p> <p>Zaqiya, aged 16 and from Mitcham, was inspired to create the SwopItUp concept following a family holiday when she spent less than £30 on a whole new wardrobe at an Italian market filled with stalls piled high with pre-loved clothes.</p> <p>She said: “Before that experience, as a growing teenager, I had found myself regularly buying new clothes, trapped by the cycle of fast fashion, which made it cheap and easy to buy new things. I have always loved clothes and style, but going to this market showed me that there are alternative ways to shop. Not only is it even cheaper, but buying pre-loved clothes is good for the environment as it reduces waste.</p> <p>“This whole experience turned me into an advocate for pre-loved fashion. When I got home, however, I realised that there was nothing really aimed at my age group. It made me determined to give my peers an easy way to get pre-loved clothes with the added benefit of doing something good for the environment.”</p> <p>SwopItUp has other goals for schools, including linking the projects to different curriculum subjects such as geography, business, entrepreneurship, design, media, photography, technology, textiles and maths.</p> <p>The skills that the project team develop by being a part of SwopItUp can also help provide them with a great start for employment, as well as understand more about the type of work activities that might appeal to them.</p> |

SwopItUp events already take place at Ricards Lodge High School in Wimbledon, and students at Rutlish boys' school are involved with getting it established there. The concept has also been running in neighbouring Wandsworth, and it is hoped to expand it further across both boroughs in 2020.

Zaqiya said: "My goal is to have 25 schools on board with SwopItUp by the end of 2020 and soon after become a national, or even international, scheme.

"Since coming up with the idea for SwopItUp I feel I can call myself an environmental activist. I have taken action not only to reduce my own carbon footprint but to also provide others with a way to reduce theirs too. Once people start to take small steps with environmental action they are more likely to take the bigger steps.

"I don't believe that it will take a handful of people to work tirelessly to stop the climate crisis, it will take everyone to be more mindful about how their actions make an impact on the world. We need to work together if we are going to have any chance of solving this problem. SwopItUp is not just a clothing exchange, it is a concept that empowers youth to take real action."

To find out more about SwopItUp, visit: <https://www.swopitup.org/>

| Priority 3            | Protecting and enhancing the local environment   | Sustainable Communities |
|-----------------------|--|-------------------------|
| <b>Objectives</b>     | <ul style="list-style-type: none"> <li>• To reduce the volume of fly-tipped waste.</li> <li>• To increase the recycling rate in the borough.</li> <li>• To improve air quality across the borough by reducing emissions from road transport and buildings.</li> <li>• To improve the quality and increase the enjoyment of our local parks and green spaces.</li> </ul>  |                         |
| <b>Call to action</b> | <p>In line with the National trend we have been handling a sustained increase in the volume of fly-tipped waste incidents across the borough. On average we are clearing in excess of 1,000 fly tip incidents per month. Our intention is to prevent litter in the first place and satisfy the demands of our residents as litter is now the number one concern of our residents.</p> <p>Although residents recycle and participate in food waste composting more, our current recycling rate is 42% which is well below our commitment as part of the Mayor of London waste plan to achieve a 50% recycling performance by 2030.</p> <p>With reference to air quality, air pollution is recognised as a major contributor to poor health with more than 40,000 premature deaths attributed to poor air quality across the UK each year, with over 9000 attributed to poor air quality in London. There is also often a strong correlation with equalities issues, because areas with poor air quality are often less affluent. Public Health estimate that 6.5% of mortality in Merton is attributable to poor air quality.</p> <p>Merton continues to breach the legally binding air quality limits for both nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>) 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. New powers for Local Authorities to further reduce air pollution from key areas such as transport, the home, farming and industry will follow in the new Environment Bill and associated clean air legislation.</p> <p>Merton is a relatively green metropolitan borough that enjoys over 116 parks and open spaces, with 99.6% of the borough within less than 400m distance from a publicly accessible open space. 18% of the borough is open space, compared to a London average of 10%. 81% of park users recorded as satisfied or very satisfied with their condition/facilities in the most recent borough residents' survey and considerable practical input and support from the local community in the guise of 36 separate "Friends of Parks" and similar stakeholder groups.</p> |                         |

|  |   |
|--|---|
| <p><b>What happens if we do nothing?</b></p> <p>If no proactive action is undertaken the level of street litter and fly tipping incidents will continue to increase and the level of resident satisfaction of the service and the Council will decline. In addition to this, significant operational resource will be required to meet this demand adding financial pressure on both our waste / street cleansing budgets and our disposal budgets. Also, the overall image of the Public Realm will be tarnished leading to an increase in anti-social behaviour and reduced support from our residents in our ability to increase our recycling rate.</p> <p>People will continue to die prematurely due to poor air quality if we fail to act. Road transport emissions will not decrease. Roads will remain congested and kerbside/roadside nitrogen dioxide concentrations will continue to exceed the UK Air Quality Standards. In addition, buildings will continue to be heated by fossil fuels and be environmentally inefficient if we do nothing.</p> <p>Failure to invest in the development and improvement of our green spaces and its infrastructure will undoubtedly undermine the health of the community by, for example discouraging exercise, such as walking and running, and outdoor social activities. Uncared for and under-utilised green spaces will encourage vandalism, graffiti and anti-social behaviour and may diminish their value to the extent that their facilities are closed or lost, and the site becomes derelict and abandoned.</p> | <p><b>What would it look and feel like if we succeed?</b></p> <p>Zero waste to landfill and reduced waste processed via our energy from Waste facility would generate both financial benefits through reduced operational cost and improved recycling. Our street will be cleaner and attract positive wellbeing among our communities in which our residents will feel valued and actively help shape the future design of our service.</p> <p>Reduced emissions from road transport and buildings will reduce air pollution, therefore, improve health and mortality of our residents, visitors and businesses. Reduced air pollution will also allow the Council to achieve its carbon reduction targets by 2050.</p> <p>Attractive urban green spaces contribute significantly and positively to the social, economic and environmental well-being of the borough, including community health benefits, in mitigating air pollution and promoting biodiversity. Parks are used and enjoyed by borough residents of all ages in many rewarding ways, ranging from quiet contemplation and nature study to active leisure and recreational pursuits, including sporting activities and for children’s play.</p> |
| <p><b>What have you said</b></p>   | <p>An independent survey to ask our residents about the new recycling and rubbish collection service revealed that 40% of households had experienced a service related issue such as missed collection or non-deliver of containers. In addition, 45% of the respondents to the 2019 residents survey said that the cleanliness of streets and town centres is one of the three things that most needs improving in the borough, second only to affordable housing. Similarly, engagement work with children and young people revealed that 31% of young respondents rate litter/dirt in the street as their second major concern in Merton.</p> <p>With reference to air quality, the recent resident’s survey suggests that air pollution is a serious problem in Merton. Traffic has been considered by both young and older respondents to the latest surveys as what most needs improving about Merton. 52% children and young people who have been consulted said that</p>  |

|                         |  |
|-------------------------|--|
|                         | <p>cleanliness of the air is a problem/big problem in the borough. Likewise, the 2019 Residents Survey revealed that only 8% of respondents consider the overall air quality in the borough very good.</p> <p>Public satisfaction with the borough's parks and open spaces remains extremely positive showing an increasing upward trend year on year; having raised 2% since 2017 from 79% up to 81%. There are however peripheral issues that are indirectly linked to parks such as graffiti and fly tips which show relatively low satisfaction levels.</p>  |
| <p><b>We aim to</b></p> | <p>To prevent litter and satisfy the demands of our residents, we will:</p> <ul style="list-style-type: none"> <li>• Continue to invest in anti-litter campaigns to educate the public.</li> <li>• Continue to provide litter bins with ash trays and many gum and butt bins across our town centres.</li> <li>• Implement our Cleaner Merton Programme, including our Fly Tipping strategy to reduce the level of fly tipping and litter.</li> </ul> <p>Although there are limited measures we can take as an authority to directly influence polluting traffic, we will use any powers available to us to tackle this problem. We will:</p> <ul style="list-style-type: none"> <li>• Establish and maintain an effective air quality group to ensure that the implementation of the Air Quality Action Plan (AQAP) measures is coordinated effectively between relevant Council services;</li> <li>• Encourage the uptake of low emission vehicles and review and consider the introduction of an emissions-based parking levy, and review the effectiveness of such a measure over the next two years;</li> <li>• 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;</li> <li>• 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;</li> <li>• Provide guidance to developers on the impact of development on air quality and ensure that approved schemes include effective mitigation and maximise the opportunity to improve infrastructure for sustainable transport options;</li> <li>• 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;</li> </ul> |

|                                |   |
|--------------------------------|---|
|                                | <ul style="list-style-type: none"> <li>• 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;</li> <li>• 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.</li> </ul> <p>Our approach in respect of green spaces will comprise a range of measures and initiatives, including:</p> <ul style="list-style-type: none"> <li>• Direct investment in the quality assets and opportunities offered by green spaces to improve their quality and broad appeal, including their green infrastructure</li> <li>• Promote local parks and open spaces as destinations to enjoy a range of rewarding activities and experiences, including health related opportunities</li> <li>• Encourage community participation in efforts to clean-up and directly invest in the management of their local environment</li> <li>• Build and develop the network and capabilities of parks friends groups within the borough</li> <li>• Protect and enhance the biodiversity interests of the borough and the opportunities for local people to enjoy and engage with nature</li> <li>• Seek and encourage community input on future developments and services offered within the borough's parks and open spaces</li> <li>• Deploy and encourage energy efficient and environmentally-friendly measures and materials within our greenspaces, including composting of green waste, minimal use of pesticides, etc,</li> </ul> |
| <p><b>What can you do?</b></p> | <p>There are lots of things that you can do to protect and enhance the local environment in the borough.</p> <p><u>Waste Services</u> – <b>You can help</b> by:</p> <ul style="list-style-type: none"> <li>• Participating in our services and supporting the council in their recycling behaviours in the home.</li> <li>• Lobbying Central Government for new legislation and policy's holding the manufactures and producers accountable for the disposal of the material they use.</li> </ul> <p><u>Air Quality</u> - <b>You can help</b> by:</p>   |

- Walking or cycling more. For those people with long-standing respiratory or heart conditions, your doctor can advise how poor air quality can affect medical conditions. For more information on walking visit: <https://www.merton.gov.uk/healthy-living/sport-and-healthy-living/walk-4life>  
For more information on cycling visits: <https://www.merton.gov.uk/streets-parking-transport/cycling>;
- Signing up for an air quality forecasting system such as airTEXT so that you can take steps to protect your health. To sign up for free air pollution alerts visit: <http://www.airtext.info/signup>;
- Using car clubs which provide you with a cleaner and greener way of using a car when you need one, without the cost of hassle of owning one. For more information visit: <https://www.merton.gov.uk/streets-parking-transport/parking/car-clubs>
- Switching to a cleaner vehicle if you need a private vehicle. For information on existing electric vehicle charging infrastructure in Merton visit: <https://www.merton.gov.uk/streets-parking-transport/electric-vehicle-charging-points>
- Turning off your engine and restarting it after a minute or longer causes less pollution than keeping the engine idling and uses less fuel. Idling is also an offence, so if you see vehicles idling somewhere on a regular basis please let us know so that we can build a picture of idling hot spots in the borough to tackle. Email us at [pollution@merton.gov.uk](mailto:pollution@merton.gov.uk) with the location, type of vehicle and time of day. You can also pledge your support for anti-idling and volunteer at idling events in your area. For more information visit: <https://www.merton.gov.uk/communities-and-neighbourhoods/pollution/air-quality-and-air-pollution/tackling-idling>
- Setting up a play street to allow you to temporarily close your street to traffic so that children can play safely. For more information visit: <https://www.merton.gov.uk/streets-parking-transport/streets-and-pavements/play-streets>
- Supporting your local School Safety Zone, so roads outside schools are closed at opening and closing times to improve air quality, and encourage walking and cycling to school. For more information visit: <https://www.merton.gov.uk/streets-parking-transport/school-safety-zones>
- Improving energy efficiency in your home. Find out more at: <https://www.merton.gov.uk/planning-and-buildings/sustainability-and-climate-change/what-you-can-do>

In respect of green spaces, you could consider some of the following activities. **You can help** by:

- Applying for an allotment on one of the borough's 18 allotment sites: <https://www.merton.gov.uk/leisure-recreation-and-culture/parks-and-open-spaces/allotments>
- Joining a parks friends group and discover what activities and projects they are engaged on within their local park.

|  |   |
|--|---|
|  | <ul style="list-style-type: none"> <li>• Using one of the borough’s 10 outdoor gyms to improve your health and fitness: <a href="https://www.merton.gov.uk/leisure-recreation-and-culture/parks-and-open-spaces/outdoor-gyms">https://www.merton.gov.uk/leisure-recreation-and-culture/parks-and-open-spaces/outdoor-gyms</a></li> <li>• Becoming a Tree Warden and help support tree planting and tree care efforts across the borough: <a href="https://www.merton.gov.uk/planning-and-buildings/regeneration-urban-design/trees/favourite-tree">https://www.merton.gov.uk/planning-and-buildings/regeneration-urban-design/trees/favourite-tree</a></li> <li>• Taking up a new sport and enjoy some of the many outdoor sporting facilities that are available within the borough’s parks: tennis, bowls, beach volleyball, croquet, etc: <a href="https://www.merton.gov.uk/leisure-recreation-and-culture/parks-and-open-spaces/parks-and-recreation-grounds">https://www.merton.gov.uk/leisure-recreation-and-culture/parks-and-open-spaces/parks-and-recreation-grounds</a></li> </ul>   |
| <p><b>‘Spotlight on’ a facility, community group, initiative etc. #1</b></p> | <p><b>Community Champions</b></p> <p>Merton has an ever-growing team of local people who are passionate about improving the borough’s environment and want to make a positive, united, difference in their communities.</p> <p>They are the Community Champions, set up by environmental charity, Sustainable Merton. Each has their own reasons for wanting to see Merton a greener, cleaner and healthier place, and they are all people prepared to take action to do something about it.</p> <p>Raynes Park mother Ellie Smallshaw became a Community Champion because she wanted to make a difference to the area in which her young children – Zachary and Marcus – are growing up.</p> <p>She said: “I wanted to make sure they are growing up in an area that is cared for, and I saw being a Community Champion as an opportunity to make my own difference to our local environment.”</p> <p>As a Community Champion, Ellie has helped man a stall at the annual Abundance Fruit Day in Wimbledon, where the community gathers to celebrate the abundance of fruit growing around the town and to see how to make fantastic food from edible resources that would otherwise be wasted.</p> <p>She has also taken part in community litter picks and attended Morden Hall’s BioBlitz event - in which volunteers help experts identify different species of animal, plant and fungus – to promote Sustainable Merton as well as encourage people to make environmental pledges, promote the Plastic Free Merton campaign, educate on food recycling and to give out waste caddies.</p> |



|  |  |
|--|--|
|  | <p>Ellie said she is now far more aware of how to improve the environmental impact of her own life, and has made her own pledges to reduce plastic waste at home as part of the global Plastic Free Challenge campaign.</p> <p>She said: “There is a lot that people can do to help the environment in their daily lives and, as a Community Champion, I am involved in spreading the word and inspiring others.</p> <p>“Taking part in events like the local litter picking can give you a feeling of real fulfilment. It’s amazing how a team of around ten people can make a visible difference in just a short space of time. There’s a sense of community spirit and it’s great to be doing something positive with like-minded people.”</p> <p>To find out more about Sustainable Merton’s Community Champions, click on this link:<br/> <a href="https://www.sustainablemerton.org/our-champions">https://www.sustainablemerton.org/our-champions</a>.</p>  |
| <p><b>‘Spotlight on’ a facility, community group, initiative etc. #2</b></p> | <p><b>School Superzones</b></p> <p>Healthy spaces and neighbourhoods are vital to give children the best start in life as well as boosting their wellbeing.</p> <p>Unhealthy environments can cause a lasting impact on children’s mental health, obesity, educational achievement and long-term conditions.</p> <p>But health and education partners in Merton have come together to pilot a ‘School Superzone’ project, aiming to create healthier and safer spaces for local children and young people to live, learn and play.</p> <p>Merton Abbey Primary School on High Path in South Wimbledon was chosen for the pilot scheme, with borough council and school staff working together to improve the urban environment – including air quality – within 400 metres (5-10 minutes’ walk) of the school.</p> <p>Before developing a plan to improve the local environment around the school, three workshops were held to understand people’s positive and negative experiences of the area, followed by a communal ‘walk home’, asking participants to take photos of the environment and talk about how it impacts on their wellbeing.</p> |

Issues raised included traffic congestion around school gates at drop off and pick up times, air quality, safety concerns on walking routes due to poor lighting, under-use of green assets, litter, as well as lack of public art and community ownership of public spaces.

Their views helped shape the action plan - which focussed on travel and transport, the local public space and community safety, and has since been built into the school curriculum.

The drive to improve local air quality and encourage active travel included promotion of a campaign to reduce car engine idling outside the school, with council officers holding an assembly and lesson with Year 4 pupils to reinforce the message.

A 'kiss and drop scheme', where parents drop their children off for school in an area less congested than outside the gates, is being considered. It is hoped this would reduce car fumes as well as improve traffic safety outside the school.

The action plan also included the school helping improve local green spaces by allowing it to take 'ownership' of nearby Nelson Gardens as well as a council review of the placement of street lighting.

Michael Bradley, Headteacher at Merton Abbey Primary School, said: "We want our children to become active members of their own community, who make positive changes to their local area. The Superzones project has great potential to help us in that work."

Merton was one of 13 London boroughs to take part in the School Superzones pilot project, which is set to be rolled out across the capital. It has been such a success at Merton Abbey that at least two more schools in the borough will be taking part in 2020.

|   |   |   |
|---|---|---|
| <b>Priority 4</b>   | <b>Tackling Diabetes</b>  | <b>Health and Wellbeing Board</b>   |
| <b>Objectives</b>   | <p>Diabetes is a key priority for Merton Health and Wellbeing Board. We have launched a new Health and Wellbeing Strategy and are keeping a focus on tackling diabetes. Whilst good work is taking place and our whole systems approach and Diabetes Truth Programme have been cited as good practice, it is important to maintain momentum, specifically through developing:</p> <ul style="list-style-type: none"> <li>• Clinical oversight and service improvement</li> <li>• Holistic individual care</li> <li>• Healthy places</li> </ul>  |   |
| <b>Call to action</b>   | <p>Approximately 6% (11,160) of the registered adult population within Merton Clinical Commissioning Group are diagnosed with diabetes; a further 2% (2,585) are estimated to be undiagnosed, and 11% (18,450) have non-diabetic hyperglycaemia (pre-diabetes).</p> <p>As part of a life-course approach, tackling diabetes links closely with the child healthy weight with nearly 35 % of Year 6 having excess weight. In East Merton this figures rises to 40% and compares to just over 26% in the West.</p> <p>Merton Health and Wellbeing Board takes a ‘whole system approach’ to tackling diabetes, across the life course, developing holistic care hand in hand with creating a healthy place. Both involve a strong focus on understanding what most matters to local people and actively engaging all partners across Merton.</p> |   |
| <b>What happens if we do nothing?</b>   |   | <b>What would it look and feel like if we succeed?</b>  |
| <p>If nothing changes, it is estimated that the total diabetes prevalence will rise by 5,000 to over 18,000 or 9% of Merton’s population over the next 10 years. Diabetes currently consumes approximately 10% of the overall NHS budget, and this, too, is projected to rise. The Annual Public Health Report provides additional facts and figures.</p> |   | <p>The Tackling Diabetes Action Plan aims to create a healthy place where clinical services and prevention work effectively together to provide truly holistic care. Partners working proactively to address wider issues, including mental health and healthy environments, and collaboratively to ensure real ownership by the community.</p> |
| <b>What have you said</b>   | <p>The Diabetes Truth Programme involved each, individual Health and Wellbeing Board member ‘buddying up’ with a Merton resident who had a lived experience of diabetes. Through a series of one to one conversations, we gained an insight into the life and challenges that people at risk of, living with or caring for someone with diabetes face on a daily basis. Issues raised included:</p>   |   |

|                  |  |
|------------------|--|
|                  | <ul style="list-style-type: none"> <li>• Type 1 diabetes is really different to Type 2 and we need to be clear on this.</li> <li>• Diabetes is not just a physical illness – it also requires mental health resilience and support.</li> <li>• Food choices are often influenced by factors in our environment.</li> <li>• There is plenty of information but we need to make better connections between those who produce the information and those who need to use it.</li> <li>• Physical activity is important to help prevent and manage Type 2 diabetes – we need to promote the assets we have including parks and open spaces.</li> <li>• Peer and community support has a huge role to play.</li> <li>• Pressures relating to lifestyle, working hours and lack of sleep mean that just knowing the causes and risks of diabetes is not enough to change behaviour. Instead, healthier choices need to become easier choices.</li> </ul> <p>Further work with young people (Children and Young People’s survey 2018) also identified issues making it harder for them to lead healthy lives in their area as:</p> <ul style="list-style-type: none"> <li>• Too many fast food outlets (52%)</li> <li>• Too much advertising of unhealthy food (52%)</li> <li>• The cost of healthy food and drink (54%)</li> </ul> <p>This insight helped us identify the most important areas to focus on and together with data analysis and a review of the evidence has helped inform the Tackling Diabetes Action Plan. This innovative approach taken in Merton has been shortlisted for an award and cited as good practice.</p> |
| <b>We aim to</b> | <p>The Tackling Diabetes Action Plan sets out high-level actions. It contains a small number of high value actions that, when delivered together, are expected to have the most impact in Merton. Good progress against each of the three themes has been seen over the last six months, with key highlights including:</p> <ul style="list-style-type: none"> <li>• A number of new services, including those for key communities e.g. Tamil and African Caribbean communities.</li> <li>• An increase in uptake of the National Diabetes Prevention Programme, Merton having the highest number of first appointments (285) across South London within 2019.</li> <li>• Council approval of a revised advertising policy to introduce restrictions on unhealthy food and drink.</li> <li>• Development of the Merton schools super zone SNAP (Schools Neighbourhood Approach Pilot).</li> </ul>  |

|  |   |
|--|---|
| <p><b>What can you do?</b></p>   | <p>There are a variety of actions that partners and residents can take to keep the momentum on tackling diabetes.</p> <p><b>You can help by:</b></p> <ul style="list-style-type: none"> <li>• Gather patients’ feedback on services and release the potential that community groups can have in Merton.</li> <li>• Raising awareness around diabetes and child healthy weight through a commitment to supporting World Diabetes Day and the #Merton Can <a href="http://www.merton.gov.uk/mertoncan">www.merton.gov.uk/mertoncan</a> physical activity campaign.</li> <li>• ‘Think diabetes’ in the workplace <a href="https://healthinnovationnetwork.com/projects/think-diabetes-in-the-workplace/">https://healthinnovationnetwork.com/projects/think-diabetes-in-the-workplace/</a></li> <li>• Volunteer to take part in the development of the Merton network of Diabetes Champions.</li> <li>• Support Sugar Smart Merton by, for example, signing up to our Fizz Free campaigns and using the #GoFizzFree hashtag on Twitter.</li> <li>• Work with Merton Voluntary Service Council to explore how people from South Asian and BAME backgrounds are coping with diabetes.</li> </ul>             |
| <p><b>‘Spotlight on’ a facility, community group, initiative etc. #1</b></p> | <p><b>Social Prescribing</b></p> <p>It’s estimated that 20% of people who visit their GP have a non-medical problem – be it bereavement, isolation or unemployment.</p> <p>Instead of a traditional prescription, they might need to meet others, learn new skills, try different activities, make a few lifestyle changes or simply get out and about more often to improve their health and wellbeing.</p> <p>Now adult patients across Merton can be referred by their GP to a Social Prescribing Coordinator, who will help them access non-medical options that can work alongside existing treatments to help them feel better faster as well as making life more enjoyable.</p> <p>Ray Hautot is Merton Social Prescribing Team Lead and he explained: “There are lots of community services in Merton that people can access which will benefit their health, but patients often don’t know what’s out there, and we are here to help.”</p> <p>After an appointment with a Social Prescribing Coordinator, some of the community services people have been informed about or referred to have included:</p> <ul style="list-style-type: none"> <li>• Support groups (e.g., diabetes)</li> </ul> |

- Where to get benefits advice
- Budgeting
- Befriending
- Bereavement support
- Employability support programmes
- Exercise sessions
- Health walks
- Informal carers support
- Social activities
- Transport (e.g., dial-a-ride)
- Volunteering.

Ray said: “Some of the patients are pre-diabetic and while we are not medical professionals, we will talk about diet and activity levels.”

Following the initial appointment, patients will have two further follow-up sessions with their Social Prescribing Coordinator to chat about how things are improving and their progress will be measured.

Ray added: “Once people start seeing an improvement for themselves, they are usually motivated to carry on with the changes. I’ve seen patients make significant improvements, with some losing weight which helps their overall health.”

Three quarters of the patients seen by Social Prescribing Coordinators reported better health and wellbeing. As well as patient benefits, the service has seen a reduction of GP appointments by 33% and a reduction in A&E attendance by 50%.

One patient said: “I knew I should exercise more, but it’s hard to motivate yourself on your own and I hate the gym. The Social Prescribing Coordinator gave me information on health walks and a friendly beginners’ running club. I am finding it easier to get motivated.”

Merton’s Social Prescribing Service is a project of Merton Voluntary Service Council working in partnership with the Merton Clinical Commissioning Group, Merton Council, Merton GP practices and the voluntary and community sector. To find out more go to: <https://www.mvsc.co.uk/SocialPrescribing>.

|  |  |
|--|--|
| <p><b>‘Spotlight on’ a facility, community group, initiative etc. #2</b></p> | <p><b>The Diabetes Truth Programme</b></p> <p>The Diabetes Truth Programme, launched in April 2019 by the Merton Health and Wellbeing Board, is a new approach to working with the community to help tackle the growing problem of diabetes.</p> <p>This involved each Board member being paired up – or “buddied” - with a Merton resident living with, at risk of, or caring for, someone with Type 1 or Type 2 diabetes. Each Board member met their buddy over the following three months for a series of one-to-one conversations.</p> <p>Fred Springer, who had been at risk of Type 2 diabetes, buddied with Merton Council’s Director of Community and Housing, Hannah Doody. What emerged was a real insight into the challenges that people living with diabetes face on a daily basis.</p> <p>Evidence from the Diabetes Truth Programme then helped shape Merton’s Tackling Diabetes Action Plan. Fred and other Diabetes Truth volunteers also shared their experience of living with diabetes when they helped launch the Action Plan.</p> <p>Fred, a 79-year-old retired welding engineering lecturer who lives in Morden, had discovered he was pre-diabetic, despite feeling he was in “pretty good health” and playing regular cricket for Surrey Seniors.</p> <p>Here’s his story in his own words...</p> <p>“I attended my doctor’s surgery at Central Road Medical Centre to get my usual yearly over 70s check-up - as I call it, Human Medical Overall Test (MOT). When I went back for my results, the doctor told me I was in good health, but my glucose blood count was a bit high and close to diabetic level.</p> <p>“The doctor suggested I go to the Pre-Diabetic Programme, which is 26 classes spread over weeks, held at Wimbledon YMCA. I am pleased this course was offered, and I found it to be very useful and informative. I’m grateful for what I learnt about diabetes.</p> <p>“Many on the course made improvements, and it spurs you on when the doctor says are out of the ‘Red Zone’. The lifestyle changes and adjustments I had to make were not that great at all. Firstly I observed that the time of my blood test was in the ‘off’ cricket season. In that period I slack off from physical exercise and was more likely to put on weight, and that was exactly what took place.</p> |
|--|--|

“I later found out my Dad had diabetes and my second older brother was pre-diabetic too. I was also very surprised to hear when, talking to other family members and friends, how many of them had known people who had been diabetic. “I had genuinely thought beforehand that only unwell, obese, and unfit people suffered from diabetes - how wrong I was! I was shocked to then discover how common this condition was – and it is worldwide.”

He also said he appreciated the chance to have his voice heard through the Diabetes Truth programme, and was pleased to see action being taken on what he and others taking part had said. Here are Fred’s tips:

I set myself constructive, achievable, exercise targets

Good balanced diets are the key for me in keeping blood count down and – especially for me - being active, playing cricket and occasionally table tennis.

Regular walks - making sure I dress warmly, and have worked a good sweat - you feel so much better with your body.

Most of our food comes from shops and supermarkets, these are well packed and labelled, including colour-coded and measured portions. We can read the calorie count, volume, weight and the ingredients for ourselves.

For more information see [www.merton.gov.uk/mertoncan](http://www.merton.gov.uk/mertoncan)



|   |  |                                   |
|---|--|-----------------------------------|
| <b>Priority 5</b>   | <b>Developing Healthy Workplaces across Merton</b>   | <b>Health and Wellbeing Board</b> |
| <b>Objectives</b>   | <ul style="list-style-type: none"> <li>• To promote positive mental health at work.</li> <li>• To promote active travel to work, with a specific focus on co-benefits for climate change.</li> <li>• To support the development of healthy workplaces across Merton by encouraging commitment to the London Healthy Workplace Award.</li> </ul>  |                                   |
| <b>Call to action</b>   | <p>The rationale for choosing Healthy Workplace across Merton as a priority is based on a strong evidence of need - the rate of working days lost across Merton due to sickness absence is greater than in London or England as a whole. (Percentage of working days which are taken off for sickness is 1.3, 2015-17 PHOF).</p> <p>Healthy Workplaces is also a strategic priority for Merton Health and Care Together and South West London Health and Care Partnership providing many opportunities to scale this up with partners and there is a growing awareness of the scale of issues relating to mental health throughout society, including the workplace, and the opportunity to build on existing support.</p> <p>Healthy workplaces aligns with other Merton goals such as action being taken in response to the recently declared Climate Change Emergency.</p> <p>The London Healthy Workplace Award (LHWA) is an accreditation scheme led by the Mayor of London's Office and supported by Public Health England. It acts as a template for good practice and recognises London employers who invest in employee health and wellbeing. More information is available <a href="#">here</a>.</p> |                                   |
| <b>What happens if we do nothing?</b>   | <b>What would it look and feel like if we succeed?</b>   |                                   |
| Not making time for stress relief at work can lead to a self-perpetuating problem - people become more and more stressed or even burnout, both of which can reduce productivity further. If we do | Working together we aim to create working environments where making the healthier and more sustainable choice is easy, from the food we eat to how we choose to travel from one place to another. We want to use workplaces to put in place interventions which will   |                                   |

|   |   |
|---|---|
| <p>nothing to improve workplace health we can expect to see increasing sickness absence rates and a less productive workforce in Merton.</p> <p>The Council declared a climate emergency in July 2019 setting a target for Merton to be Carbon neutral by 2050 – if we do not increase our level of active travel, and we do not start working towards this now we will not meet this target. Active travel is a proven way for people to increase physical activity in their daily lives and improve health outcomes, neglecting this priority would be missing an opportunity to improve health outcomes and reduce health inequalities in the borough.</p> | <p>influence a large number of individual’s behaviours. This in turn will create a more productive workforce and save costs for employers. Success will also mean more Merton organisations working towards the London Healthy Workplace Award.</p>   |
| <p><b>What have you said</b></p>  | <p>As part of the engagement programme on the Health and Wellbeing Strategy there was widespread stakeholder support for a focus on healthy settings and outcomes that can be delivered through healthy workplaces. For example:</p> <ul style="list-style-type: none"> <li>• Organisations to create conditions in their organisations where mental health is understood and discussed</li> <li>• Focus on increasing active travel in the borough, reducing car use and implementing Healthy Streets Approach</li> <li>• Ensuring that air quality in the borough is improved</li> </ul>  |
| <p><b>We aim to</b></p>   | <p>To support healthy workplaces across Merton we will:</p> <ul style="list-style-type: none"> <li>• Encourage widespread achievement of the London Healthy Workplace Award Across Merton by supporting businesses, sharing learning and championing the Healthy setting approach.</li> <li>• Raise awareness of mental health resources such as ‘Good thinking’ and ‘Able Futures’.</li> <li>• Procure Mental Health First Aid Training to be available for Community Groups</li> <li>• Seek stakeholder support for a Merton Active Travel Awards scheme to celebrate excellent and innovation amongst Merton employers for initiatives that reduce car use.</li> <li>• Continue to offer suicide awareness, mental health workplace champions and mental health first aiders training to Merton business and voluntary sector organisations</li> <li>• Develop a Healthy Workplaces training day with all Merton GPs.</li> </ul> |

|  |   |
|--|---|
|  | <ul style="list-style-type: none"> <li>• Collaborate with the Climate Emergency Working Group Transport Study Stream and the Active Travel and Transport Subgroup of the Sustainable Communities and Transport Partnership.</li> <li>• Include active travel in health promotion campaigns such a #MertonCan (Merton Year of Physical Activity)</li> <li>• Introduce Merton Active Travel Award in the Merton Business Awards 2020 (subject to confirmation of sponsorship).</li> </ul>   |
| <p><b>What can you do?</b></p>   | <p><b>You can help by:</b></p> <ul style="list-style-type: none"> <li>• For business owners/Merton Staff and Managers to sign up to the LHWA.</li> <li>• Raising awareness and use of the <a href="#">“Good Thinking” website</a> and resources it points users towards</li> <li>• Undertaking training to become a mental health first aider.</li> <li>• Support for a Merton Active Travel Awards scheme.</li> </ul>  |
| <p><b>‘Spotlight on’ a facility, community group, initiative etc. #1</b></p> | <p><b>The Healthy Workplaces Programme</b></p> <p>One in four UK employees report having a physical health condition and of them, one-fifth have a mental health condition. Two out of five UK employees with a health condition feel their health affects their work.</p> <p>But local businesses in Merton have plenty of support to help them become great employers who promote health and wellbeing in their workplaces through the borough’s Healthy Workplaces programme.</p> <p>For the Gina Conway Salon in Wimbledon town centre, the health and wellbeing of their employees is a passion for the business, with HR Manager Melissa Harris saying they want to create a positive work environment which is also a “sanctuary” for their team.</p> <p>“We pride ourselves on personal service for our guests and we want our team to be supported so there is a positive atmosphere. We want to create an environment that people will enjoy when they are working,” she said.</p> <p>The business, which has a salon within Elys on Wimbledon Hill Road, has been one of number of local firms taking part in the Healthy Workplaces programme commissioned by Merton Council, backed by Merton Chamber of Commerce and the One You Merton health advice campaign.</p> |

|  |   |
|--|---|
|  | <p>The programme, delivered by Healthy Dialogues, included mini-health MOTs for employees as well as customised workplace wellness workshops, healthy workplace assessments and guidance.</p> <p>Healthy Dialogues have provided stress management workshops to around 40 Gina Conway employees exploring mental wellbeing at work, including activities on recognising and managing stress, with goals set for stress self-care.</p> <p>Melissa Harris, who has worked for Gina Conway for eight years, said the company has always been supportive of the wellbeing of the 100 employees it has working across three branches.</p> <p>“Our stylists and therapists need to be bright and bubbly all day, no matter how they feel. The managers are encouraged to support their team, and especially to look out for mental health issues.</p> <p>“We are also conscious of work/life balance and will arrange staff schedules around what suits them. People tell us they love the working environment here, and we have a high retention of staff with an average length of service of eight years.”</p> <p>She pointed out that the work can also be quite physical, such as pressure on the shoulders of the stylists, but the company provides physiotherapy sessions and a 50% gym membership discount as well as yoga, reiki and massage. Healthy eating is also encouraged, and a nutritionist has talked to staff about diets.</p> <p>The company’s team spirit is boosted by charity work, including haircuts for the homeless and refugees, massages for cancer patients and fundraising events.</p> <p>“We nurture our staff because they give so much to our guests, so it’s important we invest in the wellbeing of our team”, Melissa added.</p> <p>Further information is available from the Public Health Team <a href="mailto:Public.Health@merton.gov.uk">Public.Health@merton.gov.uk</a> or direct from the Mayor’s <a href="#">London Healthy Workplace Award</a></p> |
| <p><b>‘Spotlight on’ a facility, community group, initiative etc. #2</b></p> | <p><b>The Health Workplaces Programme</b></p> <p>Wellbeing in the workplace is an important part of office life at Hartley Fowler chartered accountants in Wimbledon town centre where healthy activities have boosted team spirit, helped staff lose weight and raised money for charity.</p>  |

Partner Jonathan Askew said they have had positive results all round from being more health conscious, including encouraging cycling to work, offering healthy food options in the office and staff taking part in active fundraising challenges.

“We used to have a lot of biscuits and cakes in the office, including a chocolate tuckbox,” he said. “But we no longer have the tuckbox and only have cakes on birthdays. We offer healthy breakfasts and fruit instead.”

Staff have also taken part in challenging charity events, including a Tough Mudder event, where they ran 10 miles through mud and over 25 obstacles to raise more than £2,000 for local mental health charity, Mind Croydon.

They’ve also completed the 56 mile London to Brighton Bike Ride through the Sussex and Surrey countryside to raise £7,000 for the Motor Neurone Disease Association.

Jonathan said: “The activities create a feel good factor and some of us did lose weight as well. Now we have healthier eating in the office, there’s also more of a team spirit having a healthy breakfast together.”

He added that Hartley Fowler, a Patron Member of Merton Chamber of Commerce, was also conscious of mental health and wellbeing, with staff being offered appropriate courses. They are among the local businesses undertaking the borough’s Healthy Workplaces programme.

Further information is available from the Public Health Team [Public.Health@merton.gov.uk](mailto:Public.Health@merton.gov.uk) or direct from the Mayor’s [London Healthy Workplace Award](#)

| Priority 6            | Reducing serious violence  | Safer Stronger |
|-----------------------|--|----------------|
| <b>Objectives</b>     | <p>Serious violence (including knife crime), and the associated links to drugs was identified in the borough's Strategic Assessment as a priority for the Community Safety Partnership in Merton. A partnership programme of work has been established and is monitored via the borough's Locations Board. Every borough has also been asked to monitor knife crime via a MOPAC Knife Crime Plan. Work to achieve the objectives, is ongoing and is regularly monitored by the partnership.</p> <p>Objectives as set out in the borough Knife Crime Plan</p> <ul style="list-style-type: none"> <li>• Governance around the knife crime work</li> <li>• Targeting law breakers</li> <li>• Keeping deadly weapons off our streets</li> <li>• Protecting and educating young people</li> <li>• Standing with community's neighbourhoods and families against knife crime.</li> <li>• Supporting victims of knife crime</li> <li>• Offering ways out of crime.</li> </ul> <p>A good start has been made on the borough, but this will be a longer term piece of work that will need to encompass many strands and the expertise of many organisations and people. From 2020/21 the scope of the Knife Crime Plan will broaden to encompass a wider focus on violence.</p> |                |
| <b>Call to action</b> | <p>Serious Violence is not only a priority for us in Merton, but across London and across the country. The Mayor's Office in London (MOPAC) as a result has set up a dedicated unit to tackle violence reduction. The unit will seek to reduce all types of violence following the approach used by Public Health which seeks to look at the underlying causes of offending.</p> <p>Merton is one of the safest boroughs in London in relation to overall crime, however based on the rolling 12 months at the end of November 2019 there had been 244 knife offences in Merton. This was an increase of 16.7% compared to the previous 12 months. There has also been an upward trend in the % of the public who felt that knife crime was a problem (Public Attitude Survey).</p> <p>There is a need to better understand and tackle the links between drugs and violence both in terms of violent offences being committed by those under the influence of drugs and violence involving drug dealing and gang activity. Building the intelligence picture is key. There is also a need to understand and to protect</p>   |                |

|   |  |
|---|--|
|   | <p>those most at risk of exploitation and victimisation- from those involved and groomed into gangs, to those who find that their properties become used as a place to store and sell drugs (cuckooing).</p> <p>(Source: <a href="https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/data-and-statistics/weapon-enabled-crime-dashboard">https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/data-and-statistics/weapon-enabled-crime-dashboard</a>)</p>  |
| <p><b>What happens if we do nothing?</b></p> <p>Serious Violence and the associated links to knife crime and drugs may increase. This will result in more people at risk of harm. Public confidence and reputational risk for partner agencies may be affected and fear of crime, due to increase press coverage and more visible signs of violence and drug dealing, may increase.</p> | <p><b>What would it look and feel like if we succeed?</b></p> <p>Rather than succeed it is more about making steps to address the underlying causes of violence and the links to drugs and knife crime. By doing this it will mean a safer borough for all both in terms of a reduction in the amount of associated crime and a reduction in fear of crime. More people will be safeguarded and the number at risk of exploitation would be reduced.</p>   |
| <p><b>What have you said</b></p>  | <p>The 2019 Residents Survey assessed how much of a problem is crime in the borough. Only 48% of the respondents feel safe and think that there are low-levels of crime in the borough. 20% rated drug dealing and use as a fairly big problem/a very big problem. In comparison to 2017, there has been an increase in residents feeling that people using or dealing drugs is a problem (11% in 2017 to 20% in 2019). Also, only 13% respondents rated safety as one of the best things about living in Merton.</p> <p>Engagement work with children and young people revealed that crime and drug dealing/use are both linked and the perception of young people in their local areas is that this is the most important issue which needs to be tackled (52% of young respondents said that crime, including drug dealing/use, is the issue that most concerns them). The 2019 survey states that 25% of young people aged 11-17 are personally concerned about gangs.</p> <p>In August of this year we went out to consultation with our community safety survey. We received 634 responses in total however not everyone answered all questions (hence the different sample sizes below).</p> <p><i>% who felt it was a fairly or very big problem:</i></p> <ul style="list-style-type: none"> <li>• 47% (n=602) knife crime</li> <li>• 39% (n=604) gangs</li> <li>• 34% (n=592) violence</li> <li>• 39% (n=568) drug use</li> </ul> |

|  |  |
|--|--|
| <p><b>We aim to</b></p>  | <p>Through partner strategies and plans we will:</p> <ul style="list-style-type: none"> <li>• Support victims of crime, particularly those who are vulnerable.</li> <li>• Address offending, for example looking at diversionary schemes and offering ways out of crime</li> <li>• Design out drug related crime through environmental projects</li> <li>• Working together to protect and educate young people.</li> <li>• Develop the intelligence picture of serious violence on the borough, to better understand the problems that need to be addressed.</li> <li>• Develop relevant plans and strategies to monitor activity and share best practise with colleagues across London.</li> </ul>   |
| <p><b>What can you do?</b></p>   | <p>Everyone will need to work together to achieve the objectives set out above. <b>You can help</b> by:</p> <ul style="list-style-type: none"> <li>• Share intelligence with the Safer Merton Partnership.</li> <li>• Sign post victims of crime to appropriate organisations for support (Victim Support)</li> <li>• Ensure that crime or intelligence is reported to the Police</li> <li>• Report to Crime Stoppers (if you prefer to notify someone anonymously)</li> <li>• Take up weapon sweep training</li> <li>• Take up bystander training</li> <li>• Work together as communities to create relationships with young people, breaking down barriers to help young people feel safe</li> </ul> |
| <p><b>'Spotlight on' a facility, community group, initiative etc. #1</b></p> | <p><b>Community weapons sweeps</b></p> <p>Residents have joined forces with police and council officers to hold the borough's first community weapons sweeps and play their part in helping Merton remain one of the safest areas in London.</p> <p>Searches for weapons hidden in and around public open spaces have taken place across Merton, with more planned for 2020.</p> <p>Each search involved community volunteers who had undergone an introductory training session with a Safer Neighbourhood police officer teaching them how to undertake a weapons sweep.</p>   |



|  |  |
|--|--|
|  | <p>People who don't want to be caught with weapons – typically knives - in their possession or at home will often try to hide them out of sight in public areas. But they will need to remember where it is, and the volunteers will look for concealed weapons in likely places.</p> <p>One of the sweeps has taken place in Moreton Green in Morden, where volunteers from the local Neighbourhood Watch and Friends of Moreton Green groups worked together to sweep the park and woodland for weapons.</p> <p>They were heartened not to find any weapons, and local Neighbourhood Watch co-ordinator Bruce Barns said: “The weapons sweeps are a very good idea, although you do need the right numbers and support, especially if it's a big area to sweep. I'm sure they will grow and gain more support as more people become aware of them.”</p> <p>There is already a real sense of community spirit around Moreton Green, where Bruce said the <a href="#">Friends group</a> also organises a wide range of activities, which have given the area a place to meet in and enjoy throughout the year. These have included organised woodland walks, summer festivals, litter pick-ups, park maintenance and bulb planting.</p> <p><a href="#">Safer Merton</a>, a community partnership which aims to reduce crime and anti-social behaviour in Merton, is keen for other community groups across the borough to take part in weapons sweeps. To find out more, email <a href="mailto:safer.merton@merton.gov.uk">safer.merton@merton.gov.uk</a> or ring 020 8545 4146.</p> |
| <p><b>‘Spotlight on’ a facility, community group, initiative etc. #2</b></p> | <p><b>Merton’s Re-CET Team (Short-Term Funding)</b></p> <p>The Re-CET team have been going to a number of different locations in the borough, and engaging with residents in a range of ways.</p> <p>Including:</p> <ul style="list-style-type: none"> <li>• Detached youth work - taking place in specific areas where there has been anti-social behaviour going on, working in conjunction with Catch 22, who provide intervention and prevention work to combat drug and alcohol use.</li> <li>• Consultation with young people on contextual safeguarding - identifying areas where they do not feel safe and then working with them to find solutions and engaging stakeholders who can work to make the changes necessary.</li> </ul>   |

In a number of the areas that young people have identified as places they do not feel safe, drugs are of concern.

- Sale of drugs in dark alleyways with no CCTV,
- Drug and alcohol debris,
- Behaviour of individuals in public spaces whilst under the influence of drugs and alcohol.

Proposals to change the physical layout of particular sites, and engagement with partners on managing the behaviour of known individuals, are all part of the work to tackle these issues. As is engagement with the local community to identify the most prevalent issues in their area and working with them to find long term, embedded solutions.

For example, ReCET have been working on the Phipps Bridge Estate, engaging with young people and the community as to their feelings in relation to safety in the area. The voice of the community has then been fed back into local reports as to how the layout of the space, for example, poor lighting, overgrown shrubbery can impact on overall of safety in the area. This has helped shine a light on the need to improve the space around the Estate and how to explore long term community engagement.

Funds that have been provided from the Violence Reduction Unit have supported in getting work completed to improve the physical layout of the space, while using locals partners such as the National Trust have helped to ensure community engagement and other longer term volunteering opportunities. Bystander workshops have also been held in the community (and will continue), helping residents to think through ways of responding to violence in a safe way.

Other partners such as AFC Wimbledon have come on board who run weekly football sessions for the young people in the local primary school which will continue beyond the time of ReCET's funding, again, leaving a lasting activity and commitment for young people. Other key partners who have been actively involved and committed to the space are Phipps Bridge local residents and community, Haslemere Primary School, Benedict Primary School, Clarion Housing, Merton Environment and Regeneration Team, Merton Youth Services, Safer Merton, South Mitcham Community Centre, Melrose School (Cobham Court) and MVSC.

The most common feedback received from young people was regarding opportunities available to them to engage in on the estate, therefore by listening to their voice and engaging partners, Re-CET have been able to bring resources into the area, creating more positive opportunities for engagement, in hope to create a safer space.

|  |  |
|--|--|
|  | <p>The Re-CET Team will hand part of their work over to the Risk and Resilience Service (Detached Youth Work) from 1 April 2020.</p> |
|--|--|

|   |  |                       |
|---|--|-----------------------|
| <b>Priority 7</b>   | <b>Enforcing action against anti-social behaviour</b>  | <b>Safer Stronger</b> |
| <b>Objectives</b>   | Take action against non-law abiding citizens and deliver long term solutions for residents by: <ul style="list-style-type: none"> <li>• Increasing the number of appropriate ASB reports</li> <li>• Increasing appropriate enforcement action</li> </ul>   |                       |
| <b>Call to action</b>   | In order to respond to the borough increase in ASB complaints, both to the Police and the council, there is need to undertake greater enforcement across the borough. Residents, and members, state that ASB is one of their key concerns illustrated by the fact there were 1166 complaints to the council in financial year 2018/19 compared with 787 in 2017/18. We project that these figures will increase further in 2019/20 based on current trends.  |                       |
| <b>What happens if we do nothing?</b>   | <b>What would it look and feel like if we succeed?</b>   |                       |
| If the council do not work with communities to address ASB earlier it is likely further incidents will occur. The impacts of ASB, especially over a period of time, can be very detrimental to communities and affect people's health and wellbeing. A strong, structured, co-ordinated response to ASB is essential as we move forward | Rather than succeed it is about having a positive impact upon the local communities of Merton. By addressing ASB, the aim is to make residents feel safer and increase the trust in partners who are there to help improve their quality of life. If there is less ASB then there is an increased opportunity for increased community cohesion.  |                       |
| <b>What have you said</b>   | According the 2019 residents survey, anti-social behaviour is a fairly big problem/a very big problem in all its manifestations: <ul style="list-style-type: none"> <li>• Vehicle crime - 23%</li> <li>• ASB - 20%</li> <li>• People being drunk or rowdy in public spaces - 13%</li> <li>• Groups hanging around the streets - 15%.</li> </ul> Anti-social behaviour is one of our children and young people's major concern, and they most fear bad behaviour (17%) and bullying (14%).<br><br>In August of this year we went out to consultation with our community safety survey. We received 634 responses in total however not everyone answered all questions (hence the different sample sizes below).<br><br>ASB Categories - % who felt it was a fairly or very big problem: |                       |

|   |   |
|---|---|
|   | <ul style="list-style-type: none"> <li>• Groups of people loitering (n=592) – 43%</li> <li>• Criminal Damage/ Vandalism (n=590) – 41%</li> <li>• Begging and Vagrancy (n=584) – 41%</li> <li>• Graffiti (n=588) – 36%</li> <li>• Noise Nuisance (n=581) – 31%</li> <li>• Neighbour Nuisance (n=590) – 24%</li> <li>• Intimidation and Harassment (n=583) – 22%</li> <li>• Prostitution and Kerb Crawling (n=583)- 1%</li> </ul>   |
| <b>We aim to</b>  | <p>To increase the number of ASB reports as well as enforcement actions, we will:</p> <ul style="list-style-type: none"> <li>• Promote awareness of ASB including how Merton will address complaints informing residents of how to report and provide evidence of their complain</li> <li>• Review and respond to every complaint</li> <li>• Work with partners to support victims</li> <li>• Enforce against perpetrators using Civil Injunctions, Criminal Behaviour Orders, Dispersal Powers, Community Protection Notices, Public Space Protection Orders, and Closure Powers as set in legislation via the Anti-social Behaviour, Crime and Policing Act 2014. This will be done in conjunction with a range of different partners.</li> </ul> |
| <b>What can you do?</b>   | <p>There are a lot of ways for residents and stakeholders to contribute to reducing anti-social behaviour in the borough. <b>You can help by:</b></p> <ul style="list-style-type: none"> <li>• Reporting ASB to Safer Merton</li> <li>• Engaging your communities and networks to report ASB</li> <li>• Being willing to support enforcement action e.g. impact statements</li> <li>• Providing routes to report promoting the police, council and independent partner details such as Crimestoppers.</li> </ul>  |
| <b>‘Spotlight on’ a facility, community group, initiative etc. #1</b> | <p><b>ASB Enforcement</b></p> <p>Safer Merton’s anti-social behaviour (ASB) team deals with a wide range of problems blighting communities across Merton - working with police, private homeowners, private rented premises and businesses to restore order.</p>  |

|  |   |
|--|---|
|  | <p>In one upmarket area of Wimbledon, not far from the town’s police station, a local resident complained to the ASB team that a flat in a converted property in Queens Road was being used as a brothel.</p> <p>Police were called to the property after reports of a disturbance and found three Chinese women living there, as well as several items inside the flat which indicated it was being used as a brothel.</p> <p>The following day, Safer Merton’s ASB team, along with the police, visited the property and met the owner. After checking the items reported by the police, the ASB officers warned the owner they would be building a case for a Premises Closure Order, which she supported. She had rented the flat to a male tenant, but there was no evidence he was living there himself.</p> <p>Just a few hours later, police were called again when two Chinese women were pressing all the building’s buzzers to be let in. The women told residents they were house-sitting, but they disappeared before police arrived.</p> <p>The ASB team moved quickly to gather evidence in support of a Premises Closure Order, visiting the following day to speak to other residents in the building.</p> <p>Eight days later they were in Wimbledon Magistrates’ Court to present their findings and a full Premises Closure Order for three months was granted. Thanks to the swift action of the ASB team, the brothel had been closed down within ten days of the first reports.</p> <p>To find out more about reporting ASB in Merton go to: <a href="https://www.merton.gov.uk/communities-and-neighbourhoods/crime-prevention-and-community-safety/anti-social-behaviour">https://www.merton.gov.uk/communities-and-neighbourhoods/crime-prevention-and-community-safety/anti-social-behaviour</a></p> |
| <p><b>different ‘Spotlight on’ a facility, community group, initiative etc. #2</b></p> | <p><b>Reporting ASB</b></p> <p>The Safer Merton service is committed to tackling anti-social behaviour (ASB) which affects our communities. It works with private homeowners, private rented premises and businesses to resolve a variety of issues in the most appropriate manner.</p> <p>The work of the ASB team in one corner of Mitcham restored peace to the neighbourhood after a Premises Closure Order resulted in the boarding up of a private property where all-night parties and rowdy behaviour had been causing constant disturbances.</p>   |

Complaints from neighbours close to the property in Manor Road centred on all-night loud music, people outside screaming, fighting and smoking drugs, as well as revving cars and constantly beeping horns. Their lives had been turned into a misery.

Comments gathered from local residents as the ASB team investigated the reports included:

“We have just endured another all-night party, and it must have been throwing out time at 05.40am because there are people outside screaming, shouting and arguing, revving cars, beeping horns for prolonged periods of time, blocking the road while they all say their goodbyes. Music is still blaring. Another night of no sleep, which is just what I don't need right now. I have enough to worry myself with, without these selfish, uncaring, good for nothing idiots denying me of a basic human right, sleep!

“We are decent, hardworking people with children and yet we are terrified in our own home. Surely life isn't supposed to be like this? It's starting to affect our health now, my husband is so stressed I'm worried about him all the time, and me, well, I just cry all the time, probably through lack of sleep and worry.”

“I regularly run over Mitcham Common, but I no longer run past the property as I would get noises made at me which made me feel very uncomfortable and intimidated. I have been forced to run in the road as crowds of people would block the public footpath, as well as tyres just dumped all over the place and in the way.

“Not only is this affecting my physical health, but also my mental health. It is not fair that I am regularly woken up by screams, shouting and fights at very early hours of the morning. Young children are out until late without any provision. Cars/vans/lorries often untaxed and dangerously smashed up are parked for weeks outside our homes.”

When investigating officers from Merton's ASB unit were let into the property they found 40 empty rum bottles, huge speakers, DJ equipment, a snooker table and a large aquarium complete with stingrays!

The resident, who admitted he had been having parties but had trouble controlling his visitors, was given a formal warning letter explaining what type of behaviour had to end or he could face legal action.

However the complaints from residents continued and within a matter of weeks, legal action was taken to put a short-term Premises Closure Order in place and peace was finally restored to the neighbourhood.

The owner has since renovated the property to put new tenants in and the closure order is no longer in place.

To find out more about reporting ASB in Merton go to: <https://www.merton.gov.uk/communities-and-neighbourhoods/crime-prevention-and-community-safety/anti-social-behaviour>.



|  |   |                         |
|--|---|-------------------------|
| <b>Priority 8</b>  | <b>Getting involved and having a say – promoting the voice of children and young people</b>   | <b>Children’s Trust</b> |
| <b>Objectives</b>  | <ul style="list-style-type: none"> <li>• Promote the voice of children, young people and families using the Participation Promise and ‘The Merton Pledge’</li> <li>• Engage young people in decisions affecting them through regular consultation feedback</li> <li>• Recognise children and young people’s voices as active contributors to services</li> <li>• Improve access to volunteering and other opportunities</li> <li>• Ensure user voice feedback is heard and shapes service improvement</li> </ul>  |                         |
| <b>Call to action</b>  | <p>Children and young people want to be included more on decisions affecting them. This enables children to become active participants in their communities and schools.</p> <p>However, we know that we need to do more to ensure that children can play an active part in their communities. For instance, we know that over 67% would like to volunteer in their local community but don’t always feel the opportunities are there for them to do so.</p>  |                         |
| <b>What happens if we do nothing?</b>  | <b>What would it look and feel like if we succeed?</b>  |                         |
| <p>Merton could become a place where young people feel their views are not important and they feel excluded from being active participants in their community. Long term, young people grow up feeling detached from their communities and as adults feel reluctant to get involved in communal activities. Services for young people are not designed with their input, risking them not achieving what they set out to or failing to improve outcomes for children and young people.</p> | <p>Young people engaged in decisions affecting them and involved in regular consultation and feedback.</p> <p>Children and young people’s voices recognised as active contributors, where they can have a real influence on decisions being taken that effects them, and shape service improvement.</p> <p>Improved access for children and young people to volunteering and other opportunities.</p>   |                         |
| <b>What have you said</b>  | <p>The 2019 Residents Survey asked residents whether they felt involved in the Council’s decision-making processes. 47% of the respondents said that they are not at all/not very much involved by Merton Council when making decisions. The same survey states that 26% residents don’t think that Merton Council acts on the concerns of local residents very much.</p> <p>Similarly, children and young people consulted don’t know whether they feel supported to make decisions about their future (19%). They also agreed that there is a lack of things for young people to do in the borough (30%), and 66% of them do not take part in any kind of activity or volunteering in Merton (CYP Survey 2018).</p> |                         |

|                                |  |
|--------------------------------|--|
| <p><b>We aim to</b></p>        | <p>To promote the voice of children and young people we will:</p> <ul style="list-style-type: none"> <li>• Continue to engage with children and young people via School Councils and other forums.</li> <li>• Health in Justice Peer Leaders to embed the working influence / have a voice in the Youth Crime Prevention Executive Board and service delivery.</li> <li>• Identify and engage children and young people in volunteering opportunities including the Duke of Edinburgh Awards and other identified avenues.</li> <li>• Recruit parent volunteers to deliver the parent led Empowering Parents Empowering Communities (EPEC) programme.</li> <li>• Build and embed young people’s voice in commissioning activities, e.g. via the Young Commissioners Group.</li> </ul>  |
| <p><b>What can you do?</b></p> | <p><u>If you are working directly with children and young people</u> - <b>You can help</b> by:</p> <ul style="list-style-type: none"> <li>• Introducing processes that ensure children and young people are able to feed back on the services you have provided.</li> <li>• Introducing structures that ensure children and young people are part of the planning, delivery and/or evaluation of services.</li> </ul> <p><u>If you are delivering services to any residents in Merton</u> - <b>You can help</b> by:</p> <ul style="list-style-type: none"> <li>• Using young advisors and young inspectors.</li> <li>• Asking the Youth Parliament to scrutinise issues.</li> </ul> <p><u>If you are a child or young person</u> - <b>You can help</b> by:</p> <ul style="list-style-type: none"> <li>• Getting involved with activities run in Merton, including <ul style="list-style-type: none"> <li>○ Fire Cadets – BTEC</li> <li>○ Duke of Edinburgh</li> <li>○ Police Cadets</li> <li>○ Scout Groups</li> <li>○ Wood Craft Folk</li> <li>○ Endeavour Youth Club Sea Cadets</li> </ul> </li> </ul> |

**‘Spotlight on’ a facility,  
community group, initiative  
etc. #1**

**Kids First Parent Forum**

The parents and carers of children and young people with disabilities or special needs in Merton have their own voice to represent their views through the Kids First Parent Forum; a project of local charity, Merton Mencap.

With more than 600 members, it supports parents and carers of children and young people from birth up to age 25 with all disabilities and special needs by offering them a wealth of information and advice, plus support from other parents via their free workshops and events.

Melanie Pheasant, who lives in Morden, is a parent volunteer on the forum’s steering group, which won the Merton Mencap Volunteer of the Year Award in 2019 for its work in representing the views of the Kids First membership in the borough.

A parent of two teenagers with complex needs, Melanie is one of 11 volunteers on the steering group which drives the business and planning of Kids First and works to get parents’ voices heard at local policy-making levels regarding services that affect their children. It makes a real difference to the lives of hundreds of families around the borough.

She said: “I can’t emphasise enough how beneficial it is for parents of children with special needs to support each other. The whole family benefits from the help Kids First gives to parents.

“As well as ensuring their voices get heard, Kids First empower parents with up to date information and knowledge via their twice-yearly newsletter, workshops and sessions with local service providers.

Being a parent of a child with special needs can be isolating and Kids First also helps families feel they are valued members of the community. It helps that we all get to know each other – and without Kids First this wouldn’t have happened.”

Melanie said she joined the steering group as a volunteer to give something back to the community that had supported her. “I can’t over-estimate what a positive experience joining Kids First has been – it’s been absolutely brilliant,” she added.

Kids First is a forum run by Merton Mencap for parents and carers of children and young people who are aged 0 – 25 and live in Merton or go to school/college in the borough and have a disability or special

educational need. It is free to join, and you can find out more here:  
<http://www.mertonmencap.org.uk/kidsfirst.htm>.

|  |   |   |
|--|---|---|
| <b>Priority 9</b>  | <b>Making Merton a place where children and young people feel they belong and thrive</b>  | <b>Children’s Trust</b>   |
| <b>Objectives</b>  | <ul style="list-style-type: none"> <li>• Work to support partners to make Merton a place where children and young people feel they belong and thrive</li> <li>• Work with partners to encourage the involvement of young people in environmental design including the development of youth friendly spaces</li> <li>• Work with partners to challenge poor air quality surrounding youth friendly spaces and schools</li> </ul> |   |
| <b>Call to action</b>  | <p>Children and young people are mostly positive about their social and community experiences, but air quality and litter needs improving, while traffic was a key issue of concern. Young people reported that access to public transport is a challenge for young people – especially that buses were often over-crowded.</p>   |   |
| <b>What happens if we do nothing?</b>  |   | <b>What would it look and feel like if we succeed?</b>  |
| <p>The borough becomes a place where children and young people don’t feel that they belong and where they feel excluded from communal spaces. Regeneration programs don’t consider the needs of young people in their designs, limiting where they can go and not accessing the benefits of getting outside the home and socialising with others.</p> <p>Failing to address air quality around the areas that children grow up risks an increase in significant health issues like asthma and of them developing long term conditions such as lung cancer and Chronic Obstructive Pulmonary Disease as they grow up.</p> |   | <p>Merton will be a place where children and young people feel they belong and thrive.</p> <p>Partners across the Children’s Trust will be working together to ensure that young people are involved in environmental design, including the development of youth friendly spaces</p> <p>Air quality will be improved around youth friendly spaces and schools.</p> <p>Improved access to the Local Offer and a broadened awareness of the range of opportunities available in Merton for Children and Young People.</p> |
| <b>What have you said</b>  | <p>According to the 2018 Children and Young People survey, young residents don’t have a strong sense of belonging to their local communities. 36% of the respondents don’t know if they feel part of their local communities, and 13% strongly disagree/disagree that they belong to their local community.</p>   |   |

|                                |   |
|--------------------------------|---|
|                                | <p>21% of young respondents feel they do not have enough places to socialise, and 16% do not know or abstained from the question. Furthermore, most of the young respondents consulted (30%) would not stay in Merton after their education/training, or don't know whether they would do so.</p> <p>Engagement work with Care Leavers revealed that 23% of Merton Care Leavers have low well-being. (Bright Spots, 2018)</p> <p>Around a quarter of children and young people surveyed were 'always' or 'sometimes' lonely. (CYPP Consultation, 2019), highlighting the lack of social networks to make them feel that they belong.</p>  |
| <p><b>We aim to</b></p>        | <p>To make Merton a place where children and young people feel they belong and thrive, we will:</p> <ul style="list-style-type: none"> <li>• Implement Contextual Safeguarding through engagement of schools and community sites</li> <li>• Develop social infrastructure to encourage community engagement specifically for children and young people</li> <li>• Engage children and families in Mitcham in historical and natural heritage through the Canons Project to foster local pride</li> <li>• Monitor air quality (including audit work) for all schools in the borough to reduce exposure to toxic pollution levels</li> <li>• Deliver the Schools Streets Project (Superzones) to restrict vehicle movement outside school entrances</li> <li>• Promote the use of the Merton Local Offer to families and children with SEN and/or disabilities and to professionals.</li> </ul> |
| <p><b>What can you do?</b></p> | <p><u>If you are working directly with children and young people</u> - <b>You can help</b> by:</p> <ul style="list-style-type: none"> <li>• Introducing processes that ensure children and young people are able to contribute to plans about the lived environment.</li> </ul> <p><u>If you are delivering services to any residents in Merton</u> - <b>You can help</b> by:</p> <ul style="list-style-type: none"> <li>• Using young advisors and young inspectors.</li> </ul>  |

|  |  |
|--|--|
|  | <ul style="list-style-type: none"> <li>• Considering asking the Youth Parliament to scrutinise proposals about the lived environment.</li> </ul> <p><u>If you are a child or young person - You can help by:</u></p> <ul style="list-style-type: none"> <li>• Contacting youth parliament to ensure that climate change activities are on the agenda.</li> <li>• Speaking to your teachers or your school council representative about how the school can get involved in actions that sustain the environment.</li> </ul>   |
| <p><b>'Spotlight on' a facility, community group, initiative etc. #1</b></p> | <p><b>The Canons House &amp; Grounds project</b></p> <p>The Canons House &amp; Grounds project in Mitcham will see the historic house and its glorious surroundings – including pond, dovecote and recreation ground - restored as part of a £5 million National Lottery supported scheme, through funding from The National Lottery Community Fund and The National Lottery Heritage Fund.</p> <p>The ambitious project, featuring a new community heritage interpretation centre, a café next to Madeira Hall, a new playground and comprehensive re-landscaping of the grounds, is due for completion in 2021.</p> <p>Canons House itself will have its façade restored as well as some of its rooms, with the majority of the interior being converted to office space for local businesses.</p> <p>The local community has been at the heart of the four-year project, with a range of opportunities for people of all ages to get involved. Events so far have included:</p> <ul style="list-style-type: none"> <li>• Children's photography workshops</li> <li>• A community archaeological dig</li> <li>• Historical and environmental themed walks</li> <li>• A summer garden party</li> <li>• Community gardening</li> <li>• A reminiscences project</li> <li>• A design workshop for the planned new playground.</li> </ul> |

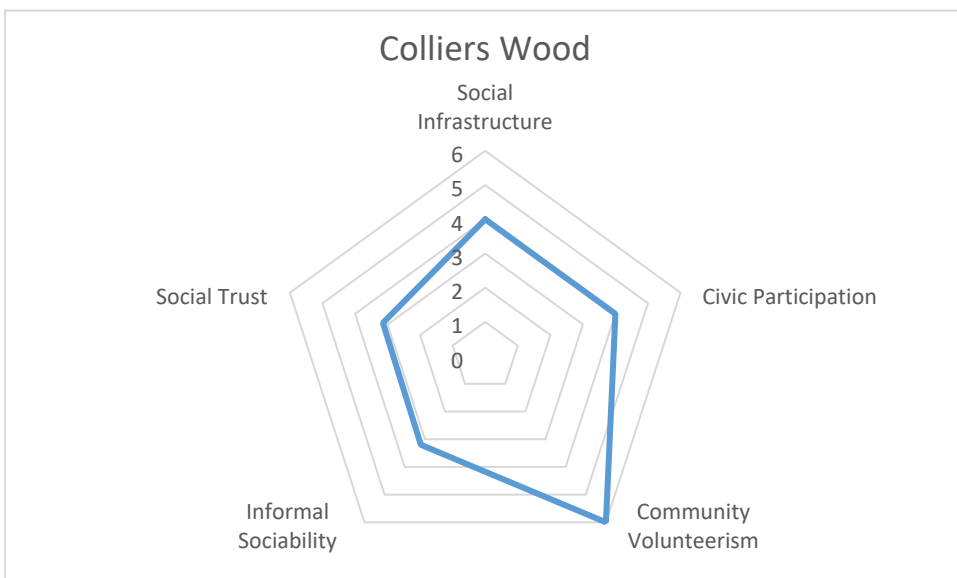
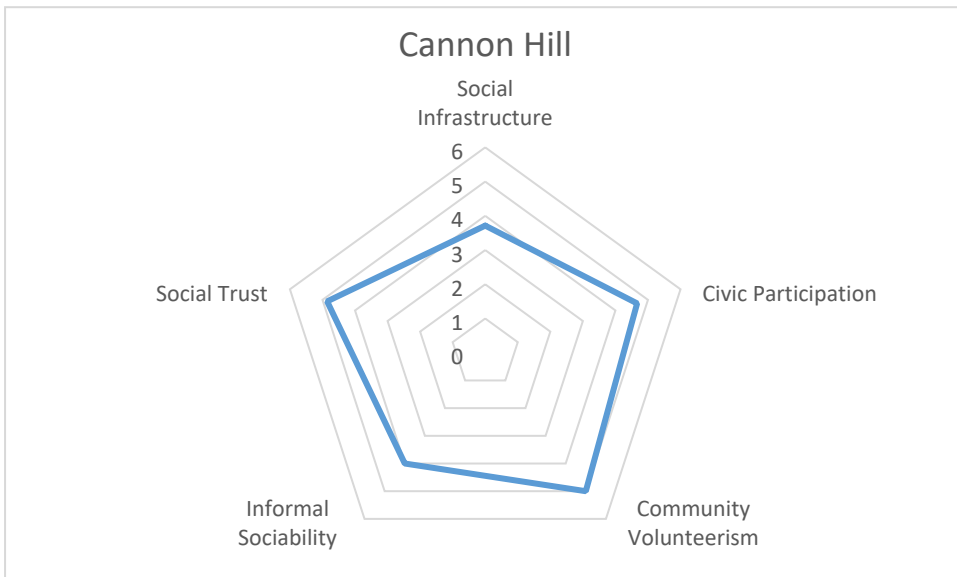
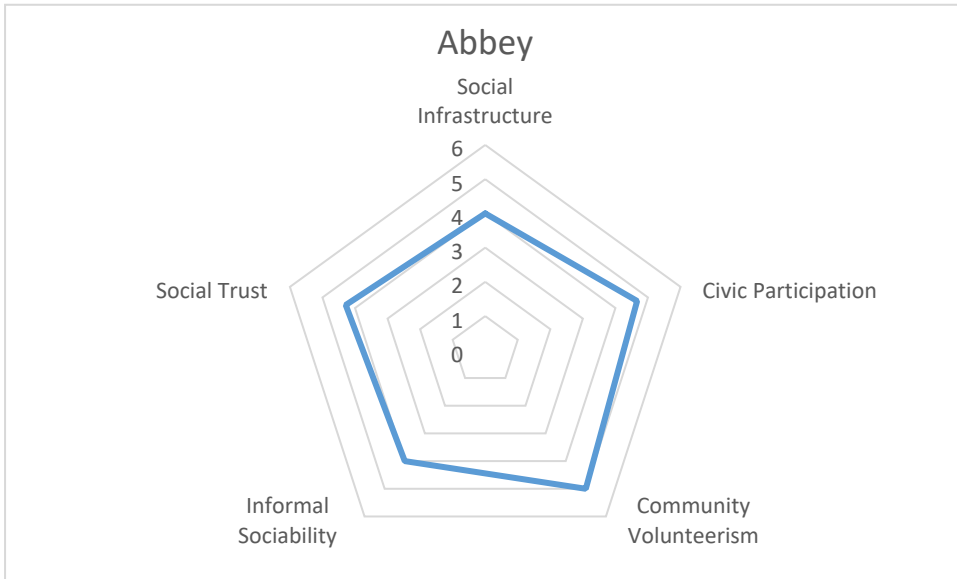
|  |  |
|--|--|
|  | <p>Mitcham resident Chelsea, aged 15, took part in the workshop to create ideas for the new playground. She said: "I think the playground is a fab idea, and I'm looking forward to seeing it when it is completed.</p> <p>"There aren't an awful lot of things for children to do round here, young or old, so a newly-designed playground will be really good for the young ones and families to spend quality time with each other. It is also a good idea as it is close to The Canons Leisure Centre.</p> <p>"The playground workshops themselves were great as they were very entertaining and fun. The lessons were arty and enjoyable, and I'm glad I was able to take part in the workshops - it has made a lovely memory."</p>   |
| <p><b>'Spotlight on' a facility, community group, initiative etc. #2</b></p> | <p><b>Premier League Kicks</b></p> <p>Police Community Support Officer John Joseph, otherwise known as JJ, is a regular presence on the streets of Pollards Hill and has been awarded the British Empire Medal for using his skills as a football coach to work with vulnerable young people.</p> <p>As part of his duties in the borough, JJ goes along to Pollards Hill Youth Centre to give his support to the young people attending Premier League Kick's sessions run by the Fulham Foundation.</p> <p>"Historically, in uniform, out on the streets, kids just don't really want to engage," he said.</p> <p>"But because I have had the opportunity through Kicks to actually work with them and spend some quality time with them, now they just see me as JJ, as someone they can talk to, someone they can trust."</p> <p>PL Kicks has worked with the police service since it began as a pilot project in 2006. For more about JJ's work with the project, click on this video link: <a href="https://www.premierleague.com/news/1482806">https://www.premierleague.com/news/1482806</a></p> <p>By involving officers in the programme as mentors and advisors, PL Kicks encourages positive community relations by breaking down barriers between young people and the police.</p> <p>"Having a police officer attending, it makes everyone feel comfortable," says one Kicks participant at Pollards Hill.</p> |

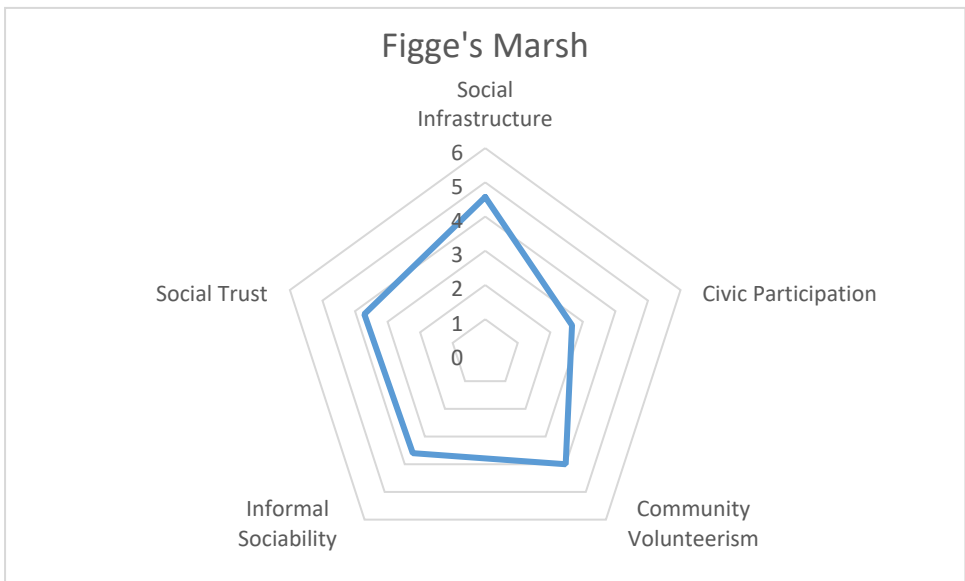
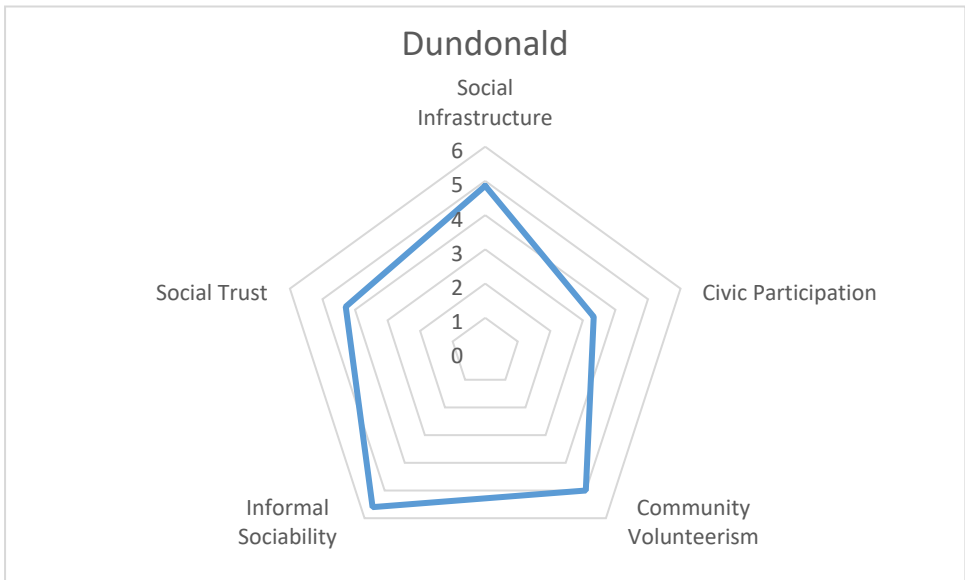
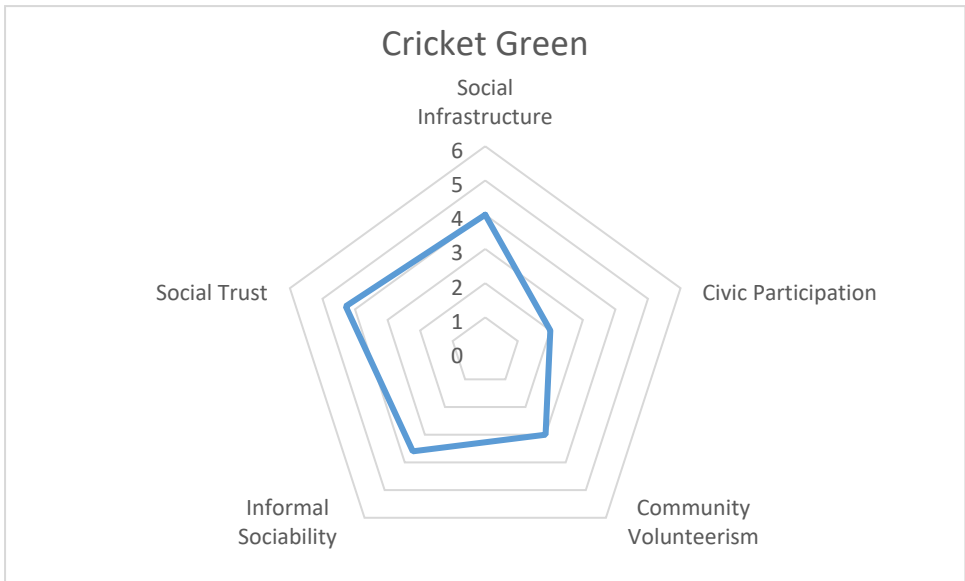


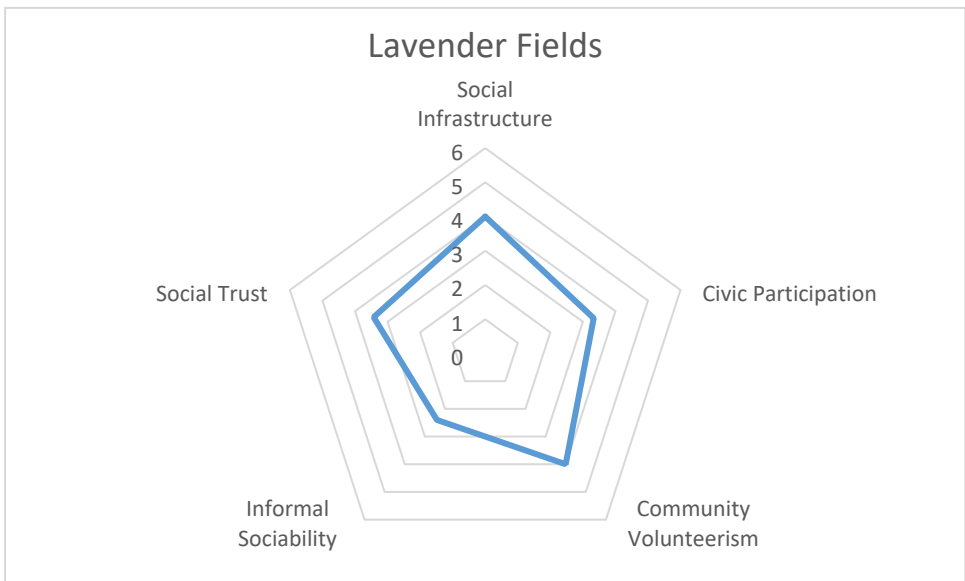
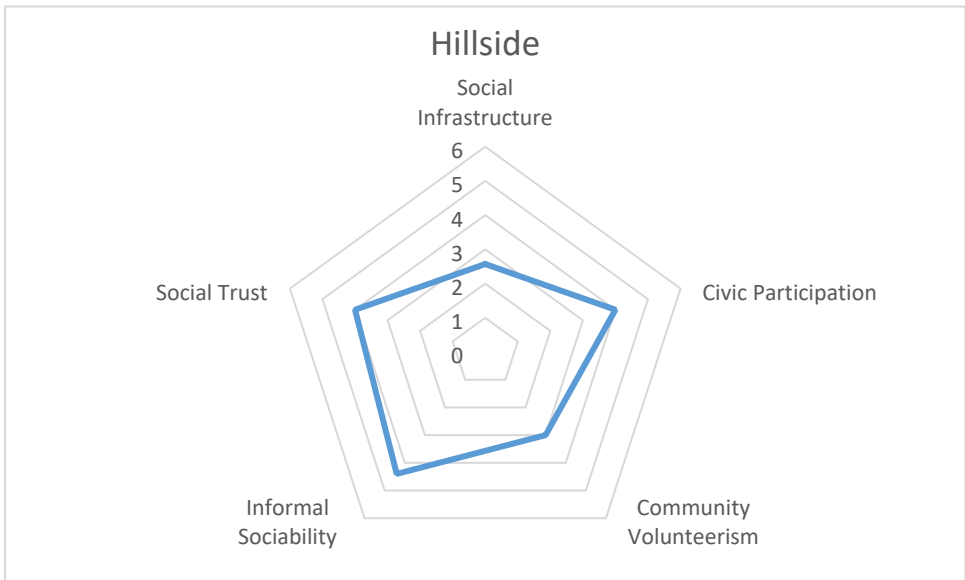
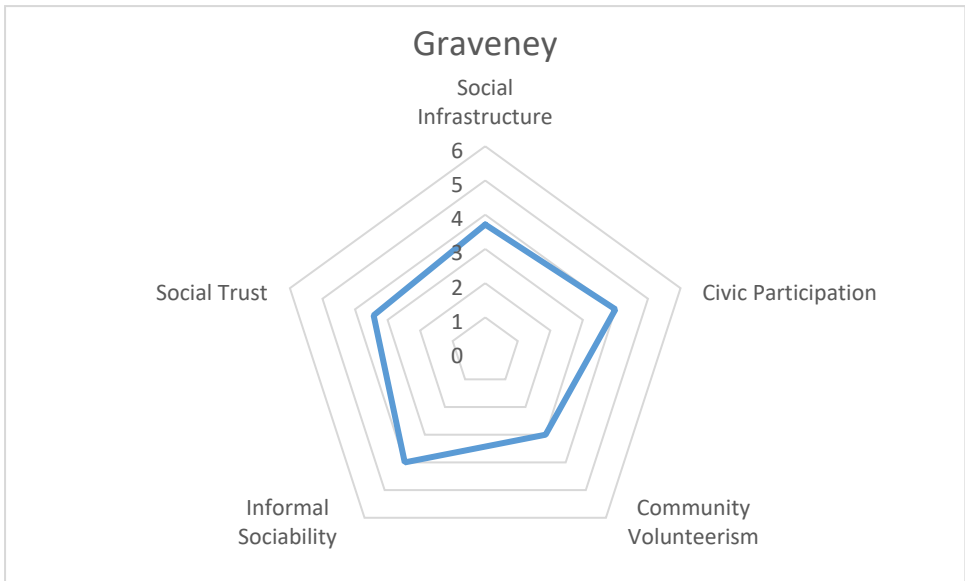
|  |   |
|--|---|
|  | <p>"It makes young people feel like police officers are human as well. If it wasn't for Kicks, I would probably be getting in trouble on the streets."</p> <p>The Kicks programme started with four pilot projects, at Tottenham Hotspur, Manchester City, Fulham and Brentford. It has engaged more than 300,000 young people at hundreds of venues across the country. Sixty-nine professional clubs in the Premier League and English Football League (EFL) are now supported to deliver the programme via the Premier League Charitable Fund.</p> |
|--|---|

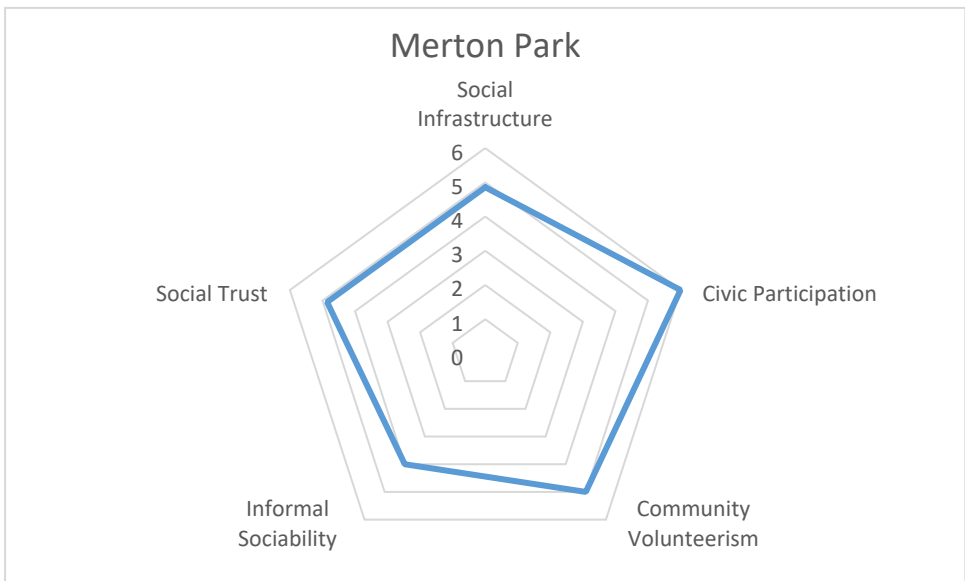
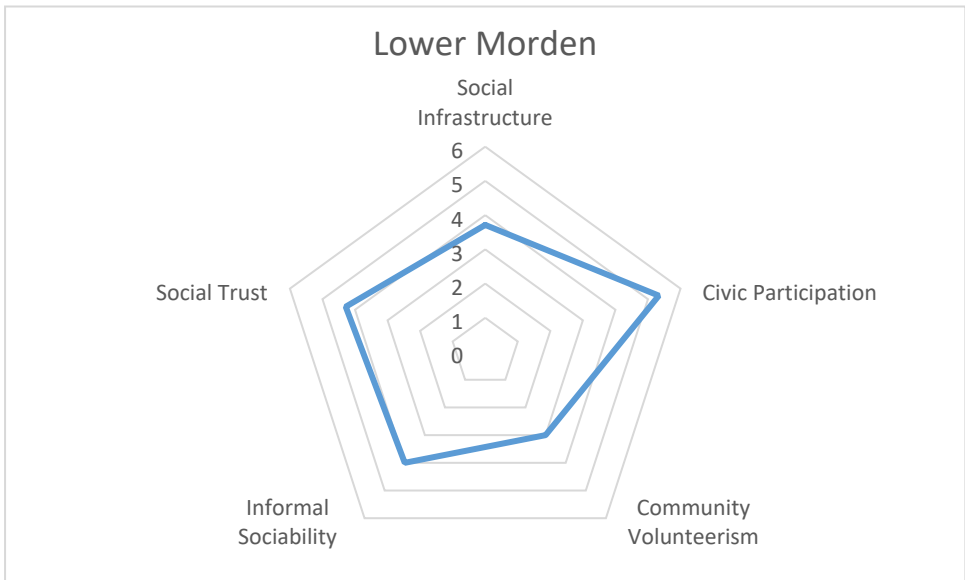
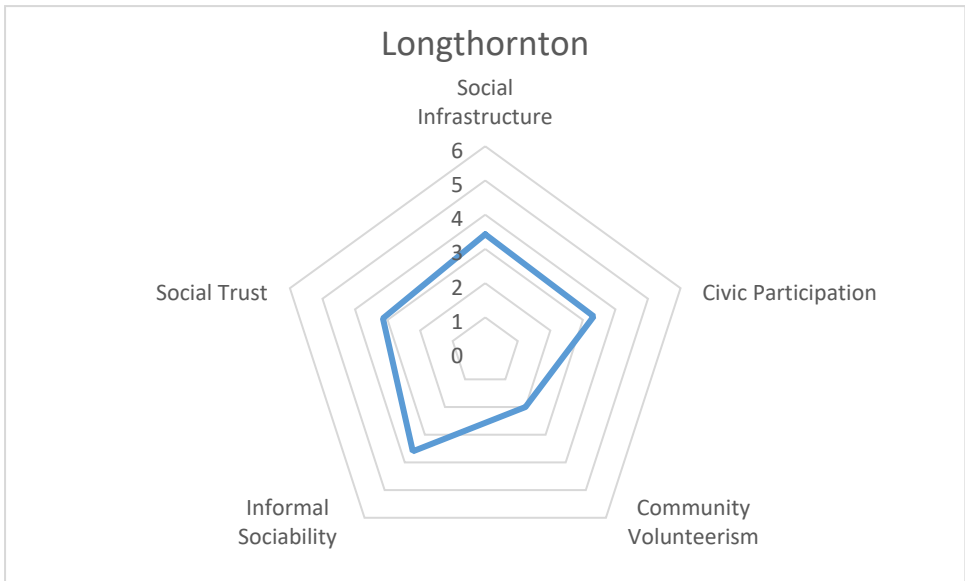
This page is intentionally left blank

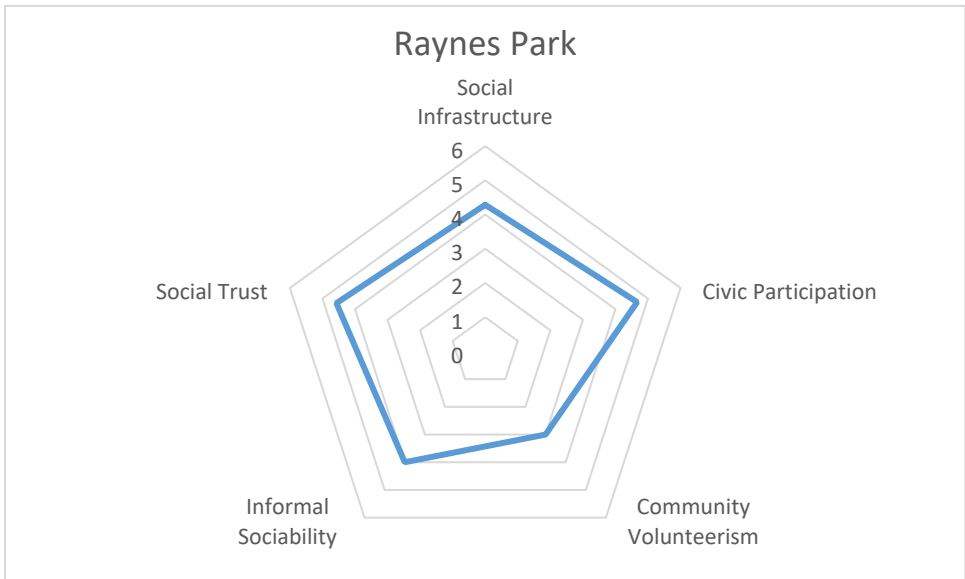
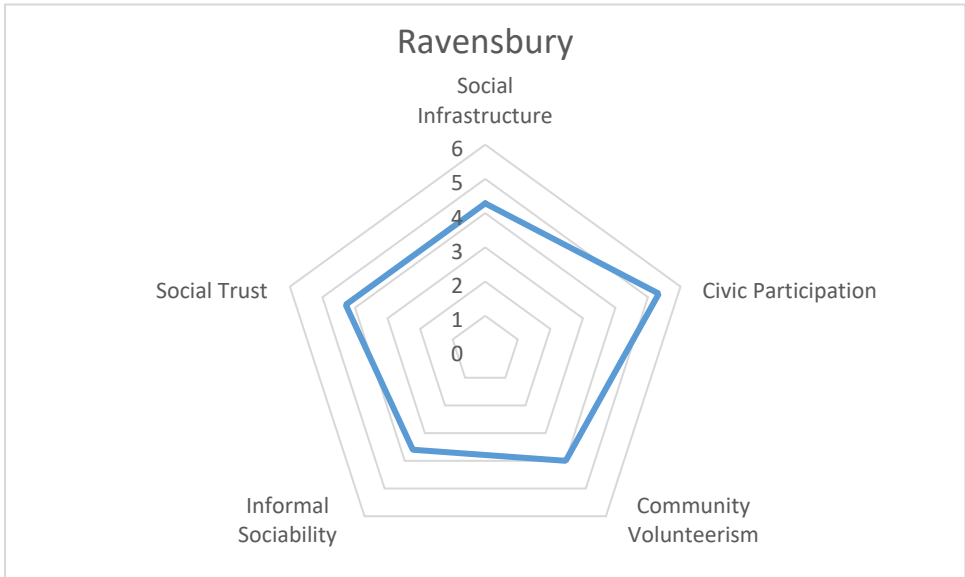
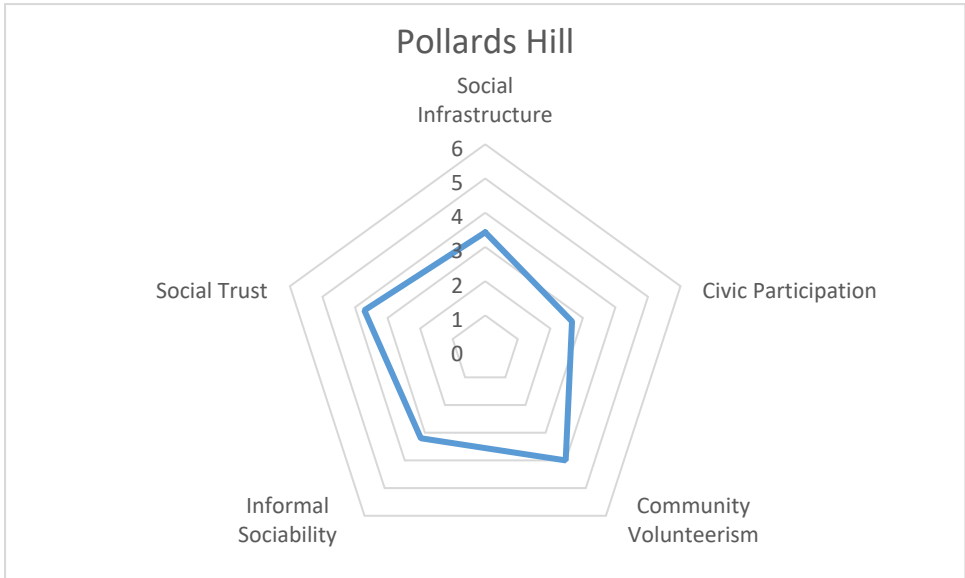
## Appendix 2 – Social Capital Analysis by Ward 2019

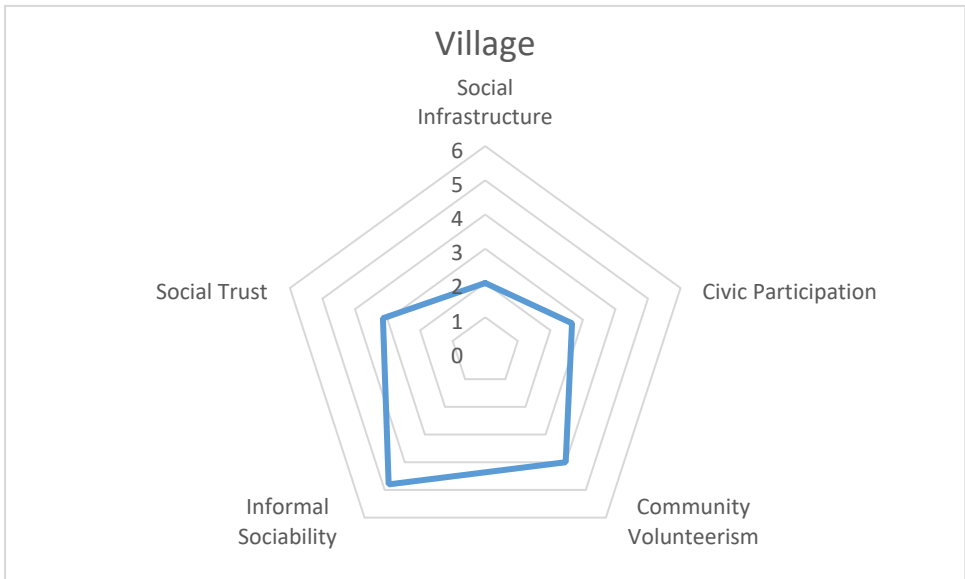
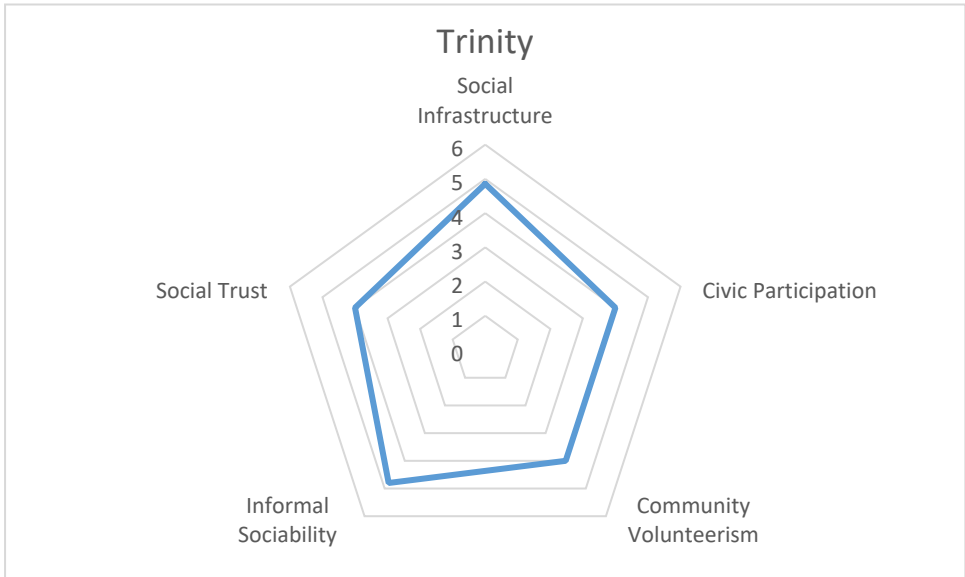
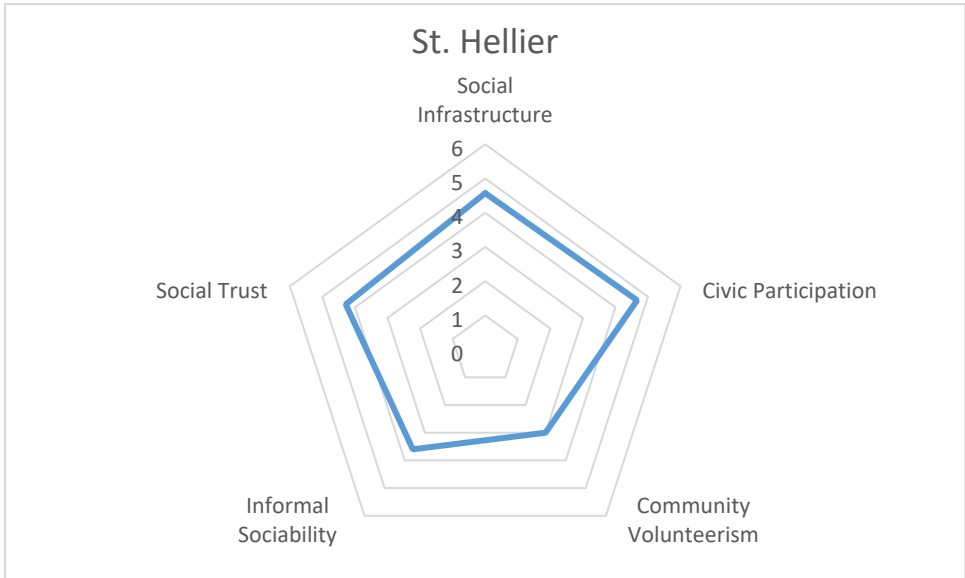




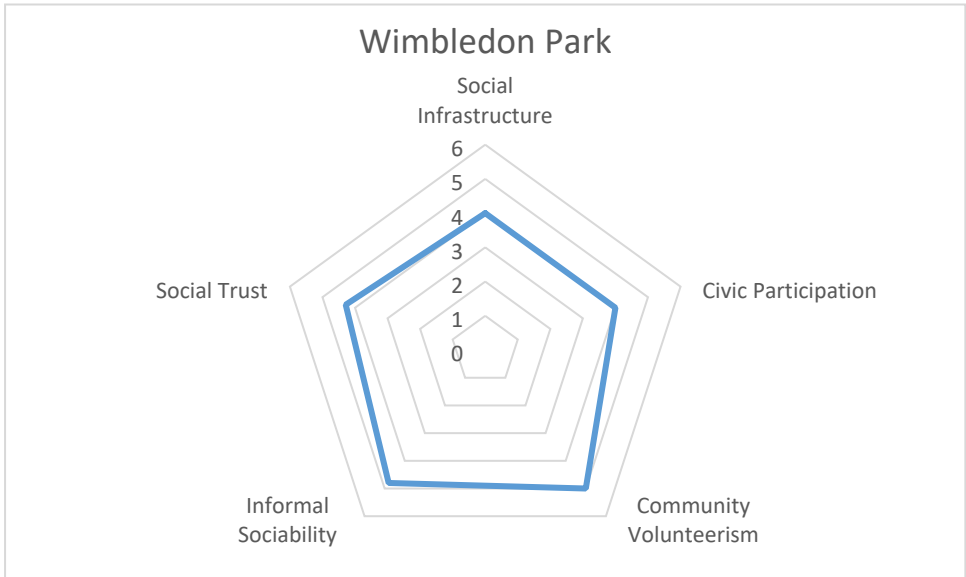
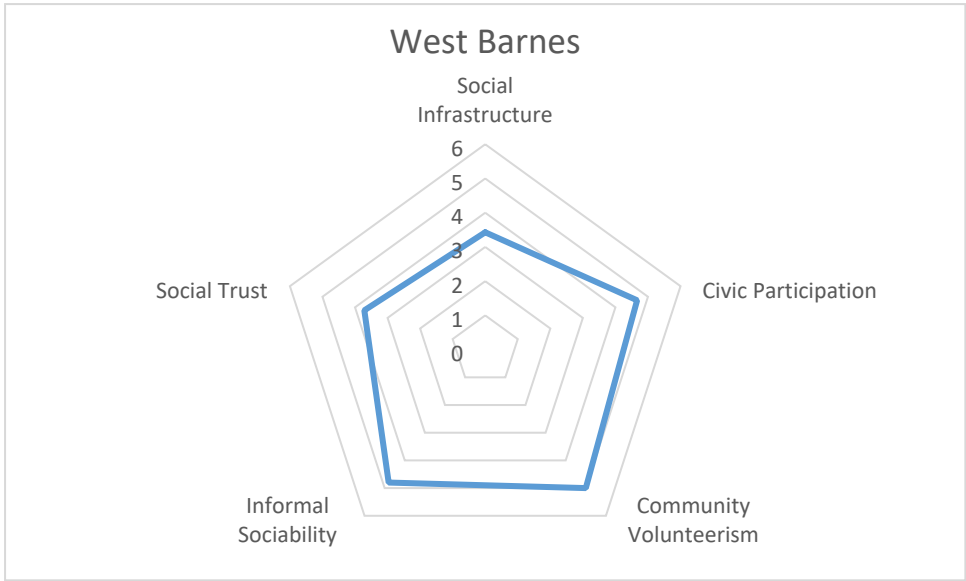












## Social Capital and Outcomes

|                 | Rank across outcome scores | Rank across Social Capital scores |
|-----------------|----------------------------|-----------------------------------|
| Abbey           | 12                         | 5                                 |
| Cannon Hill     | 7                          | 3                                 |
| Colliers Wood   | 12                         | 10                                |
| Cricket Green   | 19                         | 18                                |
| Dundonald       | 3                          | 2                                 |
| Figge's Marsh   | 18                         | 13                                |
| Graveney        | 10                         | 14                                |
| Hillside        | 3                          | 15                                |
| Lavender Fields | 16                         | 16                                |
| Longthornton    | 14                         | 20                                |
| Lower Morden    | 9                          | 11                                |
| Merton Park     | 5                          | 1                                 |
| Pollards Hill   | 17                         | 17                                |
| Ravensbury      | 19                         | 8                                 |
| Raynes Park     | 6                          | 9                                 |
| St. Hellier     | 14                         | 12                                |
| Trinity         | 10                         | 6                                 |
| Village         | 1                          | 19                                |
| West Barnes     | 7                          | 7                                 |
| Wimbledon Park  | 1                          | 4                                 |

**Committee: Cabinet**

**Date: 23 March 2020**

**Wards: Raynes Park**

**Exempt or confidential report**

The following paragraph of Part 4b Section 10 of the constitution applies in respect of information given in Appendix 3 of this report comprising confidential Appendix and it is therefore exempt from publication. Members and officers are advised not to disclose the contents of this report:

Information relating to the financial or business affairs of any particular person (including the Authority holding that information).

**Subject: Raynes Park Sports Ground, Taunton Avenue, Raynes Park**

To consider objections received under s123(2A) of the Local Government Act 1972 in respect of the Council's proposal to grant a 25 year lease at Raynes Park Sports Ground Taunton Avenue, Raynes Park West Wimbledon London SW20 0NH for a Telecoms Mast and other Electronic Communications Apparatus to be placed on part of the Park comprising the Site .

**Lead officer:** Chris Lee, Director of Environment and Regeneration

**Lead member:** Mark Allison, Deputy Leader and Cabinet Member for Finance and Caroline Cooper Marbiah, Cabinet Member for Commerce, Leisure and Culture.

Forward Plan reference number:

Contact officer: Howard Joy

---

## **Recommendations:**

1. To consider objections raised in response to the Council's advertisement under section 123 (2A) of the Local Government Act 1972 of its intention to grant a lease at Raynes Park Sports Ground.
2. To authorise the Director of Environment and Regeneration to authorise completion of the lease on the main terms identified within the Confidential Appendix 4 to this report under his delegated authority.

---

## **1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 Part of Raynes Park Sportsground comprising an area of 22.09 square metres or 238 square feet has been identified as a location for a Telecommunications mast and other electronic communications equipment initially providing 2G, 3G and 4G service and, subject to authority; terms for a lease of 25 years have been agreed. These main terms are contained within the Confidential Appendix 3 to this report.
- 1.2 As Raynes Park Sports Ground is Public Open Space the proposed disposal of the property or any part of it, whether the freehold or leasehold, must be advertised under section 123(2A) of the Local Government Act 1972 and any objections considered before the lease can be granted.
- 1.3 The proposed disposal has been advertised as the legislation requires and eight objections received and are summarised in Appendix 2. The purpose of this report is for Cabinet to consider those objections and to decide whether to support the proposed granting of the lease and if so to allow the Director of Environment and Regeneration to use his delegated authority to agree terms and complete the lease.

## **2. DETAILS**

- 2.1 Raynes Park Sportsground comprises a Public Open Space of approximately 70,746 Square Metres
- 2.2 Shared Access are an independent owner and operator of wireless communications infrastructure and with Everything Everywhere (EE Ltd) identified Raynes Park Sportsground as a site from which the telecommunications service to rail users could be improved in accordance with Government planning policy.
- 2.3 The specific location of the site that has been identified (Appendix 1) is considered to minimise the impact of the installation on the sports ground and its users while enabling the mast to provide an enhanced service to the users of the railway and local residents.
- 2.4 Independent of the proposed disposal and consideration of objections that are the subjects of this report prior approval under planning legislation was granted on 7<sup>th</sup> May 2019 to the siting and erection of a 20m monopole to support 3no. telecommunications antennas for use by EE Ltd, together with the installation of dishes and ground based equipment cabinets to provide 2G, 3G and 4G mobile electronic communication services from the installation.
- 2.5 Terms for a lease have been agreed subject to formal authority with Shared Access as listed in the Confidential Appendix 3 but section 123

(2A) of The Local Government Act 1972 requires the proposed disposal be advertised and any objections considered before any disposal of Public Open Space is completed (see paragraphs 4.1, 4.2 and 4.3 below).

- 2.6 Eight objections were received and are summarised in Appendix 2 but they are more in the nature of statements. As can be seen it is considered that none of the objections provide reason to abandon the proposed lease to Shared Access.
- 2.7 The Council must be able to show that they acted reasonably and that the decision it came to is fair and the process transparent and evidenced in writing. If the Council concludes that the objections would not prevent the proposed disposal to Shared Access, then the disposal by lease may proceed subject to the provision of formal authority.
- 2.8 It must be understood that the Government has awarded the telecommunications providers significant powers to close the gaps in provision. This is explained in more detail in paragraph 7.3. Therefore, as explained in paragraph 3.3 if the council chose not to complete a lease with Shared Access on the terms contained within the confidential appendix the provider (EE Ltd) could apply to the court for an order compelling the Council to complete a Code Agreement to install and operate the apparatus.

### **3. ALTERNATIVE OPTIONS**

- 3.1 Do nothing and allow the proposed tenant and operator to find an alternative suitable site within the Borough. It should be noted that the site identified within this report was identified by the proposed tenant and operator after an exhaustive search and so this option might not conclude the matter.
- 3.2 Seek to re site on other land holdings of the council within the Borough provided that any suitable sites could be identified. The site identified within this report was identified by the proposed tenant and operator after an exhaustive search so this option is not realistic.
- 3.3 The Operator (EE Ltd) could apply directly to the Upper Tribunal (Lands Chamber) for a Code Agreement and thereby remove the need for lease from the council. The consideration and compensation payable under the Code may be less favourable than for the grant of a lease on the terms negotiated.

#### **4. CONSULTATION UNDERTAKEN OR PROPOSED**

- 4.1 The Council has in accordance with the terms of section 123(2A) of the Local Government Act 1972 published notice of its intention to dispose specifying the land comprising the Site with the access and power routes shown by reference to the relevant excerpts of the Plans.
- 4.2 The notice has been advertised for two consecutive weeks in a newspaper circulating in the area in which the land is situated, in accordance with the statutory provisions. The Council advertised in the Wimbledon Times (on 30th August and 6th September respectively) inviting objections before 4th October 2019 allowing a period for objections in excess of a month from first advertising .
- 4.3 Shared Access and the Operator also consulted locally as part of their prior approvals application as confirmed within the pre planning statement prepared by Pegasus Group on behalf of Shared Access and EE Ltd and dated March 2019.

#### **5. TIMETABLE**

- 5.1 Should cabinet agree that the grant of a lease to Shared Access of the area identified in Appendix 1 and as advertised under section 123(A) Local Government Act 1972 may proceed then authority will be sought to the terms of the disposal and if secured the lease can be completed.

#### **6. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

- 6.1 Property implications are contained within the report.

##### **Finance implications**

- 6.2 Total premium received from the disposal of Shared Access rights will be considered as capital receipts for accounting. This will not be immediately available for the funding purposes however; this will be released 1/25<sup>th</sup> each year of lease under capital financing and accounting regulations.
- 6.3 If the lease is not granted then the premium for the lease and additional fees for additional operators over and above EE Ltd sharing the mast will be a lost opportunity for income.
- 6.4 As mentioned in paragraph 3.3 should the operator successfully apply to the court under code rights then an income should be received although

this may not be at the same level as identified within the Confidential Appendix 3.

## **7. LEGAL AND STATUTORY IMPLICATIONS**

- 7.1 The Council has the legal power to dispose of its land by virtue of S.123 of the Local Government Act 1972 (“the Act”), subject to S.123(2) which stipulates that a council shall not dispose of land for a consideration less than the best that can reasonably be obtained
- 7.2 Under section 123(2A) of the Act where a Local Authority intends to dispose of land held as public open space, they must first advertise their intention to do so in a newspaper circulating in the area where the land is situated and consider the objections received to the proposed disposal which may be made to them.
- 7.3 The Electronic Communications Code, which came into force on 28 December 2017, gives the providers of these networks rights to install and maintain apparatus in, over and under land, known as code rights. Should the proposed lease disposal not proceed, the operator may still be able to operate from the land by invoking these code rights.

## **8. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

The objectors have not raised any concerns on this front and officers are of the view that Community Cohesion and the continued use by all age groups for the playing of matches and sports will not be affected.

## **9. CRIME AND DISORDER IMPLICATIONS**

- 9.1 None

## **10. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

10. The objections do not raise any issues in this regard
- 10.2 It should be noted that the Operator has complied with International Commission on Non-Ionizing Radiation Protection and has in force a certificate specific to the Site were the lease to be granted (the pre-

planning statement prepared by Pegasus contains a copy of the ICNIRP Certificate within its appendices). Planning policy states that applications must be determined on planning grounds and should not question the need for the telecommunications system or determine health safeguards if the proposal meets International Commission Guidelines for public exposure.

10.3 Shared Access and the operator are responsible for all risk with regard to the Site and for compliance with laws and guidelines in respect to the installation use and maintenance of the mast and Apparatus.

**11. APPENDICES – the following documents are to be published with this report and form part of the report**

- Appendix 1 –Location Plan. showing the site dimensions and Apparatus and the approximate power and access routes
- Appendix 2. Schedule of the objections.
- Appendix 3- Confidential

**12. BACKGROUND PAPERS**

- The objections.
- Pre-planning Statement prepared by Pegasus for Shared Access and EE Ltd dated May 2019



**DRAWING REGISTER**

|            |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| ISSUE DATE | 17.08.18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|            | 20.02.19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|            | 08.08.19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|            |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

|    |                                  |   |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|----|----------------------------------|---|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 01 | SITE LOCATION PLANS              | A | B | C |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 02 | SITE PLAN                        | A | B | C |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 03 | PROPOSED SITE ELEVATION          | A | B | C |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04 | PROPOSED EQUIPMENT LAYOUT        | A | B | C |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 05 | PROPOSED ANTENNA AND DISH LAYOUT | A | B | C |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Page 197

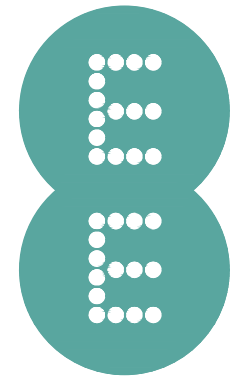
**DRAWING STATUS**

|                     |   |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------|---|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| PLANNING ISSUE      | X | X | X |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| DETAIL DESIGN ISSUE | - | - | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| AS BUILT ISSUE      | - | - | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

**DISTRIBUTION**

E - ELECTRONIC COPY

|               |   |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------|---|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| SHARED ACCESS | A | B | C |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SHIRE         | - | - | C |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



**shared access**

EE ID: 78203

RAYNES PARK SPORTS GROUND

TAUNTON AVENUE  
RAYNES PARK  
WEST WIMBLEDON  
LONDON  
SW20 0BH

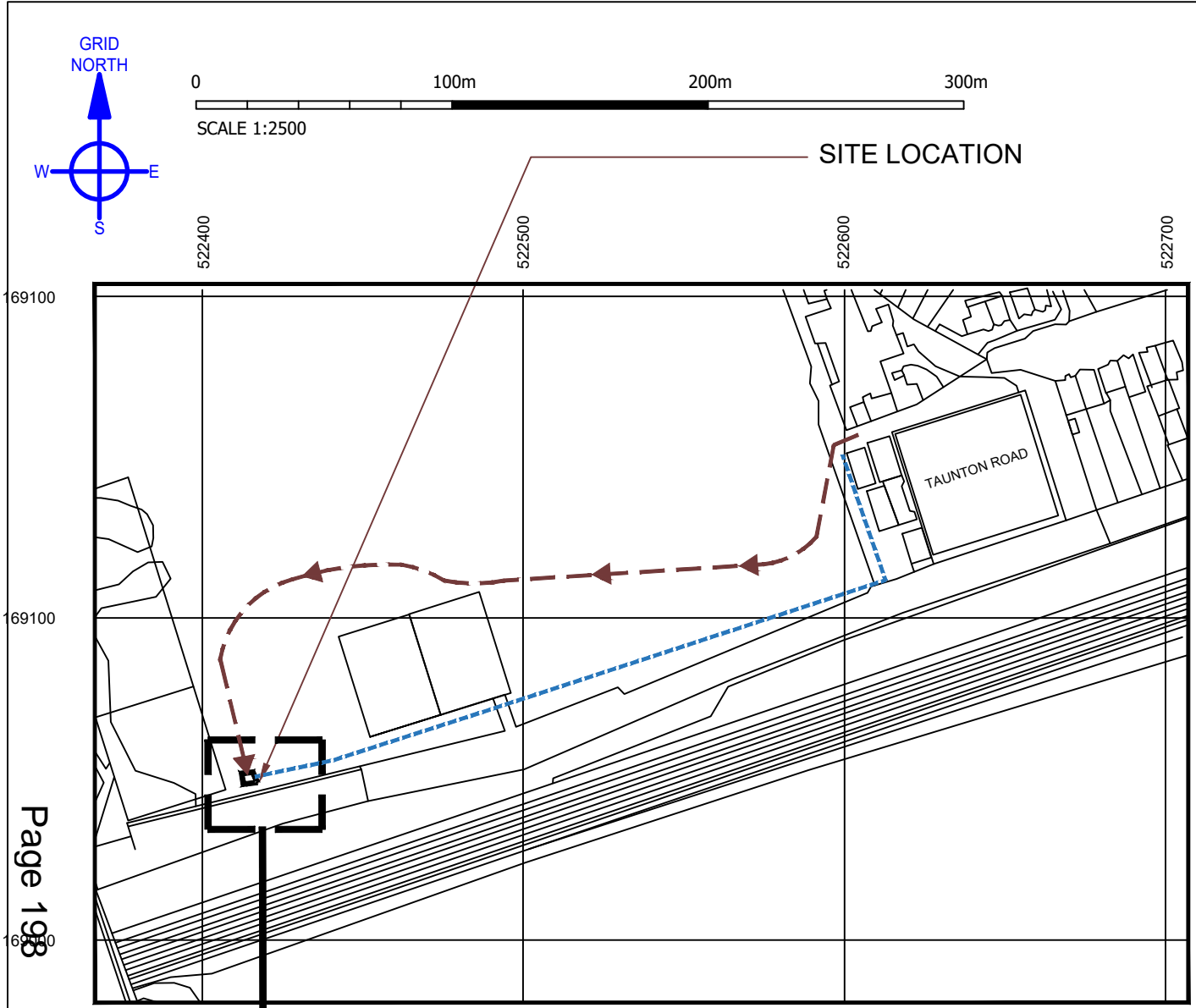
LEGAL GAD

THESE DRAWINGS COMPLY WITH STANDARD ICNIRP DESIGN GUIDELINES.

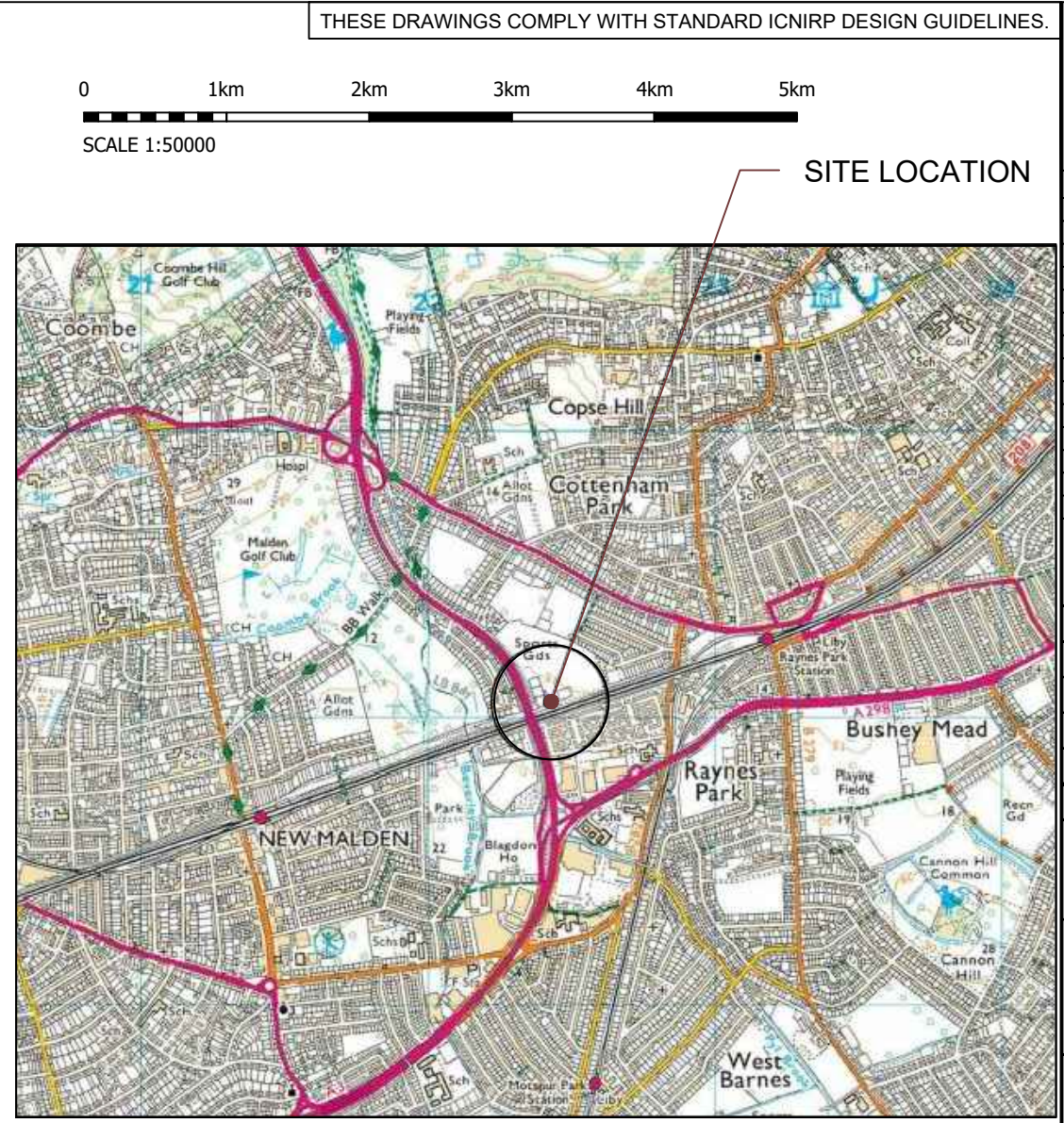
GENERAL NOTES:

- 1.1) USE WRITTEN DIMENSIONS ONLY
- 1.2) ALL DIMENSIONS ARE IN MM UNLESS SPECIFIED
- 1.3) ASSUME ALL SITE DETAILS ARE EXISTING UNLESS SPECIFIED

| DEPENDENCIES             |     |
|--------------------------|-----|
| CHERRY PICKER SURVEY     | NO  |
| STAT SEARCH              | YES |
| TRIAL DIG                | NO  |
| GEOTECH                  | YES |
| GDC                      | NO  |
| BOLT PULL-OUT TEST       | NO  |
| STRUCTURAL CALCULATIONS  | NO  |
| BUILDING REGULATIONS     | NO  |
| ELECTRICAL LOAD TEST     | NO  |
| REC SERVICE ALTERATION   | NO  |
| COMMS SERVICE ALTERATION | NO  |
| ASBESTOS SURVEY          | NO  |
| ANTENNA TESTING          | NO  |
| COOLING CALCULATIONS     | NO  |



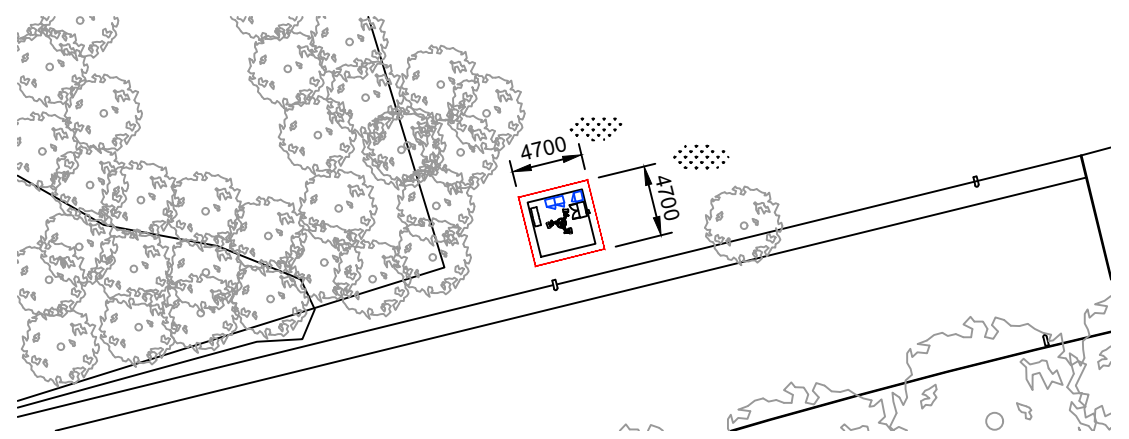
SITE LOCATION (SCALE 1:2500)



SITE LOCATION (SCALE 1:50000)

Page 198

DETAILED SITE LOCATION PLAN



DETAILED SITE LOCATION PLAN (SCALE 1:500)

|  |                          |
|--|--------------------------|
|  | SITE ACCESS              |
|  | PUBLIC HIGHWAY           |
|  | POWER ROUTE (INDICATIVE) |

**DIRECTIONS TO SITE:**  
**HEADING EAST ON M4**  
 AT END OF M4 CONTINUE ONTO A4. AFTER 1.1 MILES AT ROUNDABOUT TAKE 2ND EXIT. AFTER 1.0 MILE TAKE SLIPROAD LEFT. AFTER 0.2 MILE KEEP LEFT ON TO A306 (HAMMERSMITH BRIDGE ROAD). AFTER 1.2 MILES KEEP LEFT TO STAY ON A306 (ROCKS LANE). AFTER 2.4 MILES TURN RIGHT ONTO A3 (KINGSTON ROAD). TAKE SLIPROAD LEFT AFTER 2.5 MILES. AFTER 0.8 MILE TURN RIGHT ONTO B282 (WEST BARNES LANE). TURN RIGHT ONTO TAUNTON LANE. AT BEND IN ROAD CONTINUE ON INTO RAYNES PARK SPORTS GROUND. BEAR LEFT PAST PAVILION AND FOLLOW ROAD AROUND TO SOUTH-WEST CORNER OF SPORTS FIELD. SITE IS LOCATED ADJACENT TO UNMADE TRACK AREA.

| REV | ISSUE              | DATE     | DRN | APP |
|-----|--------------------|----------|-----|-----|
| C   | LEGAL UPDATE       | 08.08.19 | LN  | MH  |
| B   | GENERAL AMENDMENTS | 20.02.19 | GB  | GD  |
| A   | FIRST ISSUE        | 17.08.18 | GB  | GD  |

THIS DRAWING IS THE COPYRIGHT OF NET COVERAGE SOLUTIONS LTD AND MAY NOT BE REPRODUCED OR DISCLOSED TO A THIRD PARTY IN ANY FORM WITHOUT WRITTEN PERMISSION

**Shire**  
 Head Office:  
 The Chapel, Barnsley Hall Road,  
 Bromsgrove, Worcestershire,  
 B61 0SZ  
 Tel: +44 (0) 1527 579 933  
 Email: info@shire-uk.com

**shared access**



OPERATOR REF NO. TM:78203

OPERATOR: EE

DRAWING TITLE: SITE LOCATION PLANS

SCALE: AS SHOWN

SITE NO. 78203

SITE NAME: RAYNES PARK SPORTS GROUND

SITE ADDRESS: TAUNTON AVENUE  
 RAYNES PARK  
 WEST WIMBLEDON  
 LONDON SW20 0BH

OS GRID REFERENCE:  
 522415/169050

DRAWN: GB    CHK: JL    APP: GD

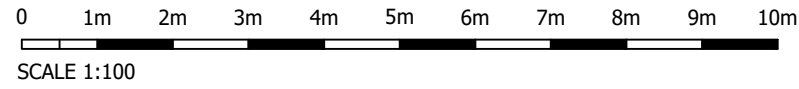
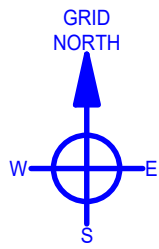
DATE: 25.06.19

| SITE NO. | OPERATOR | DRG NO. | REVISION |
|----------|----------|---------|----------|
| 78203    | - EE -   | 01      | - C      |

ORIGINAL DRAWING SIZE: A3

ALL MAPS OBTAINED VIA PROMAP.  
 ORDNANCE SURVEY © CROWN COPYRIGHT 2019.  
 ALL RIGHTS RESERVED. LICENCE NUMBER 100022432.



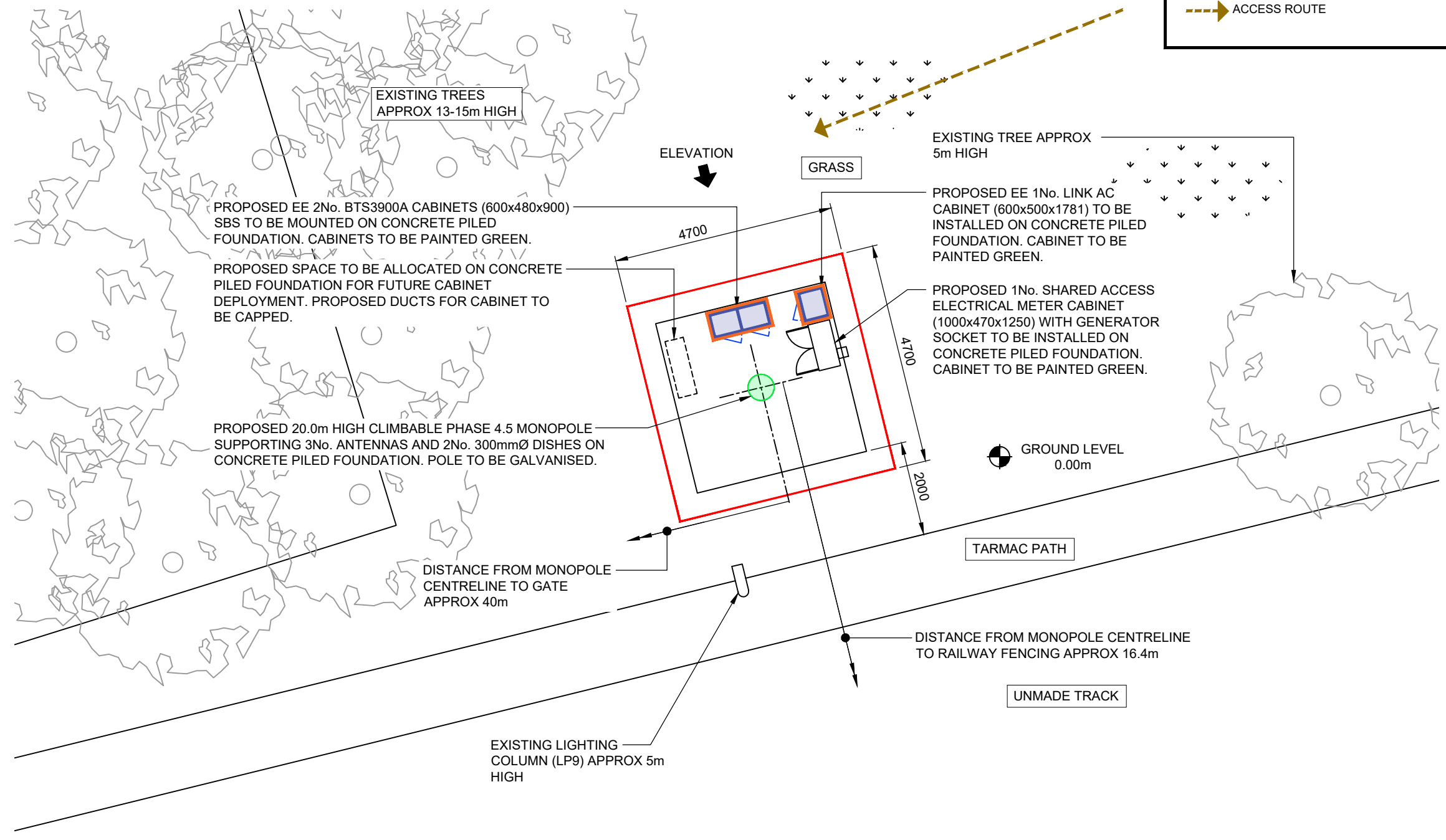


**INFRASTRUCTURE KEY:**

- OPERATOR INSTALLATION
- SHARED ACCESS INFRASTRUCTURE
- THE MAST
- THE SITE
- THE PLINTH
- ACCESS ROUTE

**GENERAL NOTES:**

1.1) USE WRITTEN DIMENSIONS ONLY  
 1.2) ALL DIMENSIONS ARE IN MM UNLESS SPECIFIED  
 1.3) ASSUME ALL SITE DETAILS ARE EXISTING UNLESS SPECIFIED



Page 199

**SITE PLAN (SCALE 1:100)**

|     |                    |          |     |     |
|-----|--------------------|----------|-----|-----|
| REV | ISSUE              | DATE     | DRN | APP |
| C   | LEGAL UPDATE       | 25.06.19 | BF  | MNH |
| B   | GENERAL AMENDMENTS | 20.02.19 | GB  | GD  |
| A   | FIRST ISSUE        | 17.08.18 | GB  | GD  |

© THIS DRAWING IS THE COPYRIGHT OF NET COVERAGE SOLUTIONS LTD AND MAY NOT BE REPRODUCED OR DISCLOSED TO A THIRD PARTY IN ANY FORM WITHOUT WRITTEN PERMISSION

**Shire**

Head Office:  
 The Chapel, Barnsley Hall Road,  
 Bromsgrove, Worcestershire,  
 B61 0SZ  
 Tel: +44 (0) 1527 579 933  
 Email: info@shire-uk.com

**shared access**



OPERATOR REF NO. TM:78203

OPERATOR: EE

DRAWING TITLE: SITE PLAN

SCALE: 1:100

SITE NO. 78203

SITE NAME: RAYNES PARK SPORTS GROUND

SITE ADDRESS: TAUNTON AVENUE  
 RAYNES PARK  
 WEST WIMBLEDON  
 LONDON SW20 0BH

OS GRID REFERENCE:  
 522415/169050

DRAWN: GB    CHK: JL    APP: GD

DATE: 17.08.18

|          |          |         |          |
|----------|----------|---------|----------|
| SITE NO. | OPERATOR | DRG NO. | REVISION |
| 78203    | - EE -   | 02 -    | C        |

ORIGINAL DRAWING SIZE: A3

0 1m 2m 3m 4m 5m 6m 7m 8m 9m 10m

SCALE 1:100

**INFRASTRUCTURE KEY:**

- OPERATOR INSTALLATION
- SHARED ACCESS INFRASTRUCTURE

**GENERAL NOTES:**

- 1.1) USE WRITTEN DIMENSIONS ONLY
- 1.2) ALL DIMENSIONS ARE IN MM UNLESS SPECIFIED
- 1.3) ASSUME ALL SITE DETAILS ARE EXISTING UNLESS SPECIFIED

PROPOSED 9No. MHA'S TO BE MOUNTED TO ANTENNA POLES

TOP OF ANTENNAS  
▽ +20.00m AGL

CENTRE OF DISHES  
▽ +16.00m AGL

APPROX EXISTING TREES HEIGHT  
▽ +15.00m AGL

PROPOSED 20.0m HIGH CLIMBABLE PHASE 4.5 MONOPOLE SUPPORTING 3No. ANTENNAS AND 2No. 300mmØ DISHES ON CONCRETE PILED FOUNDATION. POLE TO BE GALVANISED.

INDICATIVE OPERATOR FEEDERS

APPROX EXISTING TREES HEIGHT  
▽ +10.00m AGL

PROPOSED EE 1No. LINK AC CABINET (600x500x1781) TO BE MOUNTED ON CONCRETE PILED FOUNDATION. 1No. SHARED ACCESS ELECTRICAL METER CABINET (1000x470x1250) CABINET LOCATED BEHIND EE 1No. LINK AC HENCE HIDDEN FROM VIEW. CABINETS TO BE PAINTED GREEN.

EXISTING 5m HIGH LIGHTING COLUMN (LP9)

NOTE: PROPOSED SPACE TO BE ALLOCATED ON CONCRETE PILED FOUNDATION FOR FUTURE CABINET DEPLOYMENT. PROPOSED DUCTS FOR CABINET TO BE CAPPED.

EXISTING 2.4m HIGH PALISADE FENCING

EXISTING TREE APPROX 5m HIGH

0.00m GL

PROPOSED EE 2No. BTS3900A CABINETS (600x480x900) SBS TO BE MOUNTED ON CONCRETE PILED FOUNDATION. CABINETS TO BE PAINTED GREEN.

**PROPOSED SITE ELEVATION (SCALE 1:100)**

Page 200

| C   | LEGAL UPDATE       | 08.08.19 | LN  | MH  |
|-----|--------------------|----------|-----|-----|
| B   | GENERAL AMENDMENTS | 20.02.19 | GB  | GD  |
| A   | FIRST ISSUE        | 17.08.18 | GB  | GD  |
| REV | ISSUE              | DATE     | DRN | APP |

© THIS DRAWING IS THE COPYRIGHT OF NET COVERAGE SOLUTIONS LTD AND MAY NOT BE REPRODUCED OR DISCLOSED TO A THIRD PARTY IN ANY FORM WITHOUT WRITTEN PERMISSION

**Shire**  
Head Office:  
The Chapel, Barnsley Hall Road,  
Bromsgrove, Worcestershire,  
B61 0SZ  
Tel: +44 (0) 1527 579 933  
Email: info@shire-uk.com

**shared access**



OPERATOR REF NO. TM:78203

OPERATOR: EE

DRAWING TITLE: PROPOSED SITE ELEVATION

SCALE: 1:100

SITE NO. 78203

SITE NAME: RAYNES PARK SPORTS GROUND

SITE ADDRESS: TAUNTON AVENUE  
RAYNES PARK  
WEST WIMBLEDON  
LONDON SW20 0BH

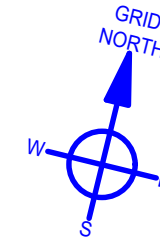
OS GRID REFERENCE:  
522415/169050

DRAWN: GB    CHK: JL    APP: GD

DATE: 17.08.18

| SITE NO. | OPERATOR | DRG NO. | REVISION |
|----------|----------|---------|----------|
| 78203    | - EE -   | 03      | - C      |

ORIGINAL DRAWING SIZE: A3



**GENERAL NOTES:**  
 1.1) USE WRITTEN DIMENSIONS ONLY  
 1.2) ALL DIMENSIONS ARE IN MM UNLESS SPECIFIED  
 1.3) ASSUME ALL SITE DETAILS ARE EXISTING UNLESS SPECIFIED

**INFRASTRUCTURE KEY:**

- OPERATOR INSTALLATION
- SHARED ACCESS INFRASTRUCTURE
- THE SITE

NOTE: ALL UNUSED DUCTS TO BE LEFT POT-ENDED

PROPOSED EE 2No. BTS3900A CABINETS (600x480x900) SBS TO BE INSTALLED ON CONCRETE PILED FOUNDATION AND BE PAINTED GREEN.

PROPOSED SHARED ACCESS 2No. 150Ø SPARE FEEDER DUCTS

PROPOSED EE TX CABLE

PROPOSED SHARED ACCESS 1No. 75Ø TRANSMISSION SUPPLY DUCT

PROPOSED SHARED ACCESS 1No. 75Ø POWER SUPPLY DUCT

PROPOSED EE POWER CABLE

PROPOSED SPACE FOR FUTURE CABINET DEPLOYMENT. DUCTS FOR CABINET TO BE CAPPED.

PROPOSED EE 1No. 150Ø FEEDER DUCT TO TOWER

PROPOSED EE FEEDER CABLES

PROPOSED SHARED ACCESS 1No. 75Ø TRANSMISSION SUPPLY DUCT

PROPOSED SHARED ACCESS 1No. 75Ø POWER SUPPLY DUCT

PROPOSED EE POWER CABLE

PROPOSED EE TX CABLE

PROPOSED EE 1No. LINK AC CABINET (600x500x1781) TO BE INSTALLED ON CONCRETE PILED FOUNDATION. CABINET TO BE PAINTED GREEN.

PROPOSED 1No. SHARED ACCESS 100Ø INCOMING TX AND FIBRE SERVICES DUCT

PROPOSED 1No. SHARED ACCESS ELECTRICAL METER CABINET (1000x470x1250) WITH GENERATOR SOCKET TO BE INSTALLED ON CONCRETE PILED FOUNDATION. CABINET TO BE PAINTED GREEN.

PROPOSED INCOMING SHARED ACCESS 125Ø REC POWER DUCT

PROPOSED 2No. SHARED ACCESS SPARE INCOMING 125Ø REC POWER DUCTS

PROPOSED EE POWER CABLES

PROPOSED SHARED ACCESS 1No. 100Ø SUB-MAIN POWER SUPPLY DUCT TO MK4 LINK AC CABINET

PROPOSED EE TX CABLES

PROPOSED SHARED ACCESS 1No. 50Ø MICROWAVE TX DUCT

PROPOSED SHARED ACCESS 2No. 150Ø FEEDER DUCTS TO TOWER

PROPOSED 20.0m HIGH CLIMBABLE PHASE 4.5 MONOPOLE SUPPORTING 3No. ANTENNAS AND 2No. 300mmØ DISHES ON CONCRETE PILED FOUNDATION. POLE TO BE GALVANISED.

GROUND LEVEL 0.00m

PROPOSED NGR  
 E: 522415  
 N: 169050

DISTANCE FROM MONOPOLE CENTRELINE TO GATE APPROX 40m

DISTANCE FROM MONOPOLE CENTRELINE TO RAILWAY FENCING APPROX 16.4m

**PROPOSED EQUIPMENT LAYOUT (SCALE 1:25)**

Page 201

| REV | ISSUE              | DATE     | DRN | APP |
|-----|--------------------|----------|-----|-----|
| C   | LEGAL UPDATE       | 08.08.19 | LN  | MH  |
| B   | GENERAL AMENDMENTS | 20.02.19 | GB  | GD  |
| A   | FIRST ISSUE        | 17.08.18 | GB  | GD  |

THIS DRAWING IS THE COPYRIGHT OF NET COVERAGE SOLUTIONS LTD AND MAY NOT BE REPRODUCED OR DISCLOSED TO A THIRD PARTY IN ANY FORM WITHOUT WRITTEN PERMISSION

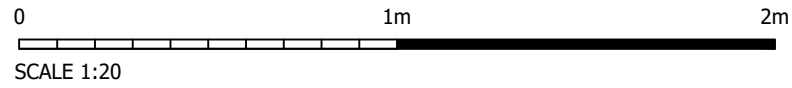
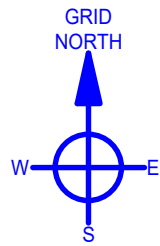
**Shire**  
 Head Office:  
 The Chapel, Barnsley Hall Road,  
 Bromsgrove, Worcestershire,  
 B61 0SZ  
 Tel: +44 (0) 1527 579 933  
 Email: info@shire-uk.com

**shared access**



|  |
|--|
| OPERATOR REF NO. TM:78203  |
| OPERATOR: EE   |
| DRAWING TITLE: PROPOSED EQUIPMENT LAYOUT   |
| SCALE: 1:25  |
| SITE NO. 78203   |
| SITE NAME: RAYNES PARK SPORTS GROUND   |
| SITE ADDRESS: TAUNTON AVENUE<br>RAYNES PARK<br>WEST WIMBLEDON<br>LONDON SW20 0BH |
| OS GRID REFERENCE:<br>522415/169050  |
| DRAWN: GB    CHK: JL    APP: GD  |
| DATE: 17.08.18   |
| SITE NO. OPERATOR DRG NO. REVISION<br>78203 - EE - 04 - C                        |

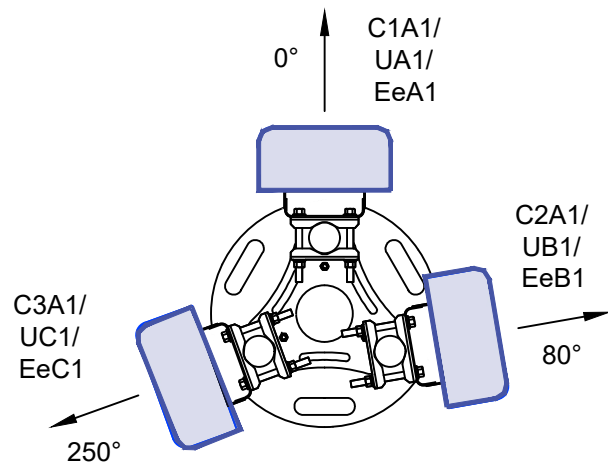
ORIGINAL DRAWING SIZE: A3



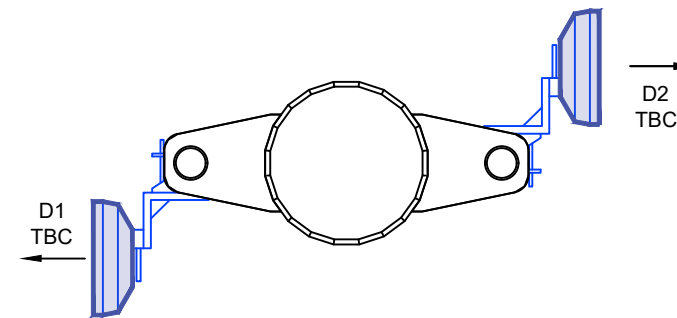
**INFRASTRUCTURE KEY:**

|  |                              |
|--|------------------------------|
|  | OPERATOR INSTALLATION        |
|  | SHARED ACCESS INFRASTRUCTURE |

**GENERAL NOTES:**  
 1.1) USE WRITTEN DIMENSIONS ONLY  
 1.2) ALL DIMENSIONS ARE IN MM UNLESS SPECIFIED  
 1.3) ASSUME ALL SITE DETAILS ARE EXISTING UNLESS SPECIFIED



PROPOSED ANTENNA PLAN (SCALE 1:20)



PROPOSED DISH PLAN (SCALE 1:20)

| REV | ISSUE              | DATE     | DRN | APP |
|-----|--------------------|----------|-----|-----|
| C   | LEGAL UPDATE       | 08.08.19 | LN  | MH  |
| B   | GENERAL AMENDMENTS | 20.02.19 | GB  | GD  |
| A   | FIRST ISSUE        | 17.08.18 | GB  | GD  |

© THIS DRAWING IS THE COPYRIGHT OF NET COVERAGE SOLUTIONS LTD AND MAY NOT BE REPRODUCED OR DISCLOSED TO A THIRD PARTY IN ANY FORM WITHOUT WRITTEN PERMISSION

**Shire**  
 Head Office:  
 The Chapel, Barnsley Hall Road,  
 Bromsgrove, Worcestershire,  
 B61 0SZ  
 Tel: +44 (0) 1527 579 933  
 Email: info@shire-uk.com

**shared access**



|  |          |         |          |
|--|----------|---------|----------|
| OPERATOR REF NO. TM:78203  |          |         |          |
| OPERATOR: EE   |          |         |          |
| DRAWING TITLE: PROPOSED ANTENNA AND DISH LAYOUT                                  |          |         |          |
| SCALE: 1:20  |          |         |          |
| SITE NO. 78203   |          |         |          |
| SITE NAME: RAYNES PARK SPORTS GROUND   |          |         |          |
| SITE ADDRESS: TAUNTON AVENUE<br>RAYNES PARK<br>WEST WIMBLEDON<br>LONDON SW20 0BH |          |         |          |
| OS GRID REFERENCE:<br>522415/169050  |          |         |          |
| DRAWN: GB  | CHK: JL  | APP: GD |          |
| DATE: 17.08.18   |          |         |          |
| SITE NO.   | OPERATOR | DRG NO. | REVISION |
| 78203  | - EE -   | 05 -    | C        |
| ORIGINAL DRAWING SIZE: A3  |          |         |          |

SHARED ACCESS  
 ADVERTISEMENT OF DISPOSAL OF PUBLIC OPEN SPACE/SECTION 123 OF LGA 1972  
 CONSIDERATION OF RESPONSE TO ADVERTISEMENT

| ADDRESS  | Raynes Park Sports Ground, Taunton Avenue.  |   |
|--|---|---|
| DATES OF ADVERTISEMENT   | 30th August & 6th September 2019 Wimbledon Times  |   |
| DEADLINE FOR COMMENT   | 4th October 2019  |   |
| OBJECTIONS   | RESPONSE  | CONCLUSION  |
| Objects to any of the sports facility being sold/taken away for commercial use. "It would possibly leave us without somewhere to play home games and therefore we could not be part of the Surrey league, which our children love participating in." | A small part of the sports ground is to be leased and the area of pitches would not be reduced. | No reason to abandon the proposed lease identified. |
| Unclear from notice where the land would be sold. "If it were to obstruct any of the football pitches it would be a terrible commercial exploitation at the expense of many residents sporting facilities."  | Notice clearly identifies the location. Football pitches will not be obstructed.                | No reason to abandon the proposed lease identified. |

This page is intentionally left blank



**Committee: Cabinet**

**Date: 23 March 2020**

**Wards: West Barnes**

**Exempt or confidential report**

The following paragraph of Part 4b Section 10 of the constitution applies in respect of information given in Appendix 3 and 4 comprising Confidential Appendix of this report and it is therefore exempt from publication. Members and officers are advised not to disclose the contents of this report:

Information relating to any individual

Information relating to the financial or business affairs of any particular person (including the Authority holding that information).

**Subject: Sir Joseph Hood Memorial Playing Fields, Marina Avenue, Morden**

To consider objections received under s123(2A) of the Local Government Act 1972 in respect of the Council's proposal to grant a 25 year lease at Sir Joseph Hood Memorial Playing Fields, Marina Avenue, Morden for a Telecoms Mast and other Electronic Communications Apparatus to be placed on part of the Park comprising the Site .

**Lead officer:** Chris Lee, Director of Environment and Regeneration

**Lead member:** Mark Allison, Deputy Leader and Cabinet Member for Finance and Caroline Cooper Marbiah, Cabinet Member for Commerce, Leisure and Culture.

Forward Plan reference number:

Contact officer: Howard Joy

---

**Recommendations:**

1. To consider objections raised in response to the Council's advertisement under section 123 (2A) of the Local Government Act 1972 of its intention to grant a lease at Sir Joseph Hood Memorial Playing Field.
2. To authorise the Director of Environment and Regeneration to authorise completion of the lease on the main terms identified within the confidential appendix to this report under his delegated authority.]

## **1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 Part of Sir Joseph Hood Memorial Playing Field comprising an area of 46.48 square metres or 500 square feet has been identified as a location for a Telecommunications mast and other electronic communications equipment initially providing 2G, 3G and 4G service plus an area of 6.76 square metres or 73 square feet for a cabinet housing EMC (remote testing) equipment and, subject to authority, terms for a lease of 25 years have been agreed. These main terms are contained within the confidential appendix to this report.
- 1.2 As Sir Joseph Hood Memorial Playing Field is Public Open Space the proposed disposal of the property or any part of it, whether the freehold or leasehold, must be advertised under section 123(2A) of the Local Government Act 1972 and any objections considered before the lease can be granted.
- 1.3 The proposed disposal has been advertised as the legislation requires. 24 objections were received and are summarised in Appendix 2 plus a petition of 77 signatures attached as Appendix 3. The purpose of this report is for Cabinet to consider the objections and to decide whether to support the proposed granting of the lease and if so to allow the Director of Environment and Regeneration to use his delegated authority to agree terms and complete the lease.

## **2. DETAILS**

- 2.1 Sir Joseph Hood Memorial Playing Field comprises a Public Open Space of approximately 130,373 Square Metres.
- 2.2 Shared Access are an independent owner and operator of wireless communications infrastructure and with Everything Everywhere (EE Ltd) identified Sir Joseph Hood Memorial Playing Field as a site from which the telecommunications service to rail users could be improved in accordance with Government planning policy.
- 2.3 The specific location that has been identified (Appendix 1) is considered to minimise the impact of the installation on the playing field ground and its users while enabling the mast to provide an enhanced service to the users of the railway and local residents.
- 2.4 Independent of the proposed disposal and consideration of objections that are the subjects of this report prior approval under planning legislation was granted on 26<sup>th</sup> June 2019 to the siting and erection of a 20m monopole to support 3no. Telecommunications antennas for use by EE Ltd, together with the installation of dishes and ground based equipment cabinets to

- provide 2G, 3G and 4G mobile electronic communication services from the installation.
- 2.5 Terms for a lease have been agreed subject to formal authority with Shared Access as listed in the Confidential Appendix 4 but section 123 (2A) of The Local Government Act 1972 requires the proposed disposal be advertised and any objections considered before any disposal of Public Open Space is completed (see paragraphs 4.1, 4,2 and 4.3 below).
  - 2.6 Twenty four objections plus a petition with 77 signatures were received and are summarised in Appendix 2 and attached as Appendix 3 (exempt). As can be seen it is considered that none of the objections provide reason to abandon the proposed lease to Shared Access.
  - 2.7 The Council must be able to show that they acted reasonably and that the decision it came to is fair and the process transparent and evidenced in writing. If the Council concludes that the objections would not prevent the proposed disposal to Shared Access, then the disposal by lease may proceed subject to the provision of formal authority.
  - 2.8 It must be understood that the Government has awarded the telecommunications providers' significant powers to close the gaps in provision. This is explained in more detail in paragraph 7.4. Therefore, as explained in paragraph 3.3 if the council chose not to complete a lease with Shared Access on the terms contained within Confidential Appendix 4 the provider (EE Ltd) could apply to the court for an order compelling the Council to complete a Code Agreement to install and operate the apparatus.

### **3. ALTERNATIVE OPTIONS**

- 3.1 Do nothing and allow the proposed tenant and operator to find an alternative suitable site within the Borough. It should be noted that the site the subject of this report was identified by the proposed tenant and operator after an exhaustive search so this option might not conclude the matter.
- 3.2 Seek to re site on other land holdings of the council within the Borough provided that any suitable sites could be identified. The site the subject of this report was identified by the proposed tenant and operator after an exhaustive search so this option is not realistic.
- 3.3 The Operator (EE Ltd) could apply directly to the Upper Tribunal (Lands Chamber) for a Code Agreement and thereby remove the need for lease from the council. The consideration and compensation payable under the

Code may be less favourable than for the grant of a lease on the terms negotiated.

#### **4. CONSULTATION UNDERTAKEN OR PROPOSED**

- 4.1 The Council has in accordance with the terms of section 123(2A) of the Local Government Act 1972 published notice of its intention to dispose specifying the land comprising the Site with the access and power routes shown by reference to the relevant excerpts of the Plans.
- 4.2 The notice has been advertised for two consecutive weeks in a newspaper circulating in the area in which the land is situated, in accordance with the statutory provisions. The Council advertised in the Wimbledon Times (on 30th August and 6th September respectively) inviting objections before 4th October 2019 allowing a period for objections in excess of a month from first advertising. The Council also advertised the notice in the Kingston Comet on the 29<sup>th</sup> August and the 5<sup>th</sup> September 2019 respectively as both circulations are available to local residents.
- 4.3 Shared Access and the Operator also consulted locally as part of their prior approvals application as confirmed within the pre planning statement prepared by Pegasus Group on behalf of Shared Access and EE Ltd and dated March 2019.

#### **5. TIMETABLE**

- 5.1 Should cabinet agree that the grant of a lease to Shared Access of the area identified in Appendix 1 and as advertised under section 123(A) Local Government Act 1972 may proceed then authority will be sought to the terms of the disposal and if secured the lease can be completed.

#### **6. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

- 6.1 Property implications are contained within the report.

##### **Finance implications**

- 6.2 Total premium received from the disposal of shared access rights will be considered as capital receipts for accounting. This will not be immediately available for the funding purposes however; this will be released 1/25<sup>th</sup> each year of lease under capital financing and finance regulations.
- 6.3 If the lease is not granted then the premium for the lease and additional fees for additional operators over and above EE Ltd sharing the mast will be a lost opportunity for income

- 6.4 As mentioned in the paragraph 3.3, should the operator successfully apply to the court under code rights then an income received may not be at the same level as identified within the Confidential Appendix 4.

## **7. LEGAL AND STATUTORY IMPLICATIONS**

- 7.1 The Council has power to dispose of its land by virtue of S.123 of the Local Government Act 1972 (“the Act”), subject to S.123(2) which stipulates that a council shall not dispose of land for a consideration less than the best that can reasonably be obtained.
- 7.2. Under section 123(2A) of the Act where a Local Authority intends to dispose of land held as public open space, they must first advertise their intention to do so in a newspaper circulating in the area where the land is situated and consider the objections received to the proposed disposal which may be made to them.
- 7.3 The Electronic Communications Code, which came into force on 28 December 2017, gives the providers of these networks rights to install and maintain apparatus in, over and under land, known as code rights. Should the proposed lease disposal not proceed, the operator may still be able to operate from the land by invoking these code rights.
- 7.4 A restrictive covenant on the title requires the land to be used for the purposes of playing fields and a recreation ground. Legal issues relating to the historic restrictive covenant are as identified in Confidential Appendix 4.

## **8. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

The objectors have not raised any concerns on this front and officers are of the view that Community Cohesion and the continued use by all age groups for the playing of matches and sports will not be affected.

## **9 CRIME AND DISORDER IMPLICATIONS**

9.1 None

## **10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

10.1 The objections do not raise any issues in this regard

10.2 It should be noted that the Operator has complied with International Commission on Non-Iodizing Radiation Protection and has in force a certificate specific to the Site were the lease to be granted (pre planning statement prepared by Pegasus contains a copy of the ICNIRP Certificate within its appendices). Planning policy states that applications must be determined on planning grounds and should not question the need for the telecommunications system or determine health safeguards if the proposal meets International Commission Guidelines for public exposure

10.3 Shared Access and the operator are responsible for all risk with regard to the Site and for compliance with laws and guidelines in respect to the installation use and maintenance of the mast and Apparatus.

**11 APPENDICES – the following documents are to be published with this report and form part of the report**

**APPENDIX 1 –LOCATION PLAN. SHOWING THE SITE DIMENSIONS AND APPARATUS AND THE APPROXIMATE POWER AND ACCESS ROUTES**

**APPENDIX 2. SCHEDULE OF THE OBJECTIONS.**

**APPENDIX 3 THE PETITION (EXEMPT)**

**APPENDIX 4- CONFIDENTIAL**

**12 BACKGROUND PAPERS**

**PRE-PLANNING STATEMENT PREPARED BY PEGASUS FOR SHARED ACCESS AND EE LTD DATED MAY 2019**

**DRAWING REGISTER**

|               |          |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Date of Issue | 07.06.19 | 19.06.19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|----|----------------------------------|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 01 | SITE LOCATION PLAN               | A | B |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 02 | SITE PLAN                        | A | B |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 03 | PROPOSED SITE ELEVATION          | A | B |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04 | PROPOSED EQUIPMENT LAYOUT        | A | B |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 05 | PROPOSED ANTENNA AND DISH LAYOUT | A | B |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|    |                                  |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Page 211

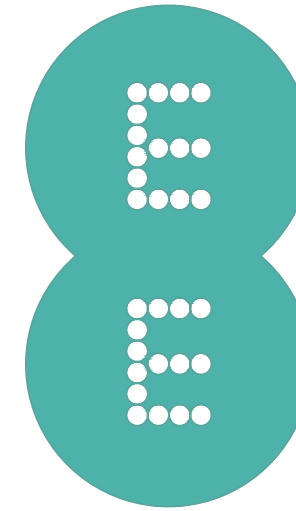
**DRAWING STATUS**

|              |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| LEGALS ISSUE | X | X |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

**DISTRIBUTION**

E: ELECTRONIC COPY

|               |   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| SHARED ACCESS | E | E |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| EE            | E | E |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



shared access

78241

SIR JOSEPH HOOD MEMORIAL PLAYING FIELDS

MARINA AVENUE

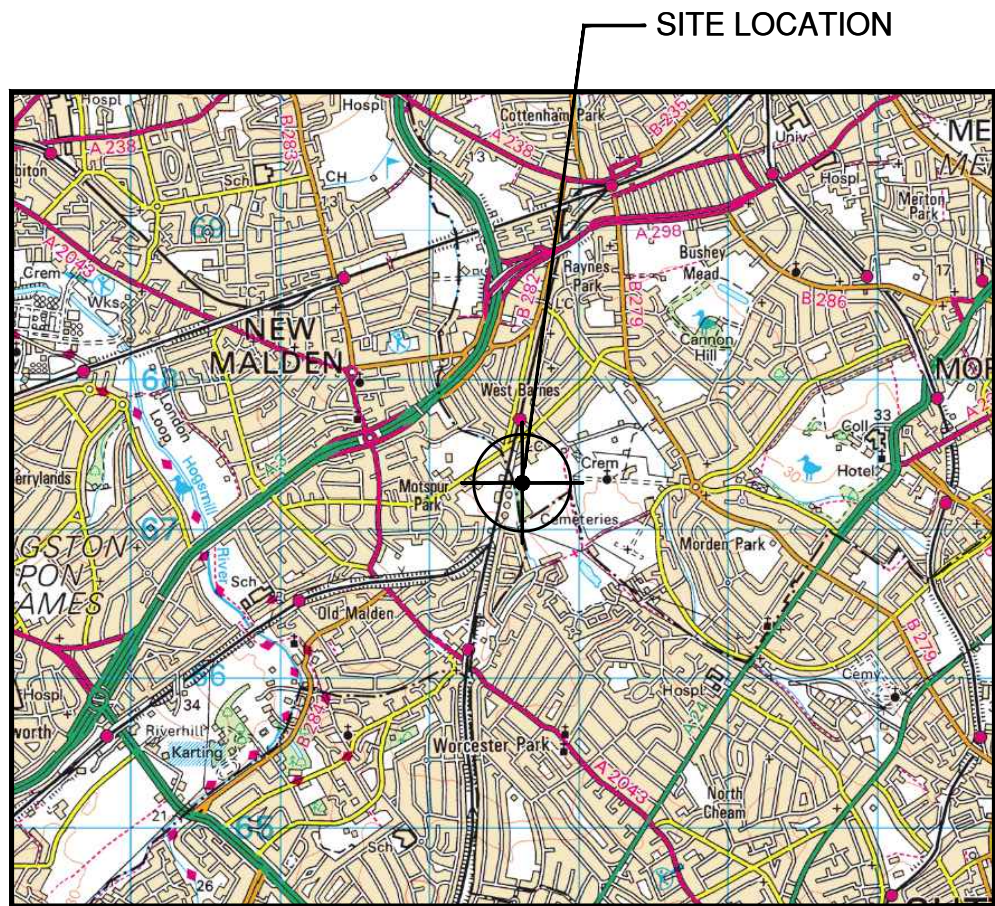
MORDEN

LONDON

KT3 6NE

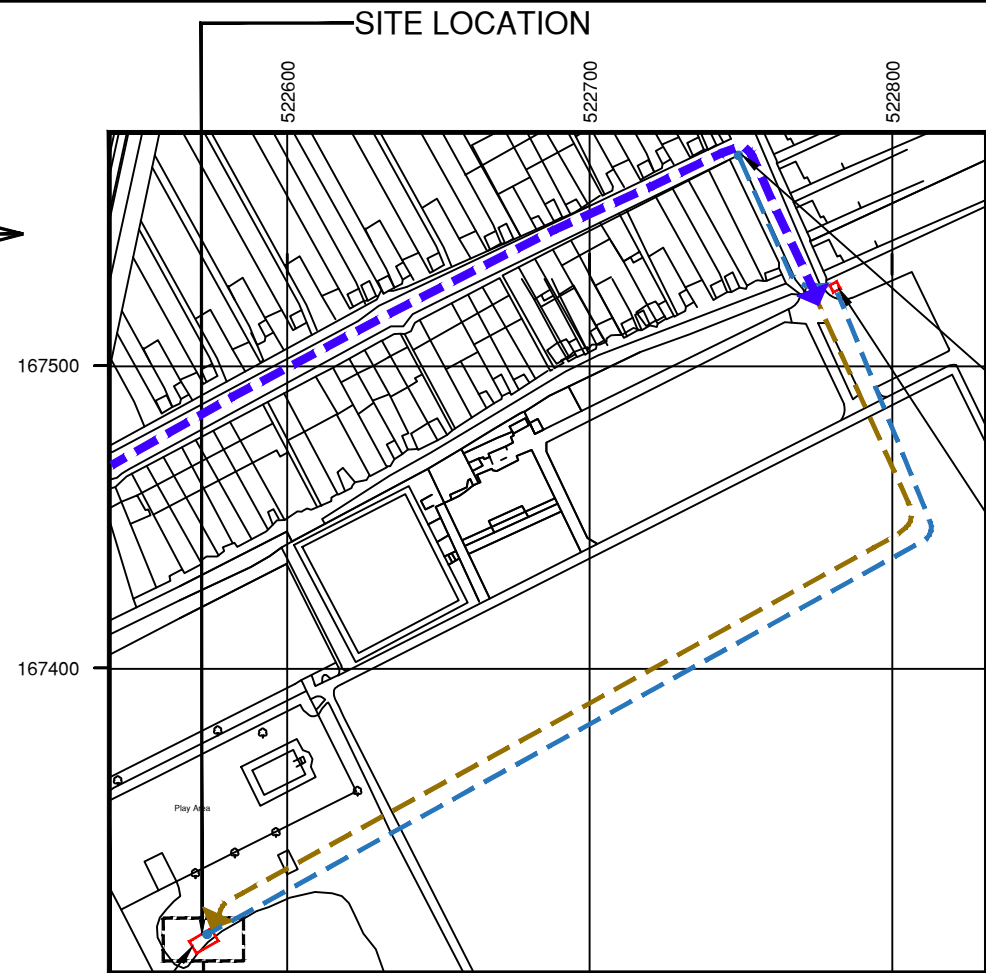
**LEGAL GAD**





**SITE AREA PLAN**  
(Scale 1:50000)

Ordnance Survey map extract based upon Landranger map series with the permission of the controller of Her Majesty's Stationary Office  
Licence No. 0100023487  
Crown copyright.



**SITE LOCATION PLAN**  
(Scale 1:1250)

Based upon Ordnance Survey map extract with the permission of the Controller of Her Majesty's Stationary Office.  
Crown copyright.  
Licence No. 100020449

- NOTES:**
- DO NOT SCALE.
  - ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.
  - THIS DRAWING IS PART OF PACK CONTAINING DWG Nos. EE/78241/B/LD-01 TO 05 INCLUSIVE:

SITE NGR E: 522570 N: 167308

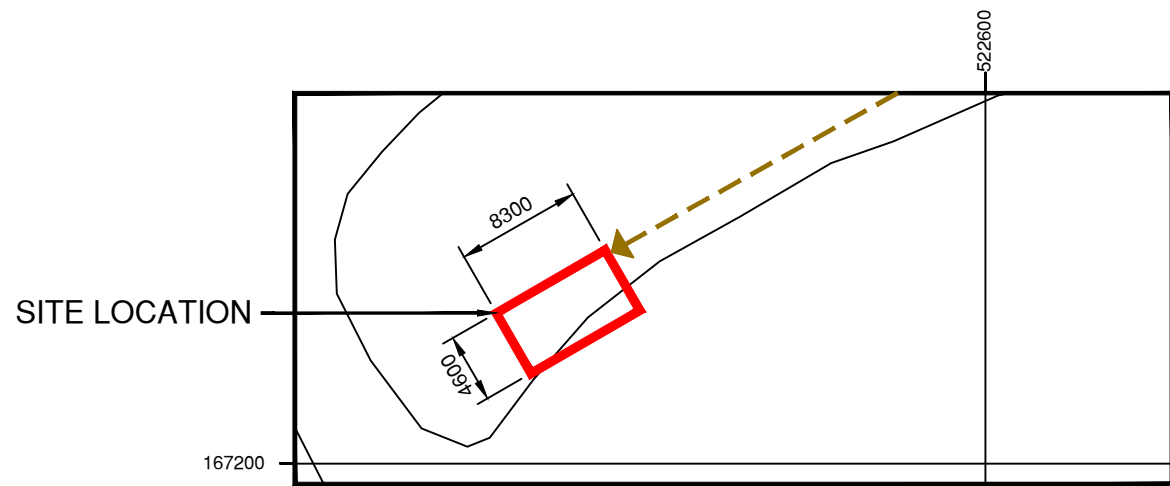
- = Access Route
- = Public Highway
- = Indicative Power Route

POINT OF DNO CONNECTION

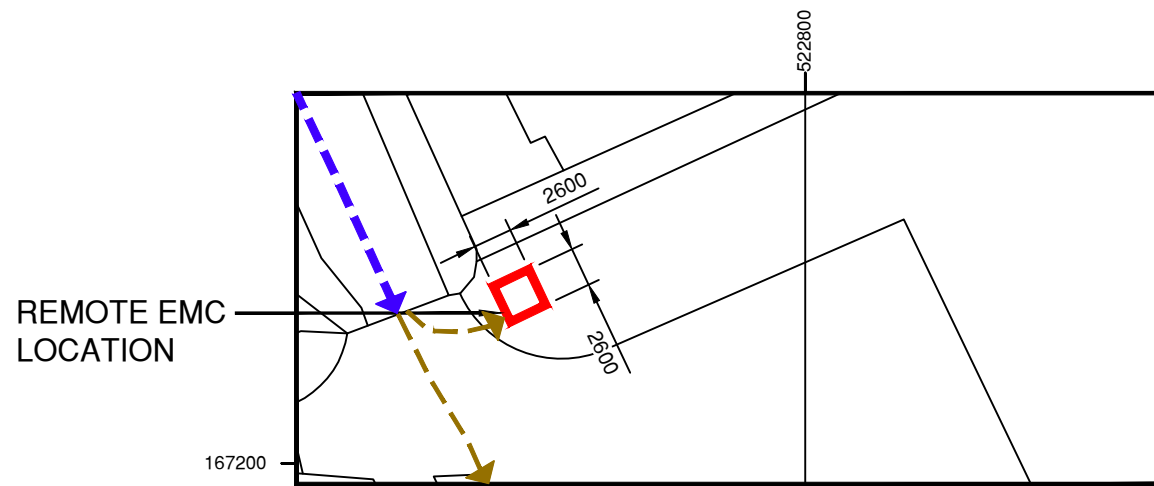
REMOTE EMC LOCATION (refer to plan B)

SITE LOCATION (refer to plan A)

DETAILED SITE LOCATION



**ENLARGED DETAILED SITE LOCATION PLAN A**  
(Scale 1:500)



**ENLARGED DETAILED SITE LOCATION PLAN B**  
(Scale 1:500)

UK OFFICE, NAVIGATION HOUSE  
THE SHIPYARD, BATH ROAD  
LYMINGTON, HAMPSHIRE  
SO41 3YJ  
PHONE: 0044 1590 670025  
FAX: 0044 1590 675698



| ISS. | JOB No. | DESCRIPTION         | REVD | DATE     | APPD | DATE     |
|------|---------|---------------------|------|----------|------|----------|
| B    | 78241   | LEGAL AMENDMENTS    | LN   | 19.06.19 | MH   | 19.06.19 |
| A    | 78241   | ISSUED FOR PLANNING | LN   | 07.06.19 | MH   | 19.06.19 |

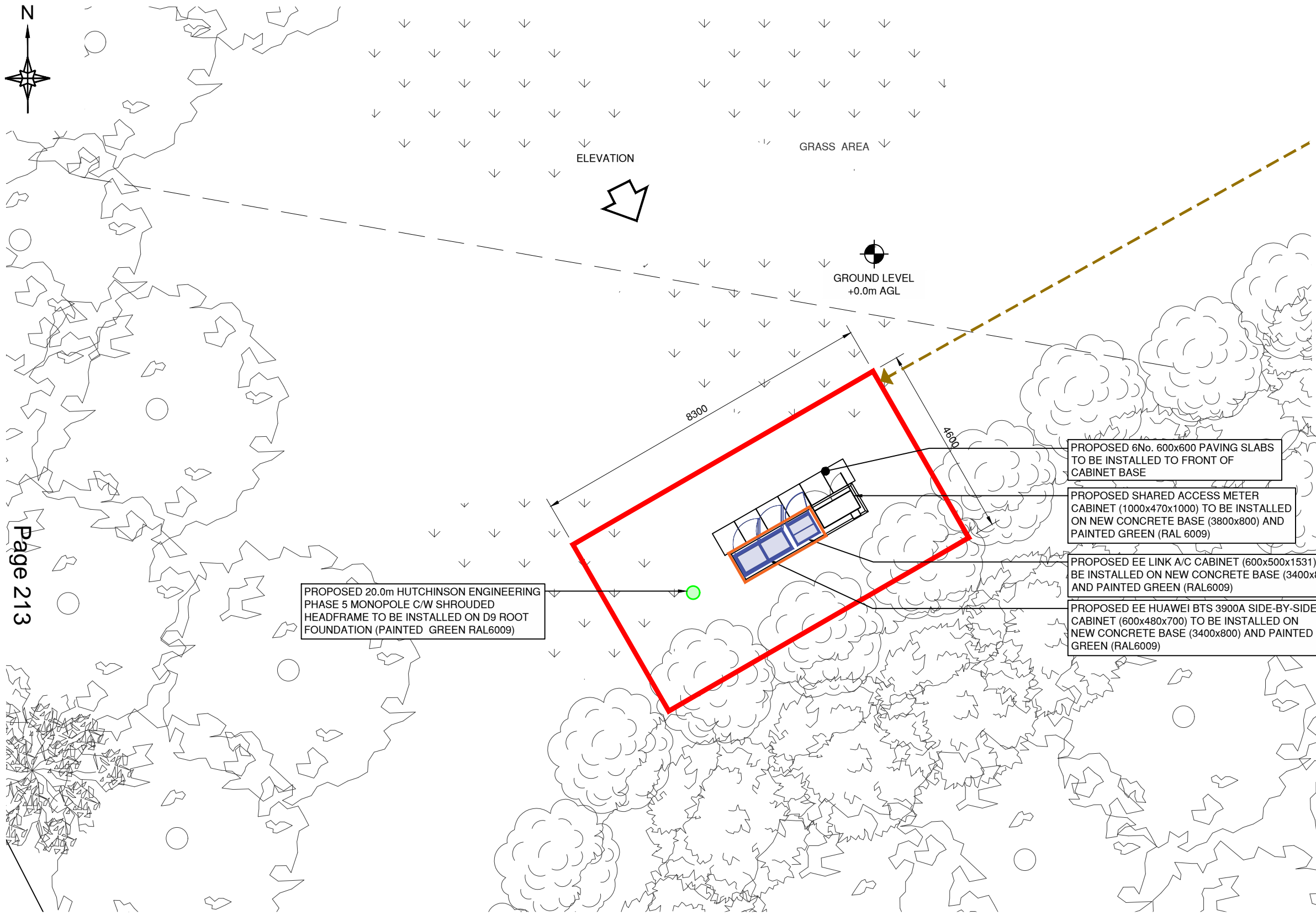
| DRAWN | LN       | CHECKED | MH       | APPROVED | MH       | SCALE:   |
|-------|----------|---------|----------|----------|----------|----------|
| DATE  | 07.06.19 | DATE    | 19.06.19 | DATE     | 19.06.19 | AS SHOWN |

|           |                                   |             |   |
|-----------|-----------------------------------|-------------|---|
| SITE No.  | 78241                             | SITE NAME   | SIR JOSEPH HOOD MEMORIAL PLAYING FIELDS |
| TITLE     | SITE LOCATIONS PLAN               |             |   |
| ADDRESS   | MARINA AVENUE<br>MORDEN<br>LONDON |             |   |
| POST CODE | KT3 6NE                           | DRAWING No. | EE/78241/B/LD-01                        |
| ISSUE     | B                                 |             |   |



100mm  
75mm  
50mm  
25mm  
A3





- NOTES:**
1. DO NOT SCALE.
  2. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.
  3. THIS DRAWING IS PART OF PACK CONTAINING DWG Nos. EE/78241/B/LD-02 TO 05 INCLUSIVE:
  4. PROPOSALS SHOWN BOXED

**INFRASTRUCTURE KEY:**

- OPERATOR INSTALLATION
- SHARED ACCESS INFRASTRUCTURE
- THE MAST
- THE SITE
- THE PLINTH
- ACCESS ROUTE

PROPOSED 20.0m HUTCHINSON ENGINEERING PHASE 5 MONOPOLE C/W SHROUDED HEADFRAME TO BE INSTALLED ON D9 ROOT FOUNDATION (PAINTED GREEN RAL6009)

PROPOSED 6No. 600x600 PAVING SLABS TO BE INSTALLED TO FRONT OF CABINET BASE

PROPOSED SHARED ACCESS METER CABINET (1000x470x1000) TO BE INSTALLED ON NEW CONCRETE BASE (3800x800) AND PAINTED GREEN (RAL 6009)

PROPOSED EE LINK A/C CABINET (600x500x1531) TO BE INSTALLED ON NEW CONCRETE BASE (3400x800) AND PAINTED GREEN (RAL6009)

PROPOSED EE HUAWEI BTS 3900A SIDE-BY-SIDE CABINET (600x480x700) TO BE INSTALLED ON NEW CONCRETE BASE (3400x800) AND PAINTED GREEN (RAL6009)

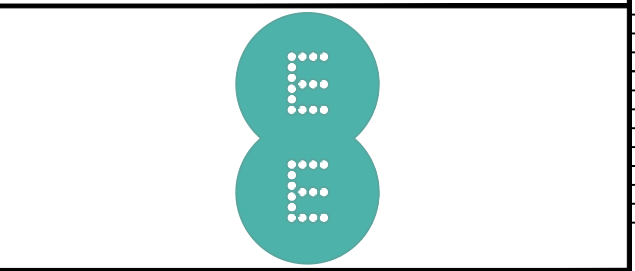
**SITE PLAN**  
(1:100)

UK OFFICE, NAVIGATION HOUSE  
THE SHIPYARD, BATH ROAD  
LYMINGTON, HAMPSHIRE  
SO41 3YJ  
PHONE: 0044 1590 670025  
FAX: 0044 1590 675698

| ISS. | JOB No. | DESCRIPTION         | REVD | DATE     | APPD | DATE     |
|------|---------|---------------------|------|----------|------|----------|
| B    | 78241   | LEGAL AMENDMENTS    | LN   | 19.06.19 | MH   | 19.06.19 |
| A    | 78241   | ISSUED FOR PLANNING | LN   | 07.06.19 | MH   | 19.06.19 |

| DRAWN | LN       | CHECKED | MH       | APPROVED | MH       | SCALE:   |
|-------|----------|---------|----------|----------|----------|----------|
| DATE  | 07.06.19 | DATE    | 19.06.19 | DATE     | 19.06.19 | AS SHOWN |

|           |                                   |             |   |
|-----------|-----------------------------------|-------------|---|
| SITE No.  | 78241                             | SITE NAME   | SIR JOSEPH HOOD MEMORIAL PLAYING FIELDS |
| TITLE     | SITE PLAN                         |             |   |
| ADDRESS   | MARINA AVENUE<br>MORDEN<br>LONDON |             |   |
| POST CODE | KT3 6NE                           | DRAWING No. | EE/78241/B/LD-02                        |
| ISSUE     | B                                 |             |   |



100mm  
75mm  
50mm  
25mm  
A3

**NOTES:**

1. DO NOT SCALE.
2. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.
3. THIS DRAWING IS PART OF PACK CONTAINING DWG Nos. EE/78241/B/LD-03 TO 05 INCLUSIVE:
4. PROPOSALS SHOWN BOXED

**INFRASTRUCTURE KEY:**

- OPERATOR INSTALLATION
- SHARED ACCESS INFRASTRUCTURE

TOP OF TOWER  
20.0m AGL

TOP OF ANTENNAS  
20.0m AGL

U/S ANTENNAS  
18.0m AGL

DISH HEIGHT  
15.0m AGL

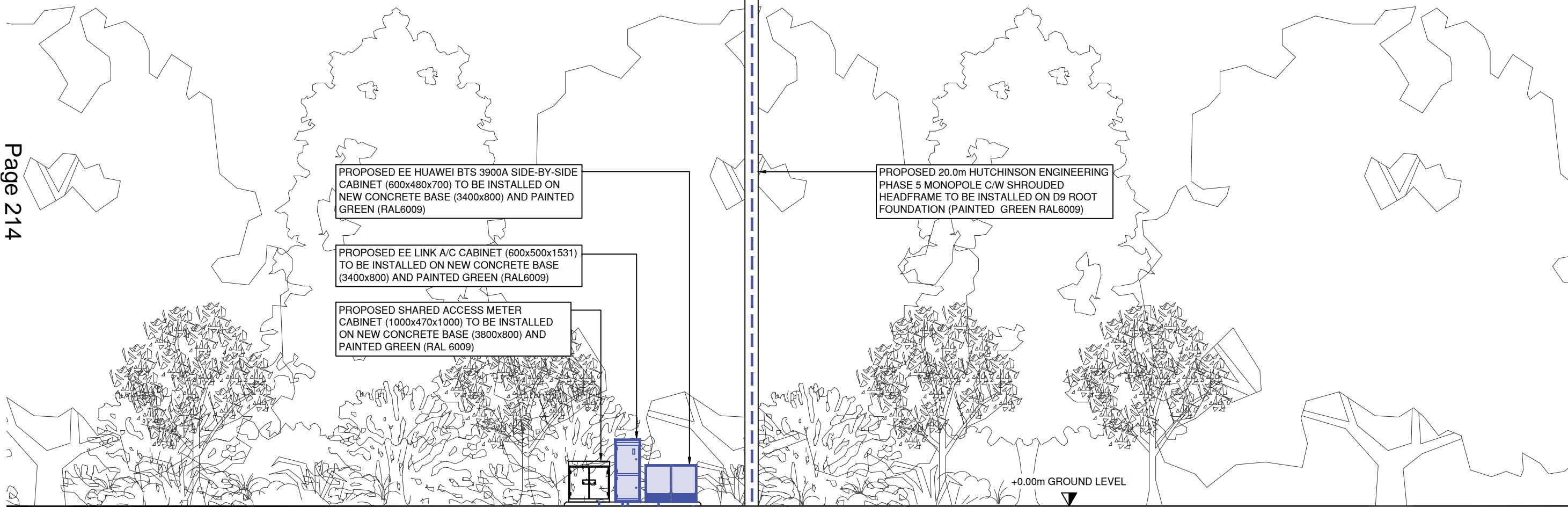
Page 214

PROPOSED EE HUAWEI BTS 3900A SIDE-BY-SIDE CABINET (600x480x700) TO BE INSTALLED ON NEW CONCRETE BASE (3400x800) AND PAINTED GREEN (RAL6009)

PROPOSED EE LINK A/C CABINET (600x500x1531) TO BE INSTALLED ON NEW CONCRETE BASE (3400x800) AND PAINTED GREEN (RAL6009)

PROPOSED SHARED ACCESS METER CABINET (1000x470x1000) TO BE INSTALLED ON NEW CONCRETE BASE (3800x800) AND PAINTED GREEN (RAL 6009)

PROPOSED 20.0m HUTCHINSON ENGINEERING PHASE 5 MONOPOLE C/W SHROUDED HEADFRAME TO BE INSTALLED ON D9 ROOT FOUNDATION (PAINTED GREEN RAL6009)



**PROPOSED SITE ELEVATION**  
(1:100)

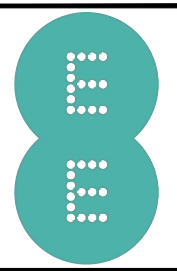
UK OFFICE, NAVIGATION HOUSE  
THE SHIPYARD, BATH ROAD  
LYMINGTON, HAMPSHIRE  
SO41 3YJ  
PHONE: 0044 1590 670025  
FAX: 0044 1590 675698

**shared access**

| ISS. | JOB No. | DESCRIPTION         | REV'D | DATE     | APP'D | DATE     |
|------|---------|---------------------|-------|----------|-------|----------|
| B    | 78241   | LEGAL AMENDMENTS    | LN    | 19.06.19 | MH    | 19.06.19 |
| A    | 78241   | ISSUED FOR PLANNING | LN    | 07.06.19 | MH    | 19.06.19 |

| DRAWN | LN       | CHECKED | MH       | APPROVED | MH       |
|-------|----------|---------|----------|----------|----------|
| DATE  | 07.06.19 | DATE    | 19.06.19 | DATE     | 19.06.19 |

|           |                                   |             |   |
|-----------|-----------------------------------|-------------|---|
| SITE No.  | 78241                             | SITE NAME   | SIR JOSEPH HOOD MEMORIAL PLAYING FIELDS |
| TITLE     | PROPOSED SITE ELEVATION           |             |   |
| ADDRESS   | MARINA AVENUE<br>MORDEN<br>LONDON |             |   |
| POST CODE | KT3 6NE                           | DRAWING No. | EE/78241/B/LD-03                        |
| SCALE:    | AS SHOWN                          | ISSUE       | B                                       |



100mm  
75mm  
50mm  
25mm  
A3

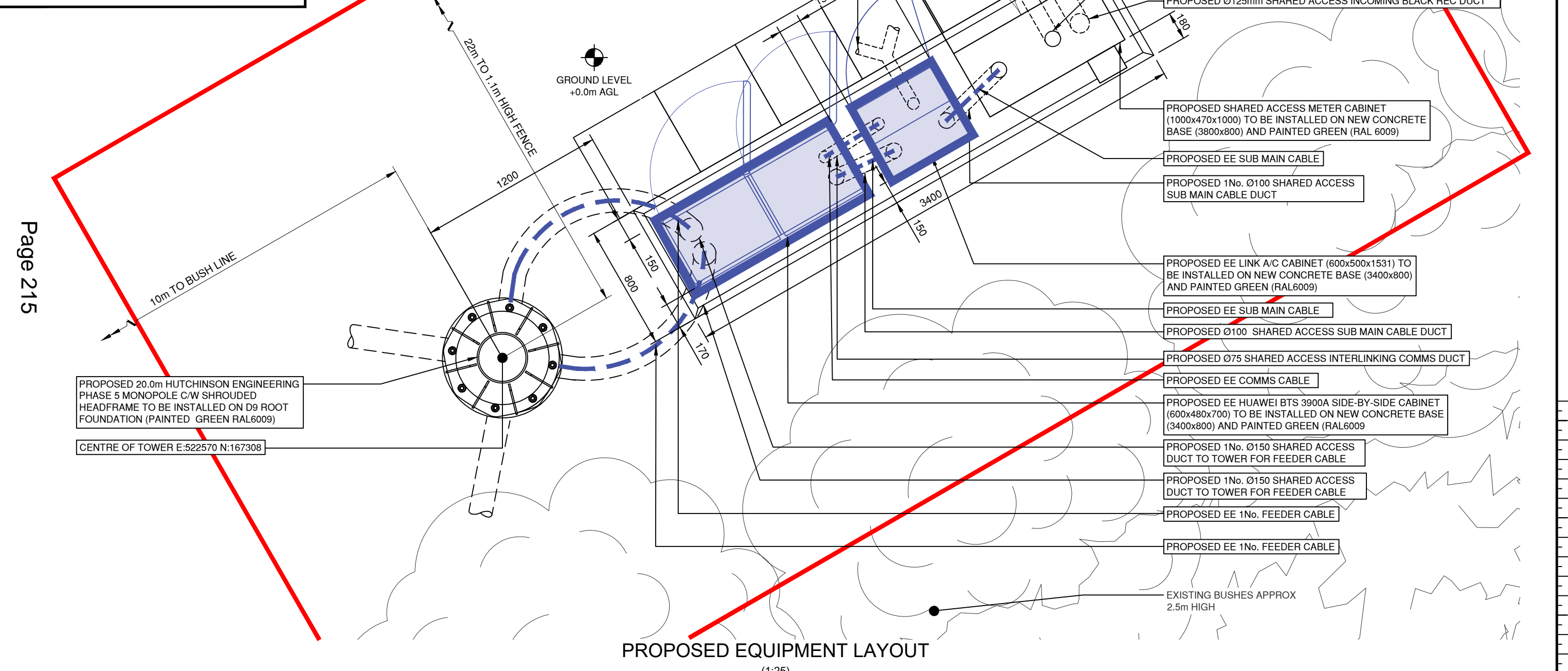
**NOTES:**

1. DO NOT SCALE.
2. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.
3. THIS DRAWING IS PART OF PACK CONTAINING DWG Nos. EE/78241/B/LD-03 TO 05 INCLUSIVE:
4. PROPOSALS SHOWN BOXED

**INFRASTRUCTURE KEY:**

- OPERATOR INSTALLATION
- SHARED ACCESS INFRASTRUCTURE
- THE SITE

NOTE:  
ALL UNUSED DUCTS TO BE LEFT POT-ENDED



Page 215

**PROPOSED EQUIPMENT LAYOUT**

(1:25)

UK OFFICE, NAVIGATION HOUSE  
THE SHIPYARD, BATH ROAD  
LYMINGTON, HAMPSHIRE  
SO41 3YJ  
PHONE: 0044 1590 670025  
FAX: 0044 1590 675698

| ISS. | JOB No. | DESCRIPTION         | REVD | DATE     | APPD | DATE     |
|------|---------|---------------------|------|----------|------|----------|
| B    | 78241   | LEGAL AMENDMENTS    | LN   | 19.06.19 | MH   | 19.06.19 |
| A    | 78241   | ISSUED FOR PLANNING | LN   | 07.06.19 | MH   | 19.06.19 |

| DRAWN | LN       | CHECKED | MH       | APPROVED | MH       |
|-------|----------|---------|----------|----------|----------|
| DATE  | 07.06.19 | DATE    | 19.06.19 | DATE     | 19.06.19 |

SCALE: AS SHOWN

|           |                                   |             |   |
|-----------|-----------------------------------|-------------|---|
| SITE No.  | 78241                             | SITE NAME   | SIR JOSEPH HOOD MEMORIAL PLAYING FIELDS |
| TITLE     | PROPOSED EQUIPMENT LAYOUT         |             |   |
| ADDRESS   | MARINA AVENUE<br>MORDEN<br>LONDON |             |   |
| POST CODE | KT3 6NE                           | DRAWING No. | EE/78241/B/LD-04                        |
| ISSUE     | B                                 |             |   |

100mm  
75mm  
50mm  
25mm  
A3

**NOTES:**

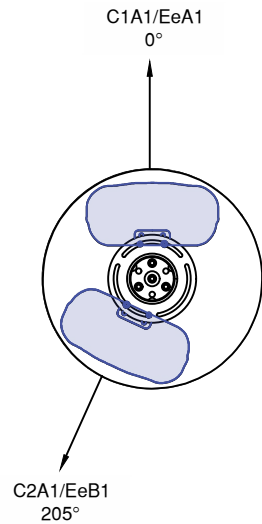
1. DO NOT SCALE.
2. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.
3. THIS DRAWING IS PART OF PACK CONTAINING DWG Nos. EE/78241/B/LD-03 TO 05 INCLUSIVE:
4. PROPOSALS SHOWN BOXED



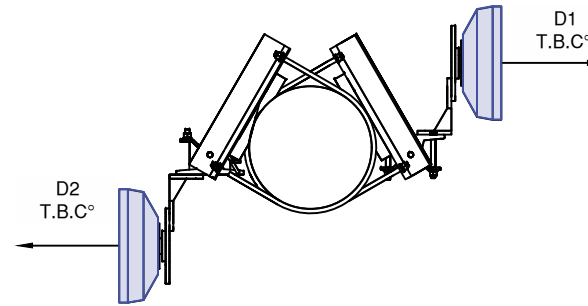
**INFRASTRUCTURE KEY:**

- OPERATOR INSTALLATION
- SHARED ACCESS INFRASTRUCTURE

Page 216



**PROPOSED ANTENNA PLAN**  
(1:20)



**PROPOSED DISH PLAN**  
(1:25)

UK OFFICE, NAVIGATION HOUSE  
THE SHIPYARD, BATH ROAD  
LYMINGTON, HAMPSHIRE  
SO41 3YJ  
PHONE: 0044 1590 670025  
FAX: 0044 1590 675698

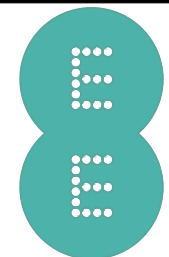


| ISS. | JOB No. | DESCRIPTION         | REV | DATE     | APPD | DATE     |
|------|---------|---------------------|-----|----------|------|----------|
| B    | 78241   | LEGAL AMENDMENTS    | LN  | 19.06.19 | MH   | 19.06.19 |
| A    | 78241   | ISSUED FOR PLANNING | LN  | 07.06.19 | MH   | 19.06.19 |

| DRAWN | LN       | CHECKED | MH       | APPROVED | MH       |
|-------|----------|---------|----------|----------|----------|
| DATE  | 07.06.19 | DATE    | 19.06.19 | DATE     | 19.06.19 |

|   |   |
|---|---|
| SITE No. 78241                            | SITE NAME SIR JOSEPH HOOD MEMORIAL PLAYING FIELDS |
| TITLE PROPOSED ANTENNA AND DISH LAYOUT    |   |
| ADDRESS MARINA AVENUE<br>MORDEN<br>LONDON |   |
| POST CODE KT3 6NE                         | DRAWING No. EE/78241/B/LD-05                      |
| ISSUE B                                   |   |



100mm  
75mm  
50mm  
25mm  
A3

SHARED ACCESS  
 ADVERTISEMENT OF DISPOSAL OF PUBLIC OPEN SPACE/SECTION 123 OF LGA 1972  
 CONSIDERATION OF RESPONSE TO ADVERTISEMENT

| ADDRESS  | Raynes Park Sports Ground, Taunton Avenue.  |   |
|--|---|---|
| DATES OF ADVERTISEMENT   | 30th August & 6th September 2019 Wimbledon Times  |   |
| DEADLINE FOR COMMENT   | 4th October 2019  |   |
| OBJECTIONS   | RESPONSE  | CONCLUSION  |
| Objects to any of the sports facility being sold/taken away for commercial use. "It would possibly leave us without somewhere to play home games and therefore we could not be part of the Surrey league, which our children love participating in." | A small part of the sports ground is to be leased and the area of pitches would not be reduced. | No reason to abandon the proposed lease identified. |
| Unclear from notice where the land would be sold. "If it were to obstruct any of the football pitches it would be a terrible commercial exploitation at the expense of many residents sporting facilities."  | Notice clearly identifies the location. Football pitches will not be obstructed.                | No reason to abandon the proposed lease identified. |

This page is intentionally left blank



**Committee:** Cabinet

**Date:** 23 March 2020

**Wards:** All Wards

**Subject:** Extension of School Cleaning Contract 2017-2020

**Lead officer:** Rachael Wardell - Director of Children, Schools and Families

**Lead member:** Cllr Eleanor Stringer – Cabinet Member for Schools and Adult Education

**Contact Officer:** Murray Davies, [murray.davies@merton.gov.uk](mailto:murray.davies@merton.gov.uk), 020 8545 3069

---

## **Recommendations:**

Cabinet is asked to approve the following recommendations:

- A. That the council extend its existing contract with Julius Rutherford & Co Limited for provision of the school cleaning service at Merton primary, secondary and special schools and other education buildings up to 31 March 2022.

## **1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1. The purpose of this report is to seek the approval of Cabinet for the extension of an existing contract for the provision of cleaning services for schools and other education buildings with Julius Rutherford & Co Limited.
- 1.2. This contract was awarded to Julius Rutherford in 2017 – Cabinet approved the award on 20 March 2017 for an initial period of 3 years with an option at the discretion of the council to extend the term for a further period or periods of any duration up to a maximum two years in total. The contract commenced on 1 July 2017.
- 1.3. Following consultation with schools, officers seek approval for an extension of the existing term up to 31 March 2022. The proposed extension is for one year and nine months as the timetable for the next contract to commence during the Easter holidays is considered to be a better option than mid-term start date  
  
The value of the contract which covers 28 school sites, 4 children centres and various other buildings is £1,185,146.41 per year at current prices. The total value will fluctuate according to the specific requirements from schools for additional services over and above the standard weekly cleaning provision but the estimated value of the extension of the contract is circa. £2.22million

## **2 DETAILS**

- 2.1. The school cleaning contract provides a cleaning service for a range of Merton primary, special and secondary schools – in total, 26 schools (covering 28 sites) participate in the council's centrally organised cleaning contract. The contract also includes the cleaning service for some further education sites

most adjacent to schools – these include the Professional Development Centre and South Wimbledon Community Centre buildings along with children centres at Aragon, Bond Road, Ivy Gardens and the Avenues.

- 2.2. The existing contract was awarded to Julius Rutherford and Co Limited by Cabinet in March 2017 for an initial term of three years with an option to extend until 2022 if desired.
- 2.3. The cost of the service is born by each school who are directly invoiced by the service provider.

The current value of the contract is £1,185,146.41 per year.

#### Current Performance

- 2.4. The monitoring of the contract is conducted by a dedicated officer within the Children, Schools & Families Department. Her regular site visits have indicated the service is of a routinely good standard with relatively few issues identified. This is especially so in relation to the summer deep cleans undertaken by the contractor. Where issues have arisen, the contractor's local management team have been responsive and addressed any concerns promptly.
- 2.5. The contractor's own monitoring also indicates a high standard of performance and generally high levels of satisfaction on the part of service users. A copy of the monitoring scores recorded by Julius Rutherford for the last quarter are set out in appendix 1 to this report.

#### Survey of Schools

- 2.6. Given that the contract was proceeding well and satisfaction with the service was high, officers decided to consult with schools about the possibility of extending the council's current contract. A survey was conducted over the latter part of the Autumn term 2019.
- 2.7. Of the schools responding, those representing 17 sites were in favour of extending with just 4 preferring not to do so.
- 2.8. The survey also asked for their views of the current service which were generally positive in line with the findings from the council's own monitoring.
- 2.9. Accordingly, officers are proposing to extend the contract term.
- 2.10. It is suggested that the extension be granted to April 2022 only as a timetable for the next contract to commence during the Easter holidays is considered to be a better option than mid-term start date.

### **3 ALTERNATIVE OPTIONS**

- 3.1. The making of arrangements for school cleaning is a matter for schools as budgets are delegated to them. It is not essential that there is a borough-wide contract. However, schools have indicated a wish to be part of a council organised contract and continue to opt to buy back this service from the council each year. A centrally managed contract avoids the necessity for a school to spend extensive amounts of time making their own arrangements. It



also allows them to engage with the council to monitor the service to ensure consistency of service across different school sites.

- 3.2. An extension of the existing contract for a further year up to June 2021 could be considered but not thought to be desirable as the commencement of a contract at that point could prove difficult logistically.

#### **4 CONSULTATION UNDERTAKEN OR PROPOSED**

- 4.1. Schools currently within the council's central contract were consulted in relation to their views about the school cleaning service and were invited to indicate their preference in regard to the continuation of the council's current contract with Julius Rutherford. The majority of respondents agreed that they were satisfied with the current service and were happy for it to be extended.
- 4.2. A report was submitted to the Corporate Procurement Board in January 2020 and the members of the board approved the proposal to seek an extension.

#### **5 TIMETABLE**

- 5.1. Subject to Cabinet's approval the extension of the existing contract will be until 31 March 2022.
- 5.2. The council would seek to procure a new contract (subject to schools' support for doing so) from April 2022. The choice of a commencement date at the end of the spring term allows for the mobilisation of the contract over the Easter holidays minimising any disruption to service for schools.

#### **6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

- 6.1. The annual cost of the service is currently £1,185,146.41.
- 6.2. Under the existing contract terms, the contractor pays the council a sum of just over £30,000 for the council's costs in procuring, managing and monitoring this contract.
- 6.3. The cost of the cleaning service is recharged by the contractor directly to the schools and other sites on a monthly basis.
- 6.4. The contract provisions allow for a modest increase in rates charged during each year of the contract term to allow for a rise in cleaners' wage costs particular in light of rises in the National Minimum Wage. Staff wages account for up to 80% or more of the cost of the cleaning provision.

#### **7 LEGAL AND STATUTORY IMPLICATIONS**

- 7.1. The contract provides an extension period of up to 24 months. As such the proposed extension is compliant with Regulation 72(1)(a) of the Public Contracts Regulations 2015.
- 7.2. This regulation allows for the modification of contracts where the modifications have been provided for in the initial procurement documents in clear, precise and unequivocal review clauses.

**8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

- 8.1. There are no substantive human rights, equalities and community cohesion implications arising from the recommendations contained within this report.
- 8.2. The contract documentation requires the contractor to comply with current equalities legislation.

**9 CRIME AND DISORDER IMPLICATIONS**

- 9.1. There are no substantive crime and disorder implications arising from the recommendations contained within this report.

**10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

- 10.1. The contract documentation requires the contractor to comply with relevant Health & Safety legislation to ensure the safe delivery of the cleaning service.

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

Appendix 1 – Quarterly Performance Scores

**12 BACKGROUND PAPERS**

[Contract Standing Orders](#)

## Appendix 1 – Performance monitoring scores for 2019

### CSC – Customer Satisfaction Call

### CA - Client Audit

|                                    | 1st Quarter |    | 2nd Quarter |    | 3rd Quarter |     | 4th Quarter |     |
|------------------------------------|-------------|----|-------------|----|-------------|-----|-------------|-----|
|                                    | CSC         | CA | CSC         | CA | CSC         | CA  | CSC         | CA  |
| Abbotsbury Primary School          | 100         | 80 | 100         | 80 | 90          | 100 | 90          | 80  |
| Aragon Primary School              | 100         | 84 | 100         | 80 | 90          | 80  | 90          | 80  |
| Beecholme Primary School           | 100         | 85 | 100         | 80 | 90          | 81  | 90          | 80  |
| Benedict School                    | 100         | 83 | 100         | 80 | 90          | 83  | 90          | 80  |
| Bond Road Children Centre          | 100         | 83 | 100         | 80 | 90          | 83  | 90          | 100 |
| Cricket Green School               | 100         | 80 | 100         | 80 | 90          | 100 | 90          | 80  |
| Dundonald Primary School           | 100         | 80 | 100         | 82 | 90          | 87  | 90          | 80  |
| Garfield Primary School            | 100         | 80 | 100         | 80 | 90          | 80  | 90          | 85  |
| Gorrige Park Primary School        | 100         |    | 100         | 84 | 90          | 100 | 90          | 80  |
| Harris Primary Academy Merton      | 100         | 83 | 100         | 85 | 90          | 100 | 90          | 86  |
| Holy Trinity (CofE) Primary School | 100         | 80 | 100         |    | 90          | 93  | 90          | 85  |
| Ivy Gardens Children's Centre      | 100         | 85 | 100         |    | 90          | 100 | 90          | 100 |
| Joseph Hood Primary School         | 100         | 80 | 100         | 85 | 90          | 80  | 90          | 98  |
| Lonsome Primary School             | 100         | 80 | 100         | 83 | 90          | 80  | 90          | 80  |
| Malmesbury Primary School          | 100         | 82 | 100         | 82 | 90          | 80  | 90          | 82  |
| Melrose School                     | 100         | 80 | 100         | 93 | 90          | 93  | 90          | 90  |
| Morden Primary School              | 100         | 80 | 100         | 82 | 90          | 100 | 90          | 80  |

| Q1      | CSC  | CA  |
|---------|------|-----|
| AVERAGE | 100% | 85% |

| Q2      | CSC  | CA  |
|---------|------|-----|
| AVERAGE | 100% | 84% |

| Q3      | CSC | CA  |
|---------|-----|-----|
| AVERAGE | 90% | 87% |

| Q4      | CSC | CA  |
|---------|-----|-----|
| AVERAGE | 90% | 86% |

**CSC – Customer Satisfaction Call**

**CA – Client Audit**

|  | 1st Quarter |            | 2nd Quarter |               | 3rd Quarter |            | 4th Quarter |            |
|--|-------------|------------|-------------|---------------|-------------|------------|-------------|------------|
|  | CSC         | CA         | CSC         | CA            | CSC         | CA         | CSC         | CA         |
| Merton Professional Development Center       | 100         | 91         | 100         | 82            | 90          | 85         | 90          | 92         |
| Merton Park School                           | 100         | 80         | 100         | 90            | 90          | 84         | 90          | 80         |
| Newminster Children's Centre Service         | 100         |            | 100         |               | 90          | 85         | 90          | 84         |
| Perseid School (Primary)                     | 100         | 100        | 100         | 96            | 90          | 100        | 90          | 91         |
| Perseid School (Secondary)                   | 100         | 100        | 100         | 100           | 90          | 100        | 90          | 100        |
| Sacred Heart (RC) Primary School             | 100         | 80         | 100         | 84            | 90          | 82         | 90          | 91         |
| Smart Centre                                 | 100         | 90         | 100         | 90            | 90          | 85         | 90          | 84         |
| St. Mary's (RC) Primary School               | 100         | 80         | 100         | 80            | 90          | 100        | 90          | 88         |
| St. Matthew's (CofE) Primary School          | 100         | 77         | 100         | 80            | 90          | 80         | 90          | 80         |
| Stanford Primary School                      | 100         | 100        | 100         | 100           | 90          | 100        | 90          | 100        |
| SS. Peter & Paul (RC) Primary School         | 100         | 80         | 100         | 80            | 90          | 80         | 90          | 80         |
| St. Thomas of Canterbury (RC) Primary School | 100         | 83         | 100         |               | 90          | 82         | 90          | 80         |
| St. Teresa's (RC) Primary School             | 100         | 80         | 100         |               | 90          | 80         | 90          | 80         |
| South Wimbledon Community Center -           | 100         | 84         | 100         |               | 90          | 80         | 90          | 80         |
| The Avenue Childrens Center                  | 100         |            | 100         |               | 90          | 100        | 90          | 100        |
| Ursuline High School (RC)                    | 100         | 82         | 100         | 80            | 90          | 80         | 90          | 80         |
| Wimbledon Park Primary School                | 100         | 84         | 100         | 82            | 90          | 80         | 90          | 76         |
| <b>AVERAGE</b>                               | <b>100%</b> | <b>84%</b> | <b>100%</b> | <b>84.44%</b> | <b>90%</b>  | <b>88%</b> | <b>90%</b>  | <b>86%</b> |

## **Committee: Cabinet**

**Date: 23 March 2020**

Wards: All

## **Subject: LGA Corporate Peer Challenge**

Lead officer: Ged Curran, Chief Executive

Lead member: Cllr Mark Allison, Deputy Leader and Cabinet Member for Finance

Contact officer: John Dimmer, Head of Policy, Strategy and Partnerships x3477,  
john.dimmer@merton.gov.uk

---

### **Recommendations:**

1. That Cabinet notes the findings and recommendations from the LGA Corporate Peer Challenge as set out at Appendix 1
  2. That Cabinet approves the approach to implementing the recommendations as set out in section 4
- 

## **1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report sets out the key findings from an LGA Corporate Peer Challenge undertaken in November 2019 and work to implement its recommendations.

## **2 BACKGROUND**

- 2.1 Since the demise of the Audit Commission in 2010 the local government sector has come together to introduce Corporate Peer Challenges as a way of helping local authorities improve. They provide a mechanism for local authorities to support each other, to get an external view of how they are doing in meeting their corporate priorities and to share best practice. Local authorities are encouraged to have one every four years.
- 2.2 We recently invited the LGA to undertake a Corporate Peer Challenge. This took place from 11 to 15 November 2019. We have now received their feedback report – see Appendix 1.
- 2.3 The Corporate Peer Challenge involved a senior team of local government peers spending the week in Merton talking to our staff and partners, holding focus groups and reviewing documents. The LGA Corporate Peer Challenge team comprised:
  - Will Tuckley – Chief Executive of Tower Hamlets (Peer Challenge Lead Officer)
  - Paul Clarke – Deputy Director of Finance for Barnet
  - Sally Hamberger – AD Policy, Performance and Community for Havering and Newham Shared Services
  - Cllr Clare Coghill – Leader of Waltham Forest

- Cllr Daniel Fitzhenry – Leader of the Conservative group on Southampton Council
  - John Tench – Programme Manager for the LGA
- 2.4 There are five core components of a Corporate Peer Challenge that the team are asked to gather evidence on and assess performance:
1. Understanding of the local place and priority setting;
  2. Leadership of place;
  3. Organisational leadership and governance;
  4. Financial planning and viability;
  5. Capacity to deliver.
- 2.5 The peer team spoke to over 100 people and attended over 45 meetings including Cabinet, Scutiny and the Corporate Management Team.
- 2.6 In the build up to the Corporate Peer Challenge the council undertook its own internal review of corporate working to prepare for the assessment and also produced a position statement which was sent to the peer team in advance.
- 2.7 The internal review resulted in a number of recommendations for improvement which have been taken forward by the senior management team.
- 2.8 There is no requirement to publish a Corporate Peer Challenge feedback report but the Leader and Chief Executive agreed before the Corporate Peer Challenge to publish the report.

### **3 KEY FINDINGS**

- 3.1 The Corporate Peer Challenge team presented their draft findings to CMT and the Leaders of Merton's political parties on 15 November 2019 and sent their final feedback report to the Council at the end of January 2020.
- 3.2 Overall they found that the council is well led and run and has a solid base. Through strong leadership we have managed a difficult financial situation well and been able to maintain and improve outcomes for the residents of Merton. Our services are improving and delivering better outcomes for residents despite challenging circumstances. We have staff who are knowledgeable and committed. There is a palpable sense of ambition amongst staff.
- 3.3 The council is a well-regarded partner locally and regionally, respected and trusted to lead. The quality of office-member relationship is good and there are mature working relationships between politicians who work in the best interests of the borough.
- 3.4 The council is self-aware and understands the challenges that we face. The peer team agreed with the issues and recommendations arising from our own internal review and emphasised the need to address these quickly.
- 3.5 They suggested we should develop a clear and well understood narrative for Merton that describes the ambition for people and place. They felt we could

improve both external and internal communications, in particular to tell residents and staff about our achievements. They felt that some elements of internal organisational governance and decision making could be simplified. They suggested we should review support to elected members in terms of training and governance processes.

#### **4 NEXT STEPS**

- 4.1 The council accepts the findings from the Corporate Peer Challenge. As noted above a number of actions were already underway to improve systems and processes as a result of the internal review of corporate working.
- 4.2 We have established the Modernising Merton Programme to take forward the remaining actions from the internal review and any additional areas identified by the Corporate Peer Challenge. This will be short-term programme chaired by the Chief Executive over a three month period.
- 4.3 Will Tuckley, the Peer Challenge lead, and John Tench, the LGA Programme Manager, will return to Merton in June to review progress on implementing the recommendations.

#### **5 ALTERNATIVE OPTIONS**

- 5.1. The council could take no further action on the feedback report, however, this is not recommended.

#### **6 CONSULTATION UNDERTAKEN OR PROPOSED**

- 6.1 Staff, partners and politicians were all engaged in the process for undertaking the Corporate Peer Challenge.

#### **7 TIMETABLE**

- 7.1 Work has already commenced on many of the recommendations arising from the Corporate Peer Challenge. The Modernising Merton Programme will take place from March to June 2020 to consider how to implement the remaining recommendations from the internal review and additional areas for action not already covered by the internal review. The LGA will return in June 2020 to review progress.

#### **8 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

- 8.1. There are no direct costs arising from this report but there could potentially be additional costs in implementing the recommendations. Any additional costs will be subject to the normal budget setting process.

#### **9 LEGAL AND STATUTORY IMPLICATIONS**

- 9.1. There is no legal requirement to undertake a Corporate Peer Challenge but it is recognised good practice.

- 10 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**
- 10.1. N/A
- 11 CRIME AND DISORDER IMPLICATIONS**
- 11.1. N/A
- 12 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**
- 12.1. N/A
- 13 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT**  
Appendix 1 – London Borough of Merton Corporate Peer Challenge Feedback Report
- 14 BACKGROUND PAPERS**
- 14.1. Guidance on LGA Corporate Peer Challenges:  
<https://www.local.gov.uk/our-support/peer-challenges>



# Corporate Peer Challenge London Borough of Merton

*11<sup>th</sup> – 14<sup>th</sup> November 2019*

## Feedback Report

## 1. Executive Summary

The quality and collaborative nature of Merton's political and managerial leadership means that the council has been able to maintain a steady financial position whilst still improving outcomes for residents. It feels like Merton has held its nerve and made difficult changes to continue to provide good quality services to its residents. This is something that the borough should be proud of, given the financial challenges that it has faced.

The peer team found a lot of ambition, goodwill and talent within the organisation. Both officers and members are keen for the council to succeed and build upon the strong foundations that it has secured. The key to unlocking the council's full potential will be stepping into the leadership role that sets the environment for success.

Whilst the council has delivered against its financial challenges thus far, it has not always done so in the most sustainable ways. Steps have been taken to reduce staffing numbers and focus ambition. Yet the organisation now finds itself in a position where it is struggling to adapt and innovate. Going forward the council needs to set out its ambitions for Merton as a place, and what a modern council will look like in helping to shape and deliver those ambitions. The residents of Merton should play a larger part in shaping those ambitions. This will involve taking more risks than the current appetite allows.

There are a number of well-considered strategies that underpin the direction of travel for the council. The July Principles, London's Best Council, and developing community plan all contribute to achieving positive outcomes in the borough. However, it is unclear what the unifying ambitions of these plans are. Greater clarity and communication of the ambitions that the council, both political and corporately, has for Merton will result in a better alignment of the delivery of strategies underneath this vision.

It feels like Merton is at an opportune moment to bring heads together and set out a narrative for the future. In doing so the council will be able to broaden its influence corporately, across partners and with local residents to achieve benefits greater than it could achieve alone. The council is respected and trusted to lead, both locally and regionally, and needs to shout louder about its ambitions in order to harness that leadership role.

There are a large number of corporate processes, governance mechanisms and systems that the council recognises need to change. The Council's own internal corporate review has resulted in 21 actions to help Merton modernise as an organisation. These plans will go a long way to help the organisation free up capacity for innovation and new ways of delivering. However, the council has recognised that these systems have needed to change for some time, and now needs to quickly assess whether the processes it is trying to change are acting as a barrier to implementing the change needed – and make quicker strides to address these. The opportunity here is to empower a committed and knowledgeable workforce; the risk is losing the confidence of staff that the organisation will make the changes that it has committed to.

The council is good at communicating to residents via a number of channels, and the communications team have strong links with the political leadership to ensure that they

are communicating what matters most to residents. Moves to align communications with customer experience at Merton are positive, as this will allow for a better targeted communication for demand management. Resident satisfaction is measured frequently and there are a number of examples of the community being engaged in changes to services and improvements to the local area. There is, however, a sense that the council does not capitalise on the potential for developing its communications and engagement capacity both externally and internally. Tangible benefits are available to the council in promoting its good work more widely including better partnership working, better resident engagement, and better recognition of Merton as a great place to live, work and invest. Internally, more strategically planned communications will be key to the successful delivery of the council's transformation agenda, and to embedding the council's vision and ambitions. There is an opportunity for the council to think about how to create capacity for more effective communications.

Merton's financial strategy to date has been to set a balanced budget and protect critical service delivery, which has resulted in a stable financial position. This has been achieved through effective financial management processes and governance. In order to move forward and achieve its ambitions as a modern and transformative organisation, the council needs to consider how it will reshape its financial strategy to align with its ambitions and take risks to reap rewards from opportunities. Reshaping the strategy will present the opportunity to review the financial processes that underpin the delivery of the strategy. The peer team felt that whilst some areas benefited from the current financial controls, renegotiating the frequency of monitoring on areas with less changeable budgets would generate capacity within the finance team, for a continued focus on delivering its statutory obligations.

There is a deep commitment from elected members across all parties to the residents of the borough, and the council's governance arrangements act as a facilitator for sensible working relationships between parties. The initiation of Task and Finish Groups has allowed the council to open up its governance and allow non-executive members to have greater influence over policy formation and scrutiny of the council's activities. There is however a sense that the council's political governance can, at times, be led by council departments rather than political priorities. The council should remedy this by creating a more collaborative officer-member balance in the setting of agendas for scrutiny, and officers should work to simplify the reports they table to allow for more open debate and discussion of the policies and activities that they contain.

Now is the time to capitalise on the opportunities presented by talented and committed members and officers who work well together, strong partnership arrangements, and a widely-held desire to up the pace of change and improvement. The council should be bold in setting out its priorities, being clear about timescales for delivery, and removing any unnecessary blockages to delivery.

## **2. Key recommendations**

There are a range of suggestions and observations within the main section of the report that will inform some 'quick wins' and practical actions. In addition, many of the conversations onsite provided ideas and examples of practice from other organisations. The following are the peer team's key recommendations to the council:

- 1. Capitalise upon the opportunity for the council as a leader of place, and as an organisation, and establish a clear vision and ambition for Merton**
  - 1.1. This should be developed collaboratively between elected members, officers, staff and with local residents
  - 1.2. The vision should be shaped by the sophisticated insights that you have about the borough now, and changes to come in the future
  - 1.3. This vision and ambition should act as a framework which aligns the direction of your other corporate strategies
  - 1.4. Ensure that your ambitions are measurable and that you can track and communicate progress against your achievements
  
- 2. Consider how well the council's budget planning processes are aligned to its strategic objectives**
  - 2.1. Ensure that the council's financial plans are designed to achieve strategic priorities
  - 2.2. Evaluate your financial processes that deliver this strategy and ensure that they strike a balance between assurance and efficiency
  
- 3. Work with partners to develop a narrative of Merton as a place to live, work and invest**
  - 3.1. The development of a high-level vision and ambition provides the opportunity to work with partners to develop a joint narrative that you can use to promote the borough externally
  
- 4. Rationalise your internal governance and decision making, ensuring that is efficient and promotes innovation and transformation**
  - 4.1. Consider prioritising the 21 actions from your internal review, set clear dates for when changes expect to be made, and communicate these with staff
  - 4.2. Your TOM process should be aligned to your vision and ambitions. The council should evaluate the effectiveness of the TOM process and consider how to ensure departments are jointly planning their capacity and resources to deliver your ambitions
  
- 5. Develop your communications and engagement capacity across the organisation**
  - 5.1. Ensure that your communications plans are strategically aligned to the council achieving its goals externally and supporting your transformation internally, ensuring that capacity is available to support the community engagement required to engage residents in the ambitions for the council
  - 5.2. Consider how to leverage existing capacity to support communications e.g. ward members
  - 5.3. Explore how community engagement can strategically support the council's ambitions of building community resilience and reducing unnecessary demand on services.

5.4. Continue to build upon your work into more sophisticated and targeted communications channels; this will provide an additional tool for directorates when targeting specific populations for demand management activity.

**6. Ensure that elected members are supported to lead, provided with effective training and empowered through your governance processes.**

- 6.1. Consider how to align the different strands of member development that exist in departments across the council
- 6.2. Look at ways of engaging members in the process of member development, ensuring that you can measure the effectiveness of your efforts.
- 6.3. Officers should work with members to implement the recommendations of the CfPS review, in particular looking at ways for members to be more involved in agenda setting and the items that are scrutinised.

### **3. Summary of the Peer Challenge approach**

#### **The peer team**

Peer challenges are delivered by experienced elected member and officer peers. The make-up of the peer team reflected the council's requirements and the focus of the peer challenge. Peers were selected on the basis of their relevant experience and expertise and were agreed with the council. The peers who delivered the peer challenge at LB Merton were:

- Will Tuckley, Chief Executive, London Borough of Tower Hamlets
- Cllr Clare Coghill, Leader of the London Borough of Waltham Forest
- Cllr Daniel Fitzhenry, Leader of the Opposition, Southampton Council
- Paul Clarke, Deputy Director for Finance, London Borough of Barnet
- Sandy Hamberger, Assistant Director of Policy, Performance and Community, London Borough of Havering
- John Tench, Programme Manager, Local Government Association
- Suraiya Khatun, Programme Support Officer, Local Government Association

#### **Scope and focus**

The peer team considered the following five questions which form the core components looked at by all Corporate Peer Challenges:

1. Understanding of the local place and priority setting: Does the council understand its local context and place and use that to inform a clear vision and set of priorities?
2. Leadership of Place: Does the council provide effective leadership of place through its elected members, officers and constructive relationships and partnerships with external stakeholders?
3. Organisational leadership and governance: Is there effective political and managerial leadership supported by good governance and decision-making arrangements that respond to key challenges and enable change and transformation to be implemented?

4. Financial planning and viability: Does the council have a financial plan in place to ensure long term viability and is there evidence that it is being implemented successfully?
5. Capacity to deliver: Is organisational capacity aligned with priorities and does the council influence, enable and leverage external capacity to focus on agreed outcomes?

In response to these questions the peer team was asked to build on the Council's own self-reflections following the internal review that took place in March 2019.

### **The peer challenge process**

It is important to stress that this was not an inspection. Peer challenges are improvement focussed and tailored to meet individual councils' needs. They are designed to complement and add value to a council's own performance and improvement. The process is not designed to provide an in-depth or technical assessment of plans and proposals. The peer team used their experience and knowledge of local government to reflect on the information presented to them by people they met, things they saw and material that they read.

The peer team prepared for the peer challenge by reviewing a range of documents and information in order to ensure they were familiar with the council and the challenges it is facing. The team then spent 4 days onsite at Merton, during which they:

- Spoke to more than 100 people including a range of council staff together with councillors and external partners and stakeholders.
- Gathered information and views from more than 45 meetings, visits to key sites in the area and additional research and reading.
- Attended Cabinet, CMT and Scrutiny meetings
- Collectively spent more than 320 hours to determine their findings – the equivalent of one person spending more than 9 weeks in Merton.

This report provides a summary of the peer team's findings. It builds on the feedback presentation provided by the peer team at the end of their on-site visit. In presenting feedback, they have done so as fellow local government officers and members, not professional consultants or inspectors. By its nature, the peer challenge is a snapshot in time. We appreciate that some of the feedback may be about things the council is already addressing and progressing.

## 4. Feedback on the core themes of the peer challenge

### 4.1. Understanding of the local place and priority setting

During the challenge the peer team were struck by the level of understanding that officers and elected members could articulate about Merton. Merton's population is split in terms of unemployment, household income, economic activity and health outcomes – with poorer outcomes in the East compared to the West. The knowledge and understanding of the challenges for the residents of Merton underpinned the work that staff and members are doing.

The Merton residents' survey provides the council with a wealth of information about what issues residents consider important in their local area and their perceptions of the council's performance. The 2019 residents survey reported that levels of residents' satisfaction with the council (70%) and with their local area (89%) had remained relatively stable over the last two years, however there was a marked decrease in residents believing that the council acted on their concerns<sup>1</sup>. Alongside this, the peer team also heard of good examples of engaging residents in its work, for example working with young people via the Merton Youth Parliament.

The team however could not see how this information was used to inform the council's strategic objectives. For example, it is not clear how residents' input is used to shape the budget planning and setting at the council. 56% of residents agree that Merton provides good value for money, but how engaged are they in the council's financial situation and the decisions on choices/priorities it is taking? The council should consider how to more systematically engage with residents on the objectives of the council and capture their views for insight across the council. The council also needs to consider how its vision and ambition reflects the changing demographics of Merton, for example the council positions itself as a great place to raise a family, which is supported by good school outcomes, good green spaces and good transport, however the demand for housing shows that the biggest housing need is for one and two bedroom flats in the borough to meet demographic changes.

Merton's business intelligence work recognises the need to have more sophisticated intelligence available to departments and is building on good practice found elsewhere, such as in Barking and Dagenham. However, this work needs to have clear senior leadership and be tested over time and developed collaboratively with directorates to ensure that it provides enough information for future demand management.

Staff and members were readily able to discuss priorities for Merton; 'Business Friendly' and 'a place for families' had guided staff in how they were shaping their work. The council needs to take these ambitions further by using local insight to articulate what the current position is for these priority areas, what the council's objectives are, and how you will know you're making an impact. This will not only help staff to prioritise their work and align work between departments, but also will help the council to articulate the impact it is having to residents. Having measurable objectives behind these ambitions will also enable the council to articulate its priorities to partners to influence their activity.

---

<sup>1</sup> <https://www.merton.gov.uk/assets/Documents/Residents%20survey%202019%20Final%20Report.pdf>

The council has a number of strategies and ambitions that are used to set priorities in the borough: the developing 'Community Plan', the developing Corporate Objectives', the July Principles, the Council's Business Plan and the ambition to be "London's Best Council", as well as the health and wellbeing strategy. It wasn't clear to the peer team how these strategies aligned. The council should consider the opportunity to develop an overarching ambition for the council which makes it clear what these strategies are trying to deliver and to inform prioritisation of resources and projects. This will help to provide a framework for the dispersed leadership model the departments operate by using the Target Operating Model (TOM) process and help to foster greater alignment of department's individual plans.

## **4.2. Leadership of place**

The peer team spoke to a range of partners whilst onsite at Merton and were struck by the consistent feedback that Merton is a good and reliable partner both locally and regionally. These sentiments were reflected back from partners across the South London Partnership, neighbouring authorities, the local NHS, police and the voluntary and community sector. Merton was often cited as providing strong leadership to partnerships and partners welcomed every opportunity to work with the council.

The team also observed a high-level of trust between Merton and its partners, an example of this is having the local police leading on the development of the community plan and working collaboratively with the council to bring this plan to scrutiny. It is recognised that these partnerships require a significant investment of time, energy and engagement in them.

The South London Partnership and the Merton Health & Wellbeing Board are recognised as having particularly strong leadership from the council, despite both dealing with very challenging circumstances. The partners that the peer team spoke to want the council to succeed and were keen for the partnerships to be a route to supporting the council to do this.

With this significant level of trust and enthusiasm from partners, Merton has a real opportunity to begin to ensure that it is leveraging partnerships, and their capacity, to support it with achieving its objectives. There are some good examples of this already happening, such as partnerships with TfL over regeneration, and partnerships with neighbouring boroughs to deliver legal services. However, partners were not always clear what the ambitions of the council were, and therefore were not always sure on how their own organisation could contribute to these. In addition to this, there was not always evidence that Merton was acting on the opportunities presented at these partnerships.

The development of a clear ambition for Merton, as mentioned previously, would allow the council to have a clearer dialogue with partners in terms of what it is looking to achieve. It would also allow the council to embed the actions and opportunities from the partnerships into its own plans, as well as providing a greater opportunity for partners to understand where they can work more collaboratively operationally with the council where there are joint aims to achieve.



There is also merit in the council working with partners jointly to develop a wider narrative and ambition of Merton as part of the Community Plan, with the council and other partners assuming their roles as leaders of place. Merton has a lot of strengths, and promotion of these strengths would provide the opportunity for greater collaboration and would not be received as acts of self-promotion on the council's part.

The peer team found that communities are engaged appropriately when the council undertakes projects or plans, however there is scope for the community to be better engaged in the strategic direction of the council, allowing for engagement around where the council has to make difficult decisions as well as engaging with residents where the council is being successful. Another benefit from building the council's capacity for broader community engagement would be the ability to better utilise capacity in the community and build community resilience and reduce demand on services.

The council would benefit from being more strategic with its communications. Currently the council does not have the capacity to target communications in a sophisticated way. The communications activity the peer team saw did not always reflect the priorities of the council articulated by staff and members. There would be benefit in a more consistent and proactive approach to prioritising communications. The new corporate priorities should reflect how communications will support the council in shaping its relationships with communities and partners, and promote Merton in a way that reflects the council's values and ambitions.

#### **4.3. Organisational leadership and governance**

There is a strong sense of collective working amongst elected members across all parties. The team noted that elected member and officer relationships were strong and based on clear boundaries and mutual respect. The Cabinet, Scrutiny and CMT meetings that the peer team attended were well conducted and collegiate and the council provides opportunities for non-executive members to review and influence policy and performance, such as Scrutiny Task and Finish Groups.

There are thorough processes in place around decision-making, however the stringent processes are having unintended consequences on activity in the council and it can take a long time for a project to go from planning stage to fruition, this was particularly noted for small projects. It is clear from the internal review conducted by the council that this is understood. However the internal review took place in March 2019 but it was not clear to the peer team that the 21 areas for improvement agreed following the internal review had been translated into defined plans, impacts and timelines for delivery.

The peer team also identified opportunities for change in the council's scrutiny function. There is an opportunity for councillors to be more involved in setting the content for the scrutiny agenda, the recent CfPS report highlighted that this could be done via discussion at a previous meeting, pre-meeting or agenda planning session between the Chair, Vice-Chair and departmental officers.

There is also an opportunity for officers to work with elected members to make scrutiny items more accessible in terms of their size and content. The scrutiny papers at the Scrutiny Meeting attended by the peer team were 296 pages long, which seems excessive.

The council has a good member development programme, made up of contributions from various departments of the council. The council should reflect on how to align these between departments and, through this work, seek to ensure that members are involved in the development of the programme to ensure that the effectiveness of the support is tested. The council should also consider using external support such as peer mentoring to ensure the ongoing development of the scrutiny function.

The council's internal audit appeared to be working well and the team noted that actions from the internal audit are well received and acted upon across the organisation.

The staff survey highlighted that staff felt that their work contributed towards Merton's objectives (87%) and this was reflected in the conversations the peer team had with staff. However there were frustrations about the way in which the council communicates and manages change. Some of these reflections related to the pace of acting upon the internal review from March 2019. The council should consider how to develop internal communications capacity, not only to support the implementation of the transformation initiatives, but also to ensure that staff are aware of clear timescales and impacts of the change programme on the organisation.

#### **4.4. Financial planning and viability**

The assets and financial resources of the council have been well stewarded and provide the organisation with a solid base to look to the future. The council's reserve levels are approximately 40% of net expenditure which allows the council to be more confident when facing future challenges. This level has allowed Merton to potentially absorb challenging financial shocks, such as the £9m in year overspend on the DSG, should it be required. While the DSG overspend is not a unique situation to Merton, the peer team recognises that this is an acute risk to the organisation with estimates of the medium term financial risk well exceeding available reserves. Whilst the Government is consulting on ring-fencing this risk, thus protecting the General Fund, the scale of the risk is not supported by a detailed understanding of its cause. As such, the council should ensure that it works on developing business intelligence to provide directorates with the information they need to be able to manage future budget pressures, particularly in relation to the identification of people with SEND.

Whilst the peer team recognises that the council is in the process of refreshing its business plan, it was not clear how the current Medium Term Financial Strategy (MTFS) was aligned to and was being used to underpin the council's objectives. The result of this is that it seems to encourage departments to look internally at ways of having a balanced budget, rather than work more strategically to look at how investments in some priority areas will have a positive impact on finances further down the line. An example of this is where back office services have been included within the MTFS savings but are simultaneously relied upon to support the delivery of priority outcomes or savings of a greater value. Aligning the MTFS more clearly with the council's strategic priorities will give the council the ability to ensure that resources are in the right place to be able to exploit opportunities for new ways of delivering services. There are some good examples in Merton to build upon with this approach such as CHAS, which is generating a significant revenue stream for the council, and the mainstreaming of Public Health activity. The engaging, collegiate and energetic approach to reshaping services to support Public Health outcomes achieves better value for money whilst

improving services to residents. This is something the organisation should be particularly proud of.

Risk reporting appears to be comprehensive and well understood at strategic level across the authority and the council's robust financial monitoring processes are appreciated by a number of directorates. The council appears to have a very disciplined and structured financial governance process with several layers of checks and balances, contributing to the culture of a disciplined financial approach. Some areas of the council however felt that the balance between the ability to get things done and financial assurance was slightly off. Examples provided to the team included lengthy processes to complete low value procurement and recruitment decisions. Empowering budget holders to make these decisions without corporate oversight would support the release of capacity within the finance service to support the strategic aims of the council without having an impact on the council's assurance. Overall departments worked well with finance colleagues however it was felt that a subtle shift in focus from stewardship towards business partnering would be appreciated by service departments.

The Council's financial monitoring arrangements are robust, and there are many directorates within the council that benefit from this, particularly those with budgets that are subject to volatile in-year changes such as Children's and Adults' services. These arrangements seem to be uniform across all services at the council, and the peer team believes that there would be benefit in reviewing the frequency of financial monitoring of services where budgets are less subject to changes throughout the year. In reviewing these arrangements the council of course has to consider the balance between assurance and efficiency, although the team believes there would be capacity freed up both within some services and within the finance team from such a review. This additional capacity could be used both to ensure that the council is able to keep on top of its statutory reporting duties and to provide increased strategic support to the organisation.

#### **4.5. Capacity to deliver**

There is a huge amount of commitment and goodwill within the council from its staff. Staff felt that the internal review conducted in March 2019 was a positive step towards supporting them in their roles and welcome the suggested changes. There is a strong working culture of collaboration between staff, and the peer team noted many people going above and beyond to deliver the work of the council. Whilst there is much collaboration across the council, this sometimes appeared to be led by individuals' own initiative and could be better supported through the project and programme planning process. We highlighted earlier that the TOM process would benefit from a high-level vision/ambition to guide the objectives, however in terms of capacity the TOM model should be reviewed with teams to ensure that it is efficient, effective and encourages joint planning between services.

Staff that the peer team spoke to across the council feel that their ambitions and productivity are stifled by some of the unintended consequences of internal governance arrangements. Many teams spoke of small projects taking months to get through the planning stages and into delivery. There was also not always clarity over how projects and funding were prioritised, and the peer team were not clear how all 11 elements of internal governance each added value. Getting this right will be key to unlocking a lot of

capacity across the council, however the proposals for change did not have clear timelines for implementation and impact – there has been a 9-month gap between the recommendations being made in the internal review process and a list of recommendations with timescales for outcomes being presented to CMT. The council should look at the reasons for this and, as stated earlier, consider prioritising this element of the change programme and ensuring capacity is in the right place to implement changes faster. This would allow the rest of the activities to move at pace and also would ensure that staff keep faith that changes they have helped propose are being made. This is key given that the staff survey highlighted the need for the council to show commitment to change.

The council has a growing list of projects for corporate improvement including:

- Setting corporate priorities
- Providing clarity on “London’s Best Council”
- Aligning budget allocation to corporate priorities
- Internal governance review
- Review capacity for devolved planning model
- Substantial changes to HR ways of working
- Substantial changes to IT infrastructure and ways of working
- Changes to the approach to budget setting
- Changes to service planning

These are key to Merton becoming a more modern organisation that functions efficiently. However there is a lot of change to manage in the short-term and the council needs to evaluate the capacity available to deliver all of these change programmes and prioritise accordingly to ensure that capacity is targeted in the right places to ensure that there is pace and rigour injected into the work. There would be value in understanding the sequencing of these initiatives and communicating this with staff.

The council recognises the need to produce a plan for future workforce requirements and succession planning, this will be critical for developing and retaining the skills within the organisation required to deliver a modern organisation. This should be developed with staff to understand what opportunities exist to support them in expanding their skills and using them more widely across the organisation.

Internal communications will be critical to supporting the effective rollout of your internal transformation programmes, both in terms of enabling uptake and awareness of new ways of working as well as keeping staff informed with overall progress of the changes that are occurring and how this will impact on them. This is not a current feature of the communications plan that the peer team has seen. The council needs to consider capacity and aligned planning for internal communications as part of its transformation programme.

## **5. Next steps**

### **Immediate next steps**

We appreciate that senior managerial and political leadership will want to reflect on these findings and suggestions in order to determine how the organisation wishes to take things forward.

As part of the peer challenge process, there is an offer of further activity to support this. The LGA is well placed to provide additional support, advice and guidance on a number of the areas for development and improvement and we would be happy to discuss this. Kate Herbert, Principal Adviser for London, is the main contact between your authority and the Local Government Association. Her contact details are: [kate.herbert@local.gov.uk](mailto:kate.herbert@local.gov.uk), 07867 632404.

In the meantime we are keen to continue the relationship we have formed with the council throughout the peer challenge. We will endeavour to provide signposting to examples of practice and further information and guidance about the issues we have raised in this report to help inform ongoing consideration.

### **Follow up visit**

The LGA Corporate Peer Challenge process includes a follow up visit. The purpose of the visit is to help the council assess the impact of the peer challenge and demonstrate the progress it has made against the areas of improvement and development identified by the peer team. It is a lighter-touch version of the original visit and does not necessarily involve all members of the original peer team. The timing of the visit is determined by the council. Our expectation is that it will occur within the next 2 years.

### **Next Corporate Peer Challenge**

The current LGA sector-led improvement support offer includes an expectation that all councils will have a Corporate Peer Challenge or Finance Peer Review every 4 to 5 years. It is therefore anticipated that the council will commission their next Peer Challenge before Winter 2024.

This page is intentionally left blank

## Council

Date: 23 March 2020

### Subject: Financial Report 2019/20 – January 2020

Lead officer: Roger Kershaw

Lead member: Mark Allison

### Recommendations:

---

- A. That Cabinet note the financial reporting data for month 10, January 2020, relating to revenue budgetary control, showing a forecast net favourable variance at year-end of £2,613k, -0.5% of gross budget.
  - B. That Cabinet note the contents of Section 4 and the amendments to the Capital Programme contained in Appendix 5b.
  - C. That Cabinet approves the release of £105k from the For Use in Future Years Budget Reserve. As part of ceasing discretionary NNDR allowances to faith schools in 2019/20, Merton agreed to reduce the cost pressure on the DSG for one year.
  - D. That Cabinet approve the release of £166k that was set aside in the SEN Reform Grant Allocation reserve to fund the school improvements adviser, EHCP co-coordinator and quality assurance expenditure.
- 

#### 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This is the financial monitoring report for period 10, 31<sup>st</sup> January 2020 presented in line with the financial reporting timetable.  
This financial monitoring report provides -
  - The income and expenditure at period 10 and a full year forecast projection.
  - An update on the capital programme and detailed monitoring information;
  - An update on Corporate Items in the budget 2019/20;
  - Progress on the delivery of the 2019/20 revenue savings

#### 2. THE FINANCIAL REPORTING PROCESS

- 2.1 The budget monitoring process in 2019/20 continues to focus on children's social care, which overspent in 2018/19 and continues to have budget pressures. There are also significant pressures on the Dedicated Schools Grant (DSG) which are being monitored.
- 2.2 Chief Officers, together with budget managers and Service Financial Advisers are responsible for keeping budgets under close scrutiny and ensuring that expenditure within areas which are above budget is being actively and vigorously controlled and where budgets have favourable variances, these are retained until year end. Any final overall adverse variance on the General Fund will result in a call on balances; however this action is not sustainable longer term.

### 3. 2019/20 FORECAST OUTTURN BASED UPON LATEST AVAILABLE DATA

**Executive summary** – At period 10 to 31<sup>st</sup> January 2020, the year-end forecast is a net favourable variance of £2,613k compared to the current budget. This excludes any monies due from the last year of the Business Rates London Pilot Pool.

#### Summary Position as at 31<sup>st</sup> January 2020

|                                     | Current Budget<br>2019/20<br>£000s | Full Year Forecast<br>(Jan)<br>£000s | Forecast Variance<br>at year end<br>(Jan)<br>£000s | Forecast Variance<br>at year end<br>(Dec)<br>£000s | Outturn variance<br>2018/19<br>£000s |
|-------------------------------------|------------------------------------|--------------------------------------|--|--|--------------------------------------|
| <b>Department</b>                   |                                    |                                      |  |  |                                      |
| 3A. Corporate Services              | 11,597                             | 11,134                               | (462)  | (409)  | (2,511)                              |
| 3B. Children, Schools and Families  | 61,319                             | 62,009                               | 690  | 1,044  | 2,271                                |
| 3C. Community and Housing           | 63,769                             | 62,852                               | (917)  | (776)  | (197)                                |
| 3D. Public Health                   | 0                                  | 0                                    | 0  | 0  | 0                                    |
| 3E. Environment & Regeneration      | 15,419                             | 15,485                               | 66   | 12   | (1,526)                              |
| Overheads                           | 0                                  | 0                                    | 0  | 0  | (33)                                 |
| <b>NET SERVICE EXPENDITURE</b>      | <b>152,103</b>                     | <b>151,481</b>                       | <b>(623)</b>                                       | <b>(129)</b>                                       | <b>(1,996)</b>                       |
| <b>3E. Corporate Items</b>          |                                    |                                      |  |  |                                      |
| Impact of Capital on revenue budget | 11,364                             | 11,215                               | (149)  | (149)  | 403                                  |
| Other Central budgets               | (21,150)                           | (22,886)                             | (1,736)  | (1,432)  | (6,064)                              |
| Levies                              | 949                                | 949                                  | 0  | 0  | 0                                    |
| <b>TOTAL CORPORATE PROVISIONS</b>   | <b>(8,837)</b>                     | <b>(10,722)</b>                      | <b>(1,885)</b>                                     | <b>(1,581)</b>                                     | <b>(5,661)</b>                       |
|                                     |                                    |                                      |  |  |                                      |
| <b>TOTAL GENERAL FUND</b>           | <b>143,266</b>                     | <b>140,759</b>                       | <b>(2,508)</b>                                     | <b>(1,710)</b>                                     | <b>(7,657)</b>                       |
| <b>FUNDING</b>                      |                                    |                                      |  |  |                                      |
| Revenue Support Grant               | 0                                  | 0                                    | 0  | 0  | 0                                    |
| Business Rates                      | (44,026)                           | (44,026)                             | 0  | 0  | 0                                    |
| Other Grants                        | (8,169)                            | (8,274)                              | (105)  | 0  | 0                                    |
| Council Tax and Collection Fund     | (91,070)                           | (91,070)                             | 0  | 0  | 0                                    |
| <b>FUNDING</b>                      | <b>(143,265)</b>                   | <b>(143,370)</b>                     | <b>(105)</b>                                       | <b>0</b>   | <b>0</b>                             |
|                                     |                                    |                                      |  |  |                                      |
| <b>NET</b>                          | <b>2</b>                           | <b>(2,611)</b>                       | <b>(2,613)</b>                                     | <b>(1,710)</b>                                     | <b>(7,657)</b>                       |

The current level of GF balances is £13.778m and the minimum level reported to Council for this is £12.53m.



Chart 1 below shows the forecast year end variance for departmental expenditure with a comparison against prior years.

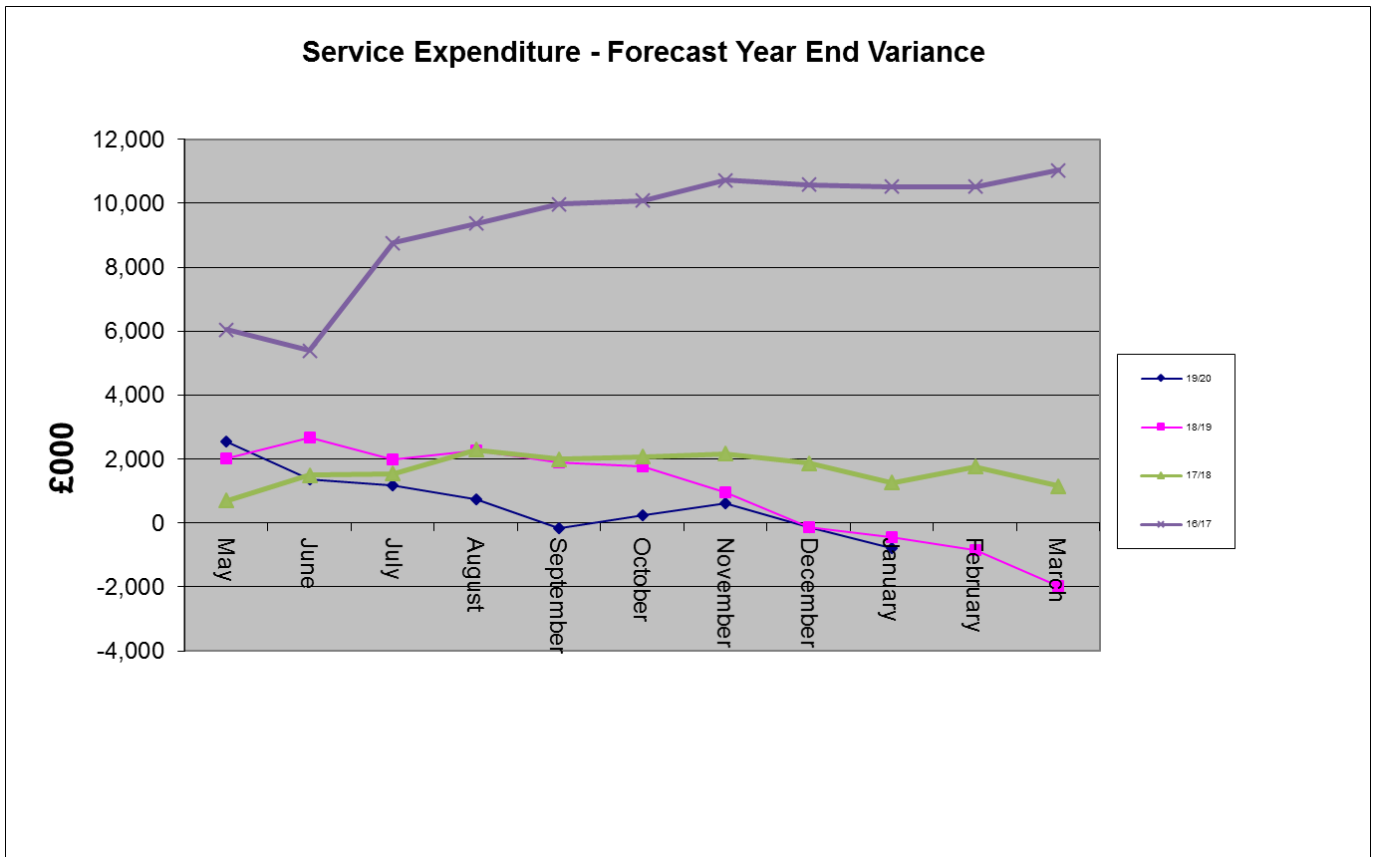
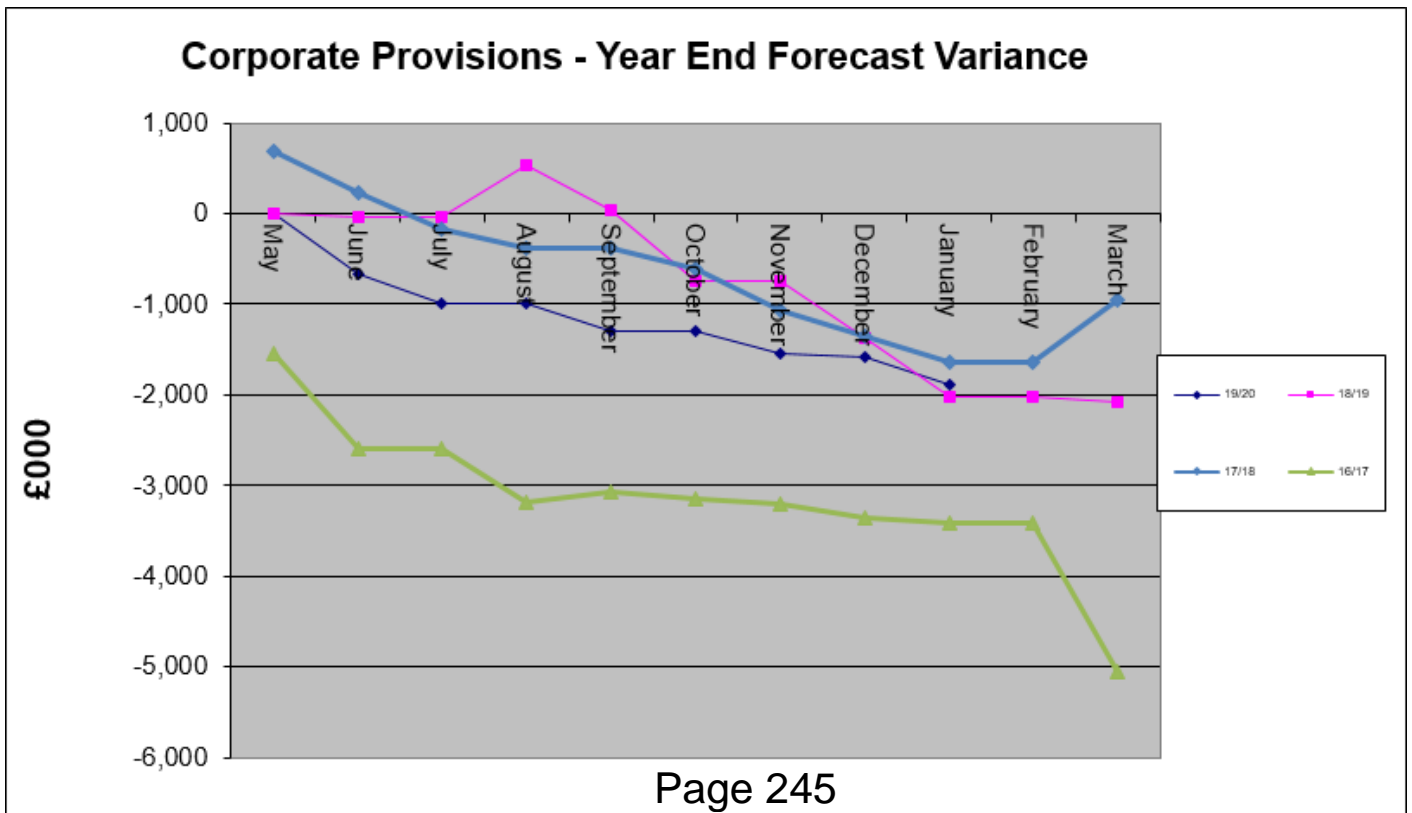


Chart 2 shows the forecast year end variance for corporate provisions with a comparison against prior years.



#### 4. DEPARTMENTAL SUMMARY OF CURRENT POSITION

##### Corporate Services

| Division                              | 2019/20<br>Current<br>Budget<br>£000 | 2019/20<br>Full year<br>Forecast<br>(January)<br>£000 | 2019/20<br>Full Year<br>Forecast<br>Variance<br>(January)<br>£000 | 2019/20<br>Full Year<br>Forecast<br>Variance<br>(December)<br>£000 | 2018/19<br>Outturn<br>Variance<br>£000 |
|---------------------------------------|--------------------------------------|---|---|--|--|
| Customers,<br>Policy &<br>Improvement | 3,769                                | 3,646   | (123)   | (176)  | (246)                                  |
| Infrastructure<br>& Technology        | 11,937                               | 11,271  | (666)   | 203  | (64)                                   |
| Corporate<br>Governance               | 2,438                                | 2,277   | (161)   | (124)  | (294)                                  |
| Resources                             | 5,887                                | 6,073   | 186   | 30   | (707)                                  |
| Human<br>Resources                    | 1,919                                | 2,137   | 218   | 249  | 16                                     |
| Corporate<br>Other                    | 735                                  | 819   | 84  | (591)  | (1,216)                                |
| <b>Total<br/>(Controllable)</b>       | <b>26,685</b>                        | <b>26,223</b>   | <b>(462)</b>  | <b>(409)</b>   | <b>(2,511)</b>                         |

##### Overview

At the end of period 10 (January) the Corporate Services (CS) department is forecasting a favourable variance of £462k at year end. This has increased since the £409k favourable variance forecast in period 9 (December).

##### Customers, Policy and Improvement - £123k favourable variance

The division's AD budget is forecasting a £64k favourable variance due to the vacant AD post. There is a forecast favourable variance of £59k on Cash Collections, capturing future year savings early in 2019/20. Marketing and Communications have a £55k favourable variance forecast from less than budgeted spend on the council magazine and graphic design. A further £52k favourable variance is forecast on Community Engagement, this is a result of maternity leave earlier in the year and other running costs. The policy team are forecasting a £14k favourable variance mainly due to grants to voluntary organisations being less than budgeted, part offset by agency spend. A £11k favourable variance is forecast on the Registrars Service relating to the overachievement of income, part offset by additional spend on running costs.

The Customer Contact budget is forecasting a £40k adverse variance due to additional IT hosting costs. Press and PR are forecasting a £65k adverse variance due to the underachievement of income and the use of agency staff. Merton Link is also forecasting a £19k adverse variance due to agency staff covering sickness and maternity leave as well as covering additional work pressures in year.

The forecast favourable variance in CPI has reduced by £53k since period 9. This is mainly due to increased hosting costs for Customer Contact, partly offset by forecasting for the AD post to remain vacant for the remainder of the financial year.

##### Infrastructure & Technology - £666k favourable variance

Of the division's favourable variance, £587k relates to the budget for Microsoft Licences (Enterprise Agreement). The licence costs covering 19/20 were paid in advance during 18/19 whilst the new contract is due to come in from April 2020 with the first year's costs to be accounted for in 2020/21.

There are various other favourable variances within the I&T division, including the Post and Print Room (£28k) with a vacancy held in the team for part of the year, the Corporate Print Strategy (£52k) due to less than budgeted multi-functional device (MFD) costs and IT Service Delivery (£67k) due to recharges to departments for various service requests. Additionally, Transactional Services are forecasting a £122k favourable variance resulting from the recovery of expenses in previous years and there is a £94k favourable variance forecast on Garth Road Archive Storage due to rental income. An £83k favourable variance is also forecast on the Energy budget due to delays on works to be carried out, contracts achieving better value than had been anticipated and some works not going ahead due to upcoming savings in 20/21.

I&T are forecasting a number of adverse variances offsetting the items above. These include variances on Telecoms of £101k due to system upgrades and delays experienced in the PABX telecoms implementation and £49k on the Professional Development Centre (Chaucer Centre) due to the underachievement of rental income. Facilities Management are forecasting a £31k adverse variance reflecting the use of agency staff and only a partial achievement of a saving in year (2018-19 CS04) following a recent restructure of the energy team. Facilities are forecasting a further £73k adverse variance on the external fees account due to the use of additional agency staff during the year. The Business Systems Team is also forecasting an adverse variance of £117k due to recruitment costs, hardware purchases, IT licences and the underachievement of income.

The forecast in I&T has reduced by £869k since period 9. This is mainly due to the updated forecast for Microsoft licences following a recent procurement exercise as well as additional historic overpayments being recovered by Transactional Services and the Energy budget experiencing better value contracts and reducing the volume of works being carried out.

### **Corporate Governance – £161k favourable variance**

The favourable variance within Corporate Governance is formed of £17k from various running cost budgets held by the AD, £18k from Democracy Services largely due to vacancies and £15k running costs. A further £54k favourable variance is forecast in the Information Governance team due to vacancies and consultants budget not required in year as well as the anticipated receipt of a government grant. Electoral Services are forecasting an £19k favourable variance as there were not household notification letters in January as the register is at its most accurate as a result of the general election. Additionally, Legal Services outside of SLLp are forecasting a £33k favourable variance due to expenditure budgets not required in year.

The South London Legal Partnership (SLLp) is forecasting a £25k surplus, of which £5k is attributable to Merton. The SLLp position has improved from a deficit forecast of £47k in period 9, largely due to improved income from clients.

The forecast favourable variance on Corporate Governance has increased by £37k from the position at period 9. This is mainly due to a grant expected from Central Government relating to the transparency agency in the Information Governance team and the improved SLLp position.

### **Resources - £186k adverse variance**

There are various favourable variances forecast within Senior Management, made up of the Chief Executive's budget (£37k), Director of Corporate Services (£92k) and AD Resources (£31k) due to subscription and consultancy budgets not expected to be required in year.

Corporate Accountancy has a £84k adverse variance forecast largely due to agency spend. An £80k adverse variance is forecast on the Financial Information System (FIS) team mainly due to additional system support costs.

The Insurance and Treasury teams are forecasting an adverse variance of £102k due to property valuation fees ahead of a re-tendering of insurance contracts, partly offset by a recharge of staff time to the pension fund.

Benefits Administration is forecasting a £279k favourable variance mainly due to additional income from DWP for various schemes though this is in part offset by agency spend. There is a forecast adverse variance of £301k on Local Taxation Services due to various running costs and agency spend as well as income relating to the cost of collection for NDR and council tax being less than budgeted given the position at the end of January and planned activity for the remainder of the financial year. The Merton Bailiff team are also forecasting an adverse variance of £51k due to falling levels of enforcement income following the increased timeframe now required for issuing summons. The Bailiff team forecast also includes £25k to be refunded to clients following an ombudsman review.

The forecast in the Resources division has had an adverse movement of £156k since period 9. This is due to reduced income from the Bailiffs Service in recent months and Local Taxation Services forecasting reduced income for cost recovery in year and increased IT costs.

### **Human Resources – £218k adverse variance**

Learning and Development is forecasting a £143k adverse variance due to recruitment costs as well as interim cover for the Head of Organisational Development and HR Strategy post. £35k of the L&D variance relates to external training cost. The forecast in Learning and Development also includes an additional temporary resource to assist with implementing the new recruitment system.

The HR AD budget is also forecasting an adverse variance of £38k due to the interim cover of the Head of HR post and recruitment costs. A significant budget pressure within HR is from the Transactions budget which is currently forecasting a £75k adverse variance. This is due to a £15k budget pressure on DBS recharges to clients, which no longer include an internal admin charge as the work is carried out by the London Borough of Kingston, and the remainder relates to the shared payroll system and iTrent client team charges, also by the London Borough of Kingston. The underachievement of schools buyback income is also contributing to the adverse variance in HR.

Payroll has a favourable variance forecast of £31k as a result of a restructure in year, which captures part of a future year saving early, and a vacancy held in the team.

Overall the HR adverse variance has reduced by £31k since period 9. This is mainly due to a review of training to be delivered up to the end of March 2020.

### **Corporate Items - £84k adverse variance**

The Housing Benefit Rent Allowances budget is forecasting a net adverse variance of £369k. This is due to a shortfall on income relating to overpayment recovery for 2019/20 as well as a clawback of housing benefit (HB) subsidy from DWP following the audit of the 2017/18 HB claim. The audit identified errors over the accepted level which would have allowed the Council to be eligible for subsidy income on HB overpayments. These items are partly offset by the £500k budget to top-up the HB bad debt provision which isn't forecast to be required in year.

A surplus of £80k is forecast following the introduction of a scheme to recover old housing benefit debts which had previously been written off, due to new access to information from HMRC. The corporately funded items budget has a favourable variance forecast of £234k due to budget not expected to be required in year.

The Coroners Court is forecasting an adverse variance of £116k which includes £70k relating to the Westminster Bridge inquest. This part offsets with £40k additional income from the Magistrates Court. A further £17k favourable variance is forecast on the redundancies and added years pensions budget.

The forecast variance on corporate items has had an adverse movement of £675k since period 9. This is mainly due to the HB subsidy clawback relating to 2017/18, the increased coroner court costs paid to Westminster and additional agency costs ahead of upcoming staffing savings for 2020/21.

## Environment & Regeneration

| Environment & Regeneration  | 2019/20 Current Budget | Full year Forecast (Jan) | Forecast Variance at year end (Jan) | Forecast Variance at year end (Dec) | 2018/19 Outturn Variance |
|-----------------------------|------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
|                             | £000                   | £000                     | £000                                | £000                                | £000                     |
| Public Protection           | (12,944)               | (12,627)                 | 317                                 | 26                                  | (753)                    |
| Public Space                | 13,999                 | 13,964                   | (35)                                | 55                                  | (1,449)                  |
| Senior Management           | 975                    | 1,082                    | 107                                 | 116                                 | (17)                     |
| Sustainable Communities     | 8,223                  | 7,900                    | (323)                               | (185)                               | 694                      |
| <b>Total (Controllable)</b> | <b>10,253</b>          | <b>10,319</b>            | <b>66</b>                           | <b>12</b>                           | <b>(1,525)</b>           |

| Description                                      | 2019/20 Current Budget | Forecast Variance at year end (Jan) | Forecast Variance at year end (Dec) | 2018/19 Variance at year end |
|--|------------------------|-------------------------------------|-------------------------------------|------------------------------|
|  | £000                   | £000                                | £000                                | £000                         |
| Regulatory Services                              | 651                    | 82                                  | 87                                  | 112                          |
| Parking Services                                 | (14,466)               | 174                                 | (147)                               | (964)                        |
| Safer Merton & CCTV                              | 871                    | 61                                  | 86                                  | 99                           |
| <b>Total for Public Protection</b>               | <b>(12,944)</b>        | <b>317</b>                          | <b>26</b>                           | <b>(753)</b>                 |
| Waste Services                                   | 13,016                 | 326                                 | 459                                 | (1,611)                      |
| Leisure & Culture                                | 416                    | (337)                               | (337)                               | (222)                        |
| Greenspaces                                      | 1,262                  | (27)                                | (64)                                | 145                          |
| Transport Services                               | (695)                  | 3                                   | (3)                                 | 239                          |
| <b>Total for Public Space</b>                    | <b>13,999</b>          | <b>(35)</b>                         | <b>55</b>                           | <b>(1,449)</b>               |
| Senior Management & Support                      | 975                    | 107                                 | 116                                 | (17)                         |
| <b>Total for Senior Management &amp; Support</b> | <b>975</b>             | <b>107</b>                          | <b>116</b>                          | <b>(17)</b>                  |
| Property Management                              | (2,713)                | (234)                               | (131)                               | 368                          |
| Building & Development Control                   | 4                      | (63)                                | (81)                                | 275                          |
| Future Merton                                    | 10,932                 | (26)                                | 27                                  | 51                           |
| <b>Total for Sustainable Communities</b>         | <b>8,223</b>           | <b>(323)</b>                        | <b>(185)</b>                        | <b>694</b>                   |
| <b>Total Excluding Overheads</b>                 | <b>10,253</b>          | <b>66</b>                           | <b>12</b>                           | <b>(1,525)</b>               |

### Overview

The department is currently forecasting an adverse variance of £66k at year end. The main areas of variance are Parking Services, Waste Services, Leisure & Culture, Senior Management & Support, and Property Management.

### Public Protection

#### Parking Services adverse variance of £174k

The adverse variance is mainly as a result of a £1,900k saving relating to the review of parking charges, based on an October start date. Cabinet approved a revised set of charges in September, which commenced on the 14<sup>th</sup> January 2020. It is too early to accurately forecast the financial impact of the revised charges so, at this stage, the current forecast reflects a prudent approach to the delayed implementation of £792k.

The section is also forecasting an adverse variance on Supplies & Services (£256k), mainly in relation to the operation and maintenance of the ANPR cameras, additional server space, and the upgrade of the P&D machines to allow for the revised parking charges. The budgets will be realigned for 2020/21 for any ongoing costs in relation to the ANPR cameras.

The adverse variance is being partially offset by additional penalty charge notices being issued, following the implementation of the ANPR system across the borough (£610k), and P&D income (£572k).

## **Public Space**

### **Waste Services adverse variance of £326k**

Following the conclusion of discussions between the South London Waste Partnership (SLWP) and Veolia pursuant to the Annual Review (AR) process, which takes account of factors such as property growth and other contractual matters, the SLWP have proposed to the partnership authorities seeking permission for additional payments of which Merton's contribution is £740k. A 2020/21 growth item for this ongoing additional cost was presented to Cabinet on 27<sup>th</sup> January 2020.

The SLWP have also recommended an additional lump sum payment relating to the Year 2 (2018/19) AR process, which was conducted simultaneously, of which Merton's contribution is £304k.

The revenue impact of the above on the 2019/20 forecast is an increase in net revenue spend of £366k, as the figure is being partially offset by £119k relating to capital expenditure which forms part of the capital programme, £410k of deductions relating to contract performance, and an agreed 2018/19 reserve of £150k relating to this contract.

Merton, in common with the rest of the country, has experienced a significant increase in fly-tipping and abandoned waste. The service has been handling approximately 12,000 incidents across the borough each year. In order to take a proactive approach to fly tipping the service has recently implemented a new fly-tipping strategy and agreed action plan for 2020/21. The forecast cost to address the increase in fly tipping is £197k for 2019/20 onwards. A 2020/21 growth item for this ongoing additional cost was presented to Cabinet on 27<sup>th</sup> January 2020.

The section is forecasting an adverse variance on its current waste collection and street cleansing contract by £287k. This is largely due to the internal debt charge of £676k for capital spend, along with recharges for additional services being undertaken by the service provider.

An additional adverse variance of £45k is also being forecast in relation to the use of the South London Legal Partnership (SLLP). The department regularly reviews the budget apportionment in relation to the SLLP to ensure it accurately reflects usage levels, which will again be adjusted for 2020/21.

The above adverse variances are being partially mitigated by a forecast favourable variance on disposal costs of £627k. Following the introduction of the new wheelie bin service we have seen a significant reduction in the level of general refuse being collected and disposed of through our energy waste facility at Beddington, alleviating the need for landfill and the associated landfill tax charges.

Over this period, we have continued to see a sustained 12% reduction in refuse, which equates to a monthly average reduction of over 500 tonnes per month this financial year. The main contributor to this success is the increase in food waste participation which has seen an increase of over 66% or 184 tonnes per month.

### **Leisure & Culture favourable variance of £337k**

The forecast favourable variance is mainly as a result of the final year, under the previous contractual agreement, of the profit share arrangement with our service provider for the Leisure Centres Contract (£224k). Changes to this contract came into effect from 1<sup>st</sup> December 2018, which has resulted in future guaranteed annual income, now being built into the Medium Term budget. Due to this guaranteed income the likelihood of future profit shares is now unlikely.

The section is also forecasting a favourable variance of £41k on utilities spend incurred at these leisure Centres, and a favourable variance of £34k relating to the Watersports Centre.

### **Greenspaces favourable variance of £27k**

The forecast favourable variance is in relation to the grounds maintenance contract. However, in tandem with the Phase C Waste Services (lot1) Annual Review process, a similar process is also being undertaken regarding the Grounds Maintenance contract (lot 2), which should be concluded before year-end, and any financial impact forecast accordingly.

### **Senior Management & Support**

#### **Senior Management & Support adverse variance of £107k**

The adverse variance relates to the parking review project currently being undertaken to analyse and develop the Council's staff travel plans and reduction in car use.

### **Sustainable Communities**

#### **Property Management favourable variance of £234k**

The principal reason for the forecast favourable variance relates to exceeding the commercial rental income expectations by £734k, which includes £95k of one-off income from conducting the backlog of rent reviews in line with the tenancy agreements.

This is being partially offset by an adverse variance of £401k on premises related expenditure, in particular, utility, and repairs & maintenance costs. In addition, a £107k adverse variance on supplies & services is being forecast, mainly relating to the employment of consultants to progress rent reviews due to lack of internal resource, valuations to support asset valuations, and additional costs from holding Worsfold House vacant.

## Children Schools and Families

| Children, Schools and Families  | 2019/20 Current Budget £000 | Full year Forecast Jan £000 | Forecast Variance at year end (Jan) £000 | Forecast Variance at year end (Dec) £000 | 2018/19 Variance at year end £000 |
|---------------------------------|-----------------------------|-----------------------------|--|--|-----------------------------------|
| Education                       | 24,905                      | 24,938                      | 33                                       | 268                                      | (37)                              |
| Social Care and Youth Inclusion | 19,514                      | 21,030                      | 1,516                                    | 1,649                                    | 3,211                             |
| Cross Department budgets        | 1,029                       | 984                         | (45)                                     | (55)                                     | (20)                              |
| PFI                             | 8,573                       | 8,171                       | (402)                                    | (411)                                    | (354)                             |
| Redundancy costs                | 2,183                       | 1,776                       | (407)                                    | (385)                                    | (529)                             |
| Other Education                 | 4                           |                             | (4)                                      | (22)                                     | 0                                 |
| <b>Total (controllable)</b>     | <b>56,208</b>               | <b>56,899</b>               | <b>691</b>                               | <b>1,044</b>                             | <b>2,271</b>                      |

### Overview

At the end of January, Children Schools and Families forecast to overspend by £691k on local authority funded services, a favourable movement of £353k from December's forecast.

The favourable movement of £353k arises from reductions in overspend of £133k within Childrens Social Care and £235k in Education from last month.

The £133k favourable movement within CSC is primarily a result of a reduction of £85k in client court/legal/medical fees within safeguarding and some changes in agency staff costs and training costs. £235k favourable movement within Education is primarily a result of a reduction of £78k in SEN transport, £66k reduction within Short Break Placements, reduction of £51k CWD Placements and £34k additional school buy back income.

**Note:** Due to the volatile nature of placement and SEN transport budgets, and the current volume of CSC activity and Education, Health and Care Plan (EHCP) requests these forecasts are still vulnerable to change.

Despite an increasing population, Merton has managed to hold steady our number of children in care through a combination of actions, which are detailed in the management action section below. EHCP numbers have reduced from 1,999 in December, to 1,928 in January, decrease of 71.

The CSF department received £500k growth for 2019/20 which was all allocated against the SEN transport cost due to the continuing pressure in this area.

### Local Authority Funded Services

The table overleaf details the significant budget variances identified to date:



| Description  | Budget<br>£000 | Jan<br>£000  | Dec<br>£000  | 2018/19<br>£000 |
|--|----------------|--------------|--------------|-----------------|
| Procurement & School organisation                          | 594            | (306)        | (288)        | (411)           |
| SEN transport  | 4,705          | 1,281        | 1,359        | 1,223           |
| Early Years services                                       | 3,117          | (302)        | (318)        | (349)           |
| CWD team staffing  | 571            | (82)         | (79)         | (88)            |
| Childrens Short-Breaks                                     | 280            | 89           | 155          | 219             |
| Education Inclusion  | 1,771          | (256)        | (276)        | (398)           |
| Internal legal hard charge                                 | 543            | (118)        | (110)        | (32)            |
| Other over and underspends                                 | 13,106         | (273)        | (175)        | (380)           |
| <b>Subtotal Education</b>                                  | <b>24,687</b>  | <b>33</b>    | <b>268</b>   | <b>(216)</b>    |
| Fostering and residential placements (ART)                 | 7,111          | 432          | 432          | 1,057           |
| Un-accompanied asylum seeking children (UASC)              | 75             | 274          | 285          | 488             |
| Community Placement  | 0              | 400          | 400          | 500             |
| No Recourse to Public Funds (NRPF)                         | 21             | 147          | 147          | 301             |
| MASH & First Response staffing                             | 1,618          | 307          | 311          | 354             |
| Legal costs  | 526            | 139          | 224          | 280             |
| Other over and underspends                                 | 10,163         | (183)        | (150)        | 231             |
| <b>Subtotal Children's Social Care and Youth Inclusion</b> | <b>19,514</b>  | <b>1,516</b> | <b>1,649</b> | <b>3,211</b>    |

### Education Division

The procurement and school organisation budget is showing a favourable variance of £306k because of lower spend on re-venue-isation budgets. This budget relates to the revenue cost of construction projects and is affected by slippage of capital schemes. The majority of this is used for temporary classrooms usually required due to rising pupil demand when it is not viable to provide permanent buildings.

The forecast for SEN Transport is £3.824m, circa £539k more than last year. The SEN transport budget is forecasting an adverse variance of £1.281m, however, this has decreased by £78k from December. This is our best estimate based on the information available at the end of January. The current estimated cost includes a small forecast for new placements that may be required towards the end of the year. To support the cost pressure in this area, the £500k growth allocated to the department in 2019/20 has been allocated against this budget. However, this has been insufficient to cover the full extent of the growth in this area.

As part of management action to reduce the overall in-year departmental overspend, where possible in the Early Years' service, recruitment to vacancies is being delayed. At the end of January this is estimated to deliver a favourable variance of £302k.

The Children with Disabilities team, which transferred to the Education division this year, is holding vacant posts which is expected to deliver a favourable variance of £82k in the current financial year. Some of this is being used to offset agreed social work activities in the fostering service.

The internal legal hard charging budget is projecting a favourable variance of £118k. This forecast is based on spend to date and will fluctuate if usage increases towards year-end.

There are various other movements in forecast across the division netting to a £273k favourable variance. These combine with the items described above to arrive at the total divisional adverse forecast of £33k.

## Children's Social Care and Youth Inclusion Division

At the end of January Merton had 164 looked after children. This is a decrease of 4 children from December. The numbers of Looked after Children in Merton remain relatively stable and we continue to maintain relatively low levels of children in care as detailed in the table below:

| <b>Overview</b>                             | <b>2015/16</b> | <b>2016/17</b> | <b>2017/18</b> | <b>2018/19</b> |
|---|----------------|----------------|----------------|----------------|
| Number of children in care as at 31st March | 163            | 152            | 154            | 160            |
| Of which UASC                               | 22             | 20             | 28             | 34             |
| Rate per 10,000                             | 35             | 33             | 33             | 34             |
| London Rate                                 | 51             | 50             | 49             | Tbc            |
| England Rate                                | 60             | 62             | 64             | Tbc            |

The complexity of a significant proportion of cases is causing cost pressures as detailed below.

| <b>Service</b>                  | <b>Budget<br/>£000</b> | <b>Jan<br/>Forecast<br/>spend<br/>£000</b> | <b>Variance</b>     |                     | <b>Placements</b> |                   |
|---------------------------------|------------------------|--|---------------------|---------------------|-------------------|-------------------|
|                                 |                        |  | <b>Jan<br/>£000</b> | <b>Dec<br/>£000</b> | <b>Jan<br/>No</b> | <b>Dec<br/>No</b> |
| Residential Placements          | 2,305                  | 1,653                                      | (652)               | (652)               | 13                | 14                |
| Independent Agency<br>Fostering | 1,753                  | 2,100                                      | 347                 | 347                 | 48                | 49                |
| In-house Fostering              | 993                    | 1,697                                      | 704                 | 704                 | 74                | 70                |
| Secure accommodation            | 138                    | 79   | (59)                | (59)                | 1                 | 0                 |
| Parent and Baby                 | 103                    | 103  | 0                   | 0                   | 0                 | 0                 |
| Supported lodgings/housing      | 1,819                  | 1,911                                      | 92                  | 92                  | 57                | 60                |
| <b>Total</b>                    | <b>7,111</b>           | <b>7,543</b>                               | <b>432</b>          | <b>432</b>          | <b>193</b>        | <b>193</b>        |

The ART service seeks to make placements with in-house foster carers wherever possible and in line with presenting needs, however, the capacity within our in-house provision and the needs of some looked after children mean that placements with residential care providers or independent fostering agencies are sometimes required. Some specific provision is mandated by the courts.

The placement forecast includes a prediction of costs expected for known placements as well as an estimated cost for movement in placements, including new cases, expected during the year. These assumptions are reviewed and updated every month and estimates adjusted accordingly to provide our best estimate of full year costs.

- The Residential placement expenditure is forecast to underspend by £652k at the end of the financial year. The under-spend is being offset by pressures within agency and in-house fostering. We currently have 13 placements in total. 4 clients in residential homes, 4 in respite and 5 placed by SEN in residential schools.
- The Independent Agency Fostering expenditure is forecast to overspend by £347k. We currently have 48 placements, one placement ended in December. The cost difference of the increased placement is contained within the expected movement built into the full year estimated cost.
- The In-house Foster carer expenditure is forecast to over-spend by £704k. There are 5 new placements and 1 placement ended in December. The cost difference of this change in placements is contained within the expected movement built into the full year estimated cost.
- The Youth Justice secure accommodation expenditure is projected to under-spend by £59k in January, unchanged from December, as the requirement for one secure placement was built into the forecast.
- The parent and baby assessment unit expenditure is forecast to budget for the current year. We currently have no placements but are assessing for possible additional placements by the

end of financial year. There has been an increased usage of parent/child foster placements rather than parent and baby.

- We are forecasting that the budget for the semi-independent accommodation and supported lodgings/housing placements will overspend by £92k in January. We had 3 placements ending in December. The cost difference of this change in placements is contained within the expected movement built into the full year estimated cost.
- At the end of January, UASC placements and previous UASC that are now Care Leavers were forecasting to overspend by £287k, increase of £8k from December.

| Service                      | Budget<br>£000 | Jan<br>Forecast-<br>spend<br>£000 | Variance    |             | Placements |           |
|------------------------------|----------------|-----------------------------------|-------------|-------------|------------|-----------|
|                              |                |                                   | Jan<br>£000 | Dec<br>£000 | Jan<br>No  | Dec<br>No |
| Independent Agency Fostering | 380            | 511                               | 131         | 102         | 14         | 12        |
| In-house Fostering           | 325            | 676                               | 351         | 372         | 30         | 34        |
| Supported lodgings/housing   | 570            | 675                               | 105         | 105         | 27         | 26        |
| UASC grant                   | (1,200)        | (1,500)                           | (300)       | (300)       |            |           |
| <b>Total</b>                 | <b>75</b>      | <b>362</b>                        | <b>287</b>  | <b>279</b>  | <b>71</b>  | <b>72</b> |

At the end of January, we have a total of 71 USAC placements, 33 under 18 and 38 over 18. Of the 33 under 18 clients, 29 were placed in foster care and 4 in semi-independent accommodation. The administration's commitment (in line with other London Labour Councils) for Merton is to accommodate 37 unaccompanied asylum-seeking children (equivalent of 0.08% of the child population). We receive UASC grant towards these placements although it is not sufficient to cover the full cost of placement, subsistence and social work intervention.

Merton had 38 young people aged 18+ who were formerly UASC in our care at the end of January, 15 in foster care, 23 in semi-independent accommodation. Once UASC young people reach age 18, we retain financial responsibility for them as Care Leavers until their immigration status is resolved.

We are currently forecasting to 'over-achieve' our projected UASC grant income by £300k. The grant income is offset against the additional costs incurred through having higher numbers of UASC in our care.

### Placements

We continue to use the Panel processes to ensure that spending on IFAs instead of in-house placements can be justified, as well as continuing our scrutiny on residential children's home placements.

Our ART Fostering Recruitment and Assessment team is continuing to recruit new foster carers who will offer locally based placements with a campaign targeted at attracting foster carers for teenagers and UASC young people. Changes in the fostering recruitment budget from the corporate communications team has reduced the range of recruitment activity.

We have recruited 8 new foster carers and 3 connected persons this year so far. Currently, there are 3 prospective foster carers in assessment with panel dates for approval scheduled before the end of March. The target for this financial year is to recruit 20 new foster carers (including connected persons) and we are therefore likely to end the year behind target.

Our aim is to slow down the increase in more expensive agency foster placements. In addition, we are implementing actions to retain our experienced existing foster carers such as increasing the support offer to them through the trauma based training and support to enable them to accept and retain children with more challenging behaviours in placement and by implementing the Mockingbird Model. We are also targeting our recruitment to increase our number of in-house parent and child foster placements.

Our ART Placement service is working with providers to establish more local provision and offer better value placements to the Council. We continue to convene the Semi-Independent Accommodation (SIA) Panel which will record costs incurred. We are working to identify our Housing Benefit payments and what we should be getting and what are the actuals received. This work is continuing with the aim to further reduce under-achievement of housing benefits during this year.

We have contracted with a provider to block purchase five independent units for care leavers aged 18+ to act as a step down into permanent independent living. Building on these cost reductions, we expect to be able to procure further placements of this type in 2019/20 and 2020/21.

We have updated our Staying Put policy for young people aged 18+ to enable them to remain with their foster carers in line with statutory requirements and as recommended by Ofsted in our inspection. However, the increased use of Staying-Put for young people aged 18+ impacts on available placements for younger teenagers, therefore highlighting again the need for targeted recruitment for foster carers for teenager and UASC young people. We continue to focus our foster carer recruitment on carers for teenagers to mitigate these potential additional costs.

Our average placements costs against each budget code are reported each month. Due to the low numbers in UASC independent agency (non-grant) placements and secure accommodation units, small changes in numbers result in big variations in the average weekly unit costs as detailed in the following table.

Weekly cost 2019-20

| Description  | March | May   | June  | July  | Aug   | Sep   | Oct   | Nov   | Dec   | Jan   | Movement from last month | Jan |    |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------------------|-----|----|
|  | £     | £     | £     | £     | £     | £     | £     | £     | £     | £     | £                        | No  |    |
| ART Independent Agency Fostering                     | 900   | 879   | 854   | 889   | 898   | 896   | 910   | 910   | 908   | 906   | 🟡                        | -2  | 48 |
| ART In-house Fostering                               | 440   | 438   | 443   | 430   | 428   | 438   | 435   | 431   | 432   | 433   | 🟡                        | 1   | 74 |
| UASC Independent Agency (Grant)                      | 803   | 822   | 822   | 821   | 821   | 818   | 818   | 831   | 803   | 803   | 🟡                        | 0   | 10 |
| UASC In house Fostering (Grant)                      | 490   | 410   | 388   | 452   | 419   | 422   | 425   | 506   | 495   | 493   | 🟡                        | -2  | 22 |
| UASC Independent Agency (Non-Grant)                  | 237   | 802   | 802   | 802   | 802   | 618   | 516   | 560   | 560   | 516   | 🟢                        | -44 | 1  |
| UASC In house Fostering (Non-Grant)                  | 589   | 409   | 417   | 405   | 426   | 422   | 420   | 397   | 417   | 417   | 🟡                        | 0   | 11 |
| ART Residential Placements                           | 3,978 | 3,919 | 3,887 | 3,886 | 3,916 | 3,925 | 3,870 | 3,874 | 3,865 | 3,865 | 🟡                        | 0   | 14 |
| ART Secure Accommodation                             | 3,374 | 1,323 | 1,890 | 1,890 | 2,457 | 1,816 | 1,804 | 1,760 | 1,760 | 1,766 | 🔴                        | 6   | 0  |
| ART Mother & Baby Unit                               | 3,589 | 4,204 | 4,204 | 3,401 | 3,401 | 3,401 | 3,405 | 3,405 | 3,405 | 3,405 | 🟡                        | 0   | 0  |
| Supported Housing & Lodgings (Art 16+ Accommodation) | 585   | 611   | 619   | 627   | 652   | 671   | 676   | 750   | 733   | 726   | 🟢                        | -7  | 50 |
| Supported Housing & Lodgings - UASC (Grant)          | 782   | 788   | 736   | 687   | 687   | 685   | 708   | 767   | 656   | 663   | 🔴                        | 7   | 4  |
| Supported Housing & Lodgings - UASC (Non Grant)      | 642   | 451   | 410   | 400   | 427   | 434   | 428   | 422   | 420   | 419   | 🟡                        | -1  | 23 |

## Dedicated Schools Grant (DSG)

DSG funded services are forecast to overspend by £10.669m, an increase of £117k over last month. The DSG had a cumulative overspend of £2.909m at the end of 2018/19. The overspend in the current financial year will be adding to this balance, currently estimated at £13.580m. There was a separate report on the DSG Deficit Recovery Plan to Cabinet in January 2020. The DfE met with us on 11 February 2020 to discuss this recovery plan, and they will return to assess our progress in November.

The main reason for the variance relates to a £6.474m overspend on Independent Day School provision. However, this is a £355k decrease from December 2019, following the SEN2 Audit review. The reason for the significant overspend is due to the high number of placements.

Based on past years' experience, we are expecting the number of placements within Independent day school provision to increase towards the end of the year. At this stage it is difficult to predict how many EHCPs' will be issued, or the type of education provision they will require. They are going through

assessment and a decision about issuing a plan and the type of provision is made once all the professional advice is received and reviewed by the SEND Panel.

We are seeking to increase the number of local maintained special school places in the borough, in order to reduce these costs, but it will take time to bring these additional places on stream. At present the annual increase in the number of EHCPs significantly exceeds the number of additional special school places we are able to create in the borough. Based on the number of new EHCPs still being awarded following assessment, we would expect this cost to still increase towards year-end and the £13.580m cumulative deficit to increase further.

Other overspends include £1,146k on EHCP allocations to Merton primary and secondary schools, £1.885m on EHCP allocations to out of borough maintained primary, secondary and special schools, and £1.302m on one-to-one support, OT/SLT and other therapies as well as alternative education.

The table below shows the increase in number of EHCPs over the past 4 years since the entitlement changed following the implementation of the Children and Families Act. At the end of January 2020 there were 1,928 EHCPs.

| Type of Provision   | Jan 2016<br>Total<br>Statements<br>and EHCPs |             | Jan 2017<br>Total<br>Statements<br>and EHCPs |             | Jan 2018<br>Total<br>Statements<br>and EHCPs |             | Jan 2019<br>Total<br>Statements<br>and EHCPs |             | Jan 2020<br>Total<br>Statements<br>and EHCPs |             |
|---|--|-------------|--|-------------|--|-------------|--|-------------|--|-------------|
|   | No   | %           | No   | %           | No   | %           | No   | %           | No   | %           |
| Early Years (incl. Private & Voluntary Settings)              | 0  | 0%          | 1  | 0%          | 7  | 0%          | 7  | 0%          | 7  | 0%          |
| Mainstream Schools (incl. Academies, Free and Independent)    | 422  | 39%         | 461  | 37%         | 526  | 35%         | 584  | 34%         | 707  | 37%         |
| Additional Resourced Provision                                | 110  | 10%         | 111  | 9%          | 116  | 8%          | 125  | 7%          | 125  | 6%          |
| State Funded Special Schools                                  | 358  | 33%         | 388  | 31%         | 416  | 27%         | 440  | 26%         | 474  | 25%         |
| Independent Special Schools                                   | 132  | 12%         | 153  | 12%         | 176  | 12%         | 228  | 13%         | 280  | 15%         |
| Post 16 College and traineeships                              | 25   | 2%          | 93   | 7%          | 183  | 12%         | 212  | 12%         | 199  | 10%         |
| Post 16 Specialist  | 10   | 1%          | 25   | 2%          | 44   | 3%          | 37   | 2%          | 35   | 2%          |
| Alternative Education (incl. EOTAS, Hospital Schools and EHE) | 15   | 1%          | 10   | 1%          | 22   | 1%          | 28   | 2%          | 61   | 3%          |
| No placement (including NEET)                                 | 3  | 0%          | 0  | 0%          | 28   | 2%          | 51   | 3%          | 40   | 2%          |
| <b>Total</b>  | <b>1075</b>                                  | <b>100%</b> | <b>1242</b>                                  | <b>100%</b> | <b>1518</b>                                  | <b>100%</b> | <b>1712</b>                                  | <b>100%</b> | <b>1928</b>                                  | <b>100%</b> |
| Change over previous year                                     |  |             |  | 16%         |  | 22%         |  | 13%         |  | 11%         |

We continue to keep abreast of proposed changes to the National Funding Formula, especially in relation to risks associated with services currently funded by de-delegated elements of the DSG. We are also working with other authorities on the deficit DSG issue and await the response from CIPFA to the national consultation about the accounting treatment of DSG deficits.

The Early Years block of the DSG is normally adjusted in the July following the end of the financial year as it is based on January census information. We are therefore not in a position to estimate this adjustment until year-end. For 2018/19 this additional grant was £338k.

Merton was required to return to the DfE a Deficit Recovery Plan for the DSG, which is a 5-year plan, taking us up to 2023/24. A full update was included in a separate report on the DSG which went to Cabinet in January 2020.

In addition to the pressures on the high needs block, which are clear from the budget monitoring figures highlighted above and continue into 2019/20 and beyond, some schools are also having trouble in setting balanced budgets with the funding provided to them through the funding formula. The Finance Service monitors this closely, and before any deficit budget is agreed, work is undertaken with the school to ensure they are maximising every opportunity to reduce costs and spend wisely. The number of schools setting deficit budgets has reduced from 14 in 2018/19 to 13 in 2019/20. There are various reasons for schools requiring to set deficit budgets including unfunded non-teacher pay increases, increased costs relating to children that require additional support but do not meet statutory thresholds for additional funding, reduction in pupil numbers and reduced levels of reserves that schools would previously have used to balance their budgets. Total school balances, including capital balances, did however increase last year.

Merton has been working in conjunction with Association of Directors for Children's Services (ADCS), Society for London Treasurers (SLT), London Councils and the Children's Commissioner to lobby Central Government for additional funding. All commissioned analysis shows that the funding shortfall is a national issue that requires additional grant funding.

## **Management action**

### Staffing report

We continue to reduce the use of agency by imposing a three month recruitment drag, where appropriate, for non-social work posts. We continue to prioritise meeting our statutory duties when determining whether recruitment drag may be applied to any vacant post. Children's Social Care and Youth Inclusion are currently reviewing the distribution of social work staffing to ensure workloads in the MASH and First Response Service are at a level that supports recruitment and retention of permanent staff.

### Placements

We continue to use the Panel processes to ensure that spending on IFAs instead of in-house placements can be justified, as well as continuing our scrutiny on residential children's home placements.

Our aim is to slow down the increase in more expensive agency foster placements. In addition, we are implementing actions to retain our experienced existing foster carers such as increasing the support offer to them through the trauma based training and support to enable them to take and retain children with more challenging behaviours in placement and implementing the Mockingbird Model. We are also targeting our recruitment to increase our number of in-house mother and child foster placements.

### Children with additional needs

We are working with colleagues in CCGs through the tripartite process in order to secure appropriate health contributions to funding for children with complex needs, particularly through continuing healthcare (CHC) funding. This is an area we need to improve with closer working with the CCG a focus going forward. This will mainly affect the CWD budget as many of the children discussed will be placed at home with shared packages of care. Details of any arrangements made will be recorded and reflected in budget returns.

We have tried to reduce costs associated with SEND transport through a number of strategies but this is a continuing challenge with the increasing numbers of children eligible for this service. Strategies introduced include: the introduction of a dynamic taxi purchasing system; the re-



provisioning of taxi routes to ensure best value for money; the introduction of bus pick up points where appropriate; promotion of independent travel training and personal travel assistance budgets where this option is cheaper.

We have a multi-agency SEND panel providing strategic oversight of the statutory assessment process to ensure that at both request-for-assessment stage and the agreement of a final EHCP, criteria and thresholds are met and the best use of resources is agreed.

To limit the increased costs to the DSG High Needs block of the increased number of children with EHCPs we have expanded existing specialist provision and have approved a contract to expand Cricket Green special school. We have increased Additionally Resourced Provision (ARP) in Merton mainstream schools and have further plans for new ARP provision and expansion of existing bases. Additional local provision should also assist with minimising increases to transport costs.

We are also part of a South West London consortium, which uses a dynamic purchasing system for the commissioning of specialist independent places, this enables LAs together to challenge any increases in cost and ensure best value for money in the costs of these placements, although there is evidence that other LAs are not making best use of this and it is likely to be decommissioned.

### New burdens

There are a number of duties placed on the Local Authority that have not been fully funded or not funded at all through additional burdens funding from Central Government. Excluding the cost of these duties would leave a net departmental overspend of £171k, however that figure masks substantial one off windfalls and non-recurrent and recurrent management action. The table below highlights the continued estimated overspends relating to these unfunded duties:

| Description                              | Budget<br>£000 | Jan<br>overspend<br>forecast<br>£000 | Dec<br>overspend<br>forecast<br>£000 | 2018/19<br>over<br>£000 |
|--|----------------|--------------------------------------|--------------------------------------|-------------------------|
| Supported lodgings/housing- care leavers | 1,819          | 92                                   | 92                                   | 52                      |
| Supported lodgings/housing- UASC         | 570            | 105                                  | 105                                  | 774                     |
| UASC                                     | 705            | 481                                  | 476                                  | 211                     |
| No Recourse to Public Funds (NRPF)       | 21             | 147                                  | 147                                  | 301                     |
| UASC grant                               | (1,200)        | (300)                                | (300)                                |                         |
| <b>Total</b>                             | <b>1,915</b>   | <b>520</b>                           | <b>520</b>                           | <b>1,338</b>            |

The above table summarises the placement cost in relation to additional burdens. On top of these costs there will also be staffing costs to support these cases.

Following changes introduced through the Children & Social Work Act, local authorities took on new responsibilities in relation to children in care and care leavers. Local authorities are required to offer support from a Personal Adviser to all care leavers to age 25. There has been no on-going funding for the additional work required.

Other unfunded burdens include:

- The increase in the age range of EHCPs, particularly for those young people aged 18-25, due to legislation changes, which is causing cost pressures in both the general fund (in education psychology and SEN transport) and the DSG (High Needs Block costs relating to most EHCP services);
- New statutory duties in relation to children missing from education have increased the cases dealt with by the Education Welfare Service by 79% (from 290 in the 6 months from September to March 2016 to 519 in the same 6 months the following year and the level of referrals has remained at this level).
- SEND tribunals will cover all elements of children's care packages, not just education.
- New requirement of social work visits to children in residential schools and other provision.

## Community and Housing

### Overview

Community and Housing is currently forecasting a favourable variance of £917k as at January 2020. The department continues to have number of favourable and adverse variances in several of its services except in Merton Adult Learning and Public Health which continues to forecast a breakeven position.

The department transformation project is currently in progress in order to achieve its strategic priorities outlined in the TOM. This project is expected to be concluded in 2023.

### Community and Housing Summary Outturn Position

| <b>Community and Housing</b>    | <b>2019/20<br/>Current<br/>Budget<br/>£000</b> | <b>2019/20<br/>Forecast<br/>Spend<br/>£'000</b> | <b>2019/20<br/>Forecast<br/>Variance<br/>(Jan'20)<br/>£000</b> | <b>2019/20<br/>Forecast<br/>Variance<br/>(Dec'19)<br/>£000</b> | <b>2018/19<br/>Outturn<br/>Variance<br/>£000</b> |
|---------------------------------|--|---|--|--|--|
| <b>Access and Assessment</b>    | 45,199   | 43,850  | (1,349)  | (1,218)  | (258)  |
| <b>Commissioning</b>            | 4,438  | 4,311   | (127)  | (131)  | (5)  |
| <b>Direct Provision</b>         | 4,706  | 4,916   | 210  | 175  | 6  |
| <b>Directorate</b>              | 1,142  | 1,427   | 285  | 295  | 90   |
| <b>Adult Social Care</b>        | <b>55,485</b>                                  | <b>54,504</b>                                   | <b>(981)</b>   | <b>(879)</b>   | <b>(167)</b>                                     |
| <b>Libraries and Heritage</b>   | 2,186  | 2,232   | 46   | 37   | 45   |
| <b>Merton Adult Learning</b>    | (8)  | (8)   | 0  | 0  | 0  |
| <b>Housing General Fund</b>     | 1,926  | 1,944   | 18   | 66   | (73)   |
| <b>Other Services Sub-total</b> | <b>4,104</b>                                   | <b>4,168</b>                                    | <b>64</b>  | <b>103</b>   | <b>(28)</b>                                      |
|                                 |  |   |  |  |  |
| <b>Public Health</b>            | <b>(148)</b>                                   | <b>(148)</b>                                    | <b>0</b>   | <b>0</b>   | <b>0</b>   |
| <b>Grand Total Controllable</b> | <b>59,441</b>                                  | <b>58,524</b>                                   | <b>(917)</b>   | <b>(776)</b>   | <b>(195)</b>                                     |



## **Adult Social Care**

Overall Adult Social Care is forecasting a favourable variance of £981k, of which £828k relates to one-off items. Overspends in direct provision and directorate budgets are offset by underspends elsewhere in the division.

There was an expectation that placement numbers will increase over the winter months but during the period to January there were 34 deceased customers, 29 new packages and 26 customers no longer requiring a service. Another explanation for the reduction in numbers requiring a service is due to the effectiveness of the Reablement provided to customers discharged from hospital. Current performance indicators show that after Reablement 74% no longer require a long-term service. We have also used short term placements in nursing homes to facilitate faster discharges from hospital and allow a period of recuperation, which increases the chances of people returning home.

The number of deaths amongst service users are in line with previous years (34 against 37 in 2018 and 35 in 2018). The key difference is in the cost of the packages of care, with the deceased service users being mainly in more expensive residential and nursing placements, and new service users being supported at home.

The current underspend includes a one-off contribution of £828k received from clawback of payments not utilised as per the agreements. The department has also reduced spend on employee related expenditure to January 2020.

The announcement of a 6.2% increase in the national minimum wage will have a major impact on the cost of care from April 2020. Given the fragility of care markets, the increase may/will need to be fully reflected in care fees.

## **Direct Provision-£210k Adverse Variance**

The service is currently forecasting an adverse variance of £210k. This is an increase of £35k since December.

Payroll recently implemented guidelines issued by ACAS which increases the amount of holiday pay bank staff are entitled to receive, and this also significantly includes permanent staff who work bank hours at other establishments.

At the same time the service is currently experiencing a high level of sickness at MASCOT/Supported Living, Glebelands and the JMC and as such salary forecast increased. While sickness across Provider Services has decreased in the past year there has been a spike in these services.

There have been errors in forecasting staff usage in 24/7 services leading to variations moving significantly from month to month. This will be addressed by managers and support staff meeting the week prior to budget monitoring to review staff usage and forecast more accurately. The role of business support provided to managers is currently under review. Senior staff will be given further budget control training and will meet the Head of Service monthly to report on staffing activity and rota planning. All rotas are currently being reviewed. Recent staff recruitment in Supported Living will reduce the usage of bank staff when they take up their posts.

## **C&H-Other Services**

### **Libraries-£46k Adverse Variance**

The library service is currently forecasting an adverse variance of £46k which is an increase of £9k since December. The change since last time is mainly due to an increase in telephone charges which warrants a further investigation. The service also revised its forecast for income from fees and staff costs.

The main cost pressures resulting in the variance are within the budget pressures on its utilities and security costs.

## **Merton Adult Learning**

Merton Adult Learning continues to report a break-even position and its funding relies solely on external grants. A new 3-year strategy for the service has been agreed by Cabinet and outlines investment plans in priority areas subject to ongoing funding from the GLA and ESFA. A recent Ofsted inspection noted the strong performance of the service and the improvements made to the offer for residents since the move to the new commissioning model in 2016.

## **Housing - £18k – Adverse Variance**

The Housing service is currently forecasting an adverse variance of £18k as at January 2020 which is a reduction of £48k since December. Throughout the financial year 2019-20 this service has experienced a fluctuation of its forecasts due to the nature of the business.

This is due to a combination of items, such as a reduction in salary forecast, an increase in forecasted Housing Benefit contributions and conversely the increases in subsidy costs, a reduction in rent incentive and rent sanctuary costs.

To ensure that housing standards in the private rental sector are maintained and where necessary and appropriate a robust enforcement approach is taken therefore the budget will need to reflect the need to recruit and retain additional and qualified enforcement staff. However, across London it is acknowledged that there is a shortage of qualified environmental health housing enforcement officers thus this brings challenges to the recruitment and retention of staff.

The temporary accommodation budget continues to fluctuate to reflect numbers of households being admitted into temporary accommodation, numbers of households leaving temporary accommodation and the income received from households living in temporary accommodation via Housing Benefit.

Housing benefit Income and subsidy costs are affected by the fluctuation in the number of households accessing the service in accordance with the provisions of the Housing Act. There was an increase of 9 cases since October.

Since the introduction of the Homelessness Reduction Act 2017 (HRA), the service is required by statute to deliver homelessness prevention activities (now referred to as 'Prevention & Relief Duties'). Accordingly, the prevention of homelessness remains a central plank to the work of the team and contributes to the wider council prevention agenda, which is seeking to ensure that households are able to continue to occupy their homes and avoid the trauma that a homelessness episode brings. It is also the case that the service is required to deliver outcomes to the rough sleeper population in line with MHCLG and the GLA requirements.

The service continues to provide outcomes to the most vulnerable members of our community who are rough sleeping. Recently the hub provided 18 bed spaces for those most entrenched rough sleepers. Any resident residing in the hub have had their housing and support needs assessed and appropriate pathways drawn up to minimise the risk of their returning to rough sleeping.

Other initiatives that are being developed following successful applications to MHCLG for grant funding. These include: -

**Rough Sleeping Initiative, Rapid Rehousing Pathway, Controlling Migration Fund, And Outreach Rapid Response Team. These projects are all in progress and will contribute to the reduction of vulnerable rough sleepers sleeping**

## **Prevention Activities undertaken as part of the New Burdens for Housing**

Activities undertaken to prevent homelessness: -

- Rent rescue
- Rent Deposits
- Landlord liaison and negotiation with
- Referrals to landlords, hostels and supported housing providers

- Legal advice on security of tenure, i.e. non-compliant s21 Housing Act 1988 notices
- Advice on prevention from eviction and landlord harassment
- Advice on income maximisation and welfare benefits

The table below shows the number of homelessness prevented to January 2020

| Period            | Homelessness Prevention Targets 2019-20 |
|-------------------|---|
| Full Year Target  | 450                                     |
| <b>Target YTD</b> | <b>375</b>                              |
| Achieved-Apr'19   | 57                                      |
| Achieved-May'19   | 86                                      |
| Achieved-June'19  | 118                                     |
| Achieved-July'19  | 152                                     |
| Achieved-Aug'19   | 193                                     |
| Achieved-Sept'19  | 233                                     |
| Achieved-Oct'19   | 273                                     |
| Achieved-Nov'19   | 309                                     |
| Achieved-Dec'19   | 371                                     |
| Achieved-Jan'20   | 388                                     |

The homelessness prevention service provided by the Housing Team continues to exceed its targets.

The table below shows the analysis of housing expenditure to January 2020.

| Housing  | Budget 2019/20<br>£000 | Forecast (Jan'20)<br>£'000 | Forecast Variances (Jan'20)<br>£'000 | Forecast Variances (Dec'19)<br>£000 | Outturn Variances (March'19)<br>£000 |
|--|------------------------|----------------------------|--------------------------------------|-------------------------------------|--------------------------------------|
| Temporary Accommodation-Expenditure            | 2,368                  | 2,961                      | 593                                  | 593                                 | 562                                  |
| Temporary Accommodation-Client Contribution    | (140)                  | (457)                      | (317)                                | (355)                               | (518)                                |
| Temporary Accommodation-Housing Benefit Income | (2,005)                | (2,540)                    | (535)                                | (440)                               | (26)                                 |
| Temporary Accommodation-Subsidy Shortfall      | 322                    | 1,110                      | 788                                  | 750                                 | 455                                  |
| Temporary Accommodation-Grant                  | 0                      | (450)                      | (450)                                | (450)                               | (531)                                |
| <b>Subtotal Temporary Accommodation</b>        | <b>544</b>             | <b>624</b>                 | <b>80</b>                            | <b>98</b>                           | <b>(58)</b>                          |
| Housing Other Budgets-Over/(favourable)adverse | 1,382                  | 1,320                      | (62)                                 | (32)                                | (15)                                 |
| <b>Total Controllable</b>                      | <b>1,926</b>           | <b>1,944</b>               | <b>18</b>                            | <b>66</b>                           | <b>(73)</b>                          |

#### Temporary Accommodation (TA) movement to January 2020

The data below shows the total number of households in (i.e. families and single occupants) temporary accommodation as at January 2020.

| Temporary Accommodation | Numbers IN | Numbers OUT | Total for the Month | 2018/19 |
|-------------------------|------------|-------------|---------------------|---------|
| Mar'17                  | -          | -           | 186                 |         |
| Mar'18                  | 16         | 16          | 165                 |         |
| Mar'19                  | 15         | 11          | 174                 |         |
| April'19                | 15         | 11          | 178                 | 170     |
| May'19                  | 15         | 16          | 177                 | 175     |
| June'19                 | 11         | 18          | 170                 | 172     |
| July'19                 | 16         | 20          | 166                 | 175     |
| Aug'19                  | 16         | 14          | 168                 | 176     |
| Sept'19                 | 14         | 13          | 169                 | 174     |
| Oct'19                  | 17         | 12          | 174                 | 168     |
| Nov'19                  | 19         | 15          | 178                 | 169     |
| Dec'19                  | 17         | 12          | 183                 | 167     |
| Jan'20                  | 11         | 8           | 186                 | 171     |

The data above shows the total number of households in (i.e. families and single occupants) temporary accommodation as at January 2020.

in comparison to 2018-19.

### **Public Health –Breakeven Position**

Public Health is forecasting a breakeven position as at January 2019. This service is funded by £10.1m Public Health Grant.

The service has also secured LGA funding to fund a Behavioural Insights project. The objective is to design, implement and evaluate behavioural insights trial which aims to change behaviours to only improvement the environment but health.

The largest spending areas for Public Health are the commissioning of statutory services such sexual health, 0-19 healthy child (health visiting and school nursing) and substance misuse. However Public Health also has a range of other duties including strategy/system leadership for health (Health and Wellbeing Board, JSNA and Health and Wellbeing Strategy, independent Annual Public Health Report - all mandatory); commissioning support to the NHS (mandatory) and council; and health protection oversight (mandatory), including screening, infection control, emergency preparedness and immunisations.

Projects linked to the preventative agenda include a whole systems approach to diabetes, child healthy weight and workplace health:

Following a 'Diabetes Truth' programme, a whole systems Diabetes Action Plan has been developed with three evidence-based themes (clinical oversight and service improvement, holistic individual care and healthy place) and has actions for partners across Merton.

Implementation of a refreshed Child Healthy Weight Action Plan (CHWAP) 2019/22, will continue to be a priority and has 3 key themes: making childhood Obesity everybody's business, supporting children young people and their families, and healthy place, which includes healthy food and the physical environment.

Working with partners to scale up healthy workplaces across Merton, with a focus on mental health and active travel, focused for the latter on the co-benefits with climate change, is a priority including building a network with other organisations. Within LBM, applying for the London Healthy Workplace Award, working through the Workforce Strategy Board, to be linked to the review of the council vehicle fleet, new arrangements for staff travel, and **#MertonCan** physical activity campaign.

### **Corporate Items**

Appendix 2. Based on expenditure and income as at 31 January 2020 there is favourable variance of £1.885m forecast on corporate items as summarised in the following table:-

| Corporate Items                            | Current Budget 2019/20<br>£000s | Full Year Forecast (Jan.)<br>£000s | Forecast Variance at year end (Jan.)<br>£000s | Forecast Variance at year end (Dec.)<br>£000s | Outturn Variance 2018/19<br>£000s |
|--|---------------------------------|------------------------------------|---|---|-----------------------------------|
| <b>Impact of Capital on revenue budget</b> | <b>11,364</b>                   | <b>11,215</b>                      | <b>(149)</b>                                  | <b>(149)</b>                                  | <b>403</b>                        |
| <b>Investment Income</b>                   | <b>(664)</b>                    | <b>(1,206)</b>                     | <b>(542)</b>                                  | <b>(542)</b>                                  | <b>(364)</b>                      |
| <b>Pension Fund</b>                        | 3,279                           | 3,179                              | (100)   | (100)   | (254)                             |
| <b>Pay and Price Inflation</b>             | 100                             | (0)                                | (100)   | 0   | (1,122)                           |
| <b>Contingencies and provisions</b>        | 2,260                           | 1,482                              | (777)   | (577)   | (3,366)                           |
| <b>Income Items</b>                        | <b>(1,503)</b>                  | <b>(1,720)</b>                     | <b>(217)</b>                                  | <b>(212)</b>                                  | <b>(956)</b>                      |
| <b>Appropriations/Transfers</b>            | <b>(1,718)</b>                  | <b>(1,718)</b>                     | 0   | 0   | (6)                               |
| <b>Central Items</b>                       | <b>1,754</b>                    | <b>18</b>                          | <b>(1,736)</b>                                | <b>(1,432)</b>                                | <b>(6,068)</b>                    |
| <b>Levies</b>                              | 949                             | 949                                | 0   | 0   | 0                                 |
| <b>Depreciation and Impairment</b>         | <b>(22,903)</b>                 | <b>(22,903)</b>                    | 0   | 0   | 4                                 |
| <b>TOTAL CORPORATE PROVISIONS</b>          | <b>(8,836)</b>                  | <b>(10,721)</b>                    | <b>(1,885)</b>                                | <b>(1,581)</b>                                | <b>(5,661)</b>                    |

There has been an increase of c. £0.300m since December 2019 in the forecast level of favourable variance in corporate items mainly because :-

- The balance of £0.100m on the provision for excess inflation will not be required at this late stage of the financial year
- £0.200m in the budgets for contingencies and provisions will not be required

In addition, the figures in the table above have been adjusted to reflect the transfer of the following amount, where budget is planned to be available, to the Spending Review Reserve

|                       |      |
|-----------------------|------|
|                       | £000 |
| Corporate Contingency | 200  |
| Total                 | 200  |

The addition of this amount will increase the balance on the Spending Review Reserve to £7.195m.

In addition, the amount of Government Grant for Brexit related costs will result in a favourable variance of £0.105m

## 4 Capital Programme 2019-23

4.1 The Table below shows the movement in the 2019/23 corporate capital programme since the last meeting of Cabinet:

| Depts        | Current Budget 19/20 | Variance  | Revised Budget 19/20 | Current Budget 20/21 | Variance | Revised Budget 20/21 | Revised Budget 21/22 | Variance | Revised Budget 21/22 | Revised Budget 22/23 | Variance | Revised Budget 22/23 |
|--------------|----------------------|-----------|----------------------|----------------------|----------|----------------------|----------------------|----------|----------------------|----------------------|----------|----------------------|
| CS           | 7,150                | 0         | 7,150                | 28,923               |          | 28,923               | 4,245                | 0        | 4,245                | 16,075               |          | 16,075               |
| C&H          | 1,057                | 0         | 1,057                | 2,004                |          | 2,004                | 913                  | 0        | 913                  | 882                  |          | 882                  |
| CSF          | 9,063                | 0         | 9,063                | 5,966                |          | 5,966                | 3,150                | 0        | 3,150                | 1,900                |          | 1,900                |
| E&R          | 9,606                | 70        | 9,676                | 12,847               |          | 12,847               | 7,504                | 0        | 7,504                | 4,826                |          | 4,826                |
| <b>TOTAL</b> | <b>26,876</b>        | <b>70</b> | <b>26,946</b>        | <b>49,739</b>        | <b>0</b> | <b>49,739</b>        | <b>15,812</b>        | <b>0</b> | <b>15,812</b>        | <b>23,683</b>        | <b>0</b> | <b>23,683</b>        |

4.2 The table below summarises the position in respect of the 2018/19 Capital Programme as at January 2020. The detail is shown in Appendix 5a.

|                              | Actuals           | Budgeted Spend to Date | Variance to Date   | Final Budget      | Final Forecast 2019/20 | Full Year Variance |
|------------------------------|-------------------|------------------------|--------------------|-------------------|------------------------|--------------------|
| Corporate Services           | 4,061,583         | 5,063,255              | (1,001,672)        | 7,149,230         | 6,945,406              | (203,824)          |
| Community and Housing        | 689,736           | 742,700                | (52,964)           | 1,057,490         | 957,490                | (100,000)          |
| Children Schools & Families  | 7,222,893         | 7,070,493              | 152,400            | 9,062,400         | 8,984,054              | (78,346)           |
| Environment and Regeneration | 6,127,602         | 7,439,443              | (1,311,841)        | 9,691,360         | 9,620,930              | (70,430)           |
| <b>Total</b>                 | <b>18,101,814</b> | <b>20,315,891</b>      | <b>(2,214,076)</b> | <b>26,960,480</b> | <b>26,507,880</b>      | <b>(452,600)</b>   |

- a) Corporate Services – All budget managers are projecting a full spend against budget, apart from Customer Contact which is currently showing in year slippage of £200k and Westminster Coroners Court which is showing in year slippage of £5k. In addition, the scheme for the Financial Management System is showing a small adverse variance. No budget adjustments are being made this month.
- b) Community and Housing – All budget managers are projecting a full year spend apart from disabled facilities grants which is showing in year slippage of £100k. No budget adjustments are being made this month
- c) Children, Schools and Families – Officers are currently projecting in year slippage of £78k over various sites (£39k Primary, £30k Secondary and £9k Special). No budget adjustments are being made this month
- d) Environment and Regeneration – Officers are projecting full spend on all budgets apart from £70k of favourable variances on Alleygating (£20k), Borough Regeneration (£34K) and Fleet Vehicles (16k) . An additional £15k is being added to Borough Regeneration for Shopfronts this is being funded from Section 106 and is detailed in appendices 5b and 5c.

4.3 The table below summarises the movement in the Capital Programme for 2019/20 since its approval in March 2019 (£000s):

| Depts.                       | Original Budget 19/20 | Net Slippage 2018/19 | Adjustments  | New External Funding | New Internal Funding | Re-profiling    | Revised Budget 19/20 |
|------------------------------|-----------------------|----------------------|--------------|----------------------|----------------------|-----------------|----------------------|
| Corporate Services           | 28,857                | 1,686                |              |                      | 60                   | (23,453)        | 7,150                |
| Community & Housing          | 971                   | 225                  |              |                      |                      | (139)           | 1,057                |
| Children Schools & Families  | 10,203                | 566                  |              | 594                  | 50                   | (2,350)         | 9,063                |
| Environment and Regeneration | 13,498                | 404                  | (232)        | 535                  | 519                  | (5,034)         | 9,691                |
| <b>Total</b>                 | <b>53,529</b>         | <b>2,881</b>         | <b>(232)</b> | <b>1,129</b>         | <b>629</b>           | <b>(30,976)</b> | <b>26,961</b>        |

4.4 The table below compares capital expenditure (£000s) to January 2020 to that in previous financial years’:

| Depts.               | Spend To January 2017 | Spend To January 2018 | Spend to January 2019 | Spend to January 2020 | Variance 2017 to 2020 | Variance 2018 to 2020 | Variance 2019 to 2020 |
|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| CS                   | 547                   | 6,289                 | 4,308                 | 4,062                 | 3,514                 | (2,227)               | (246)                 |
| C&H                  | 1,606                 | 776                   | 707                   | 690                   | (916)                 | (86)                  | (17)                  |
| CSF                  | 10,623                | 4,379                 | 5,272                 | 7,223                 | (3,400)               | 2,844                 | 1,951                 |
| E&R                  | 9,128                 | 10,743                | 11,858                | 6,128                 | (3,000)               | (4,615)               | (5,730)               |
| <b>Total Capital</b> | <b>21,904</b>         | <b>22,187</b>         | <b>22,145</b>         | <b>18,102</b>         | <b>(3,802)</b>        | <b>(4,085)</b>        | <b>(4,043)</b>        |

|  |        |        |        |        |
|--|--------|--------|--------|--------|
| Outturn £000s                                    | 30,626 | 32,230 | 31,424 |        |
| Budget £000s                                     |        |        |        | 26,961 |
| Projected Spend January 2020 £000s               |        |        |        | 26,508 |
| Percentage Spend to Budget                       |        |        |        | 67.14% |
| % Spend to Outturn/Projection                    | 71.52% | 68.84% | 70.47% | 68.29% |
| Monthly Spend to Achieve Projected Outturn £000s |        |        |        | 3,203  |

4.5 January is 10 months into the financial year and departments have spent just over 60% of the budget. Spend to date is lower than all three of the three previous financial years shown.

| Department           | Spend To December 2019 £000s | Spend To January 2020 £000s | Increase £000s |
|----------------------|------------------------------|-----------------------------|----------------|
| CS                   | 1,982                        | 4,062                       | 2,079          |
| C&H                  | 645                          | 690                         | 44             |
| CSF                  | 6,843                        | 7,223                       | 380            |
| E&R                  | 5,856                        | 6,128                       | 271            |
| <b>Total Capital</b> | <b>15,327</b>                | <b>18,102</b>               | <b>2,775</b>   |

4.6 Spend during January 2020 was £2,775k (but this includes spend of £1,900k on the Housing Company leaving £875k spent on the Capital Programme), allowing for year-end accruals average monthly spend of £3.2k is required to achieve the projected outturn. An allowance for further slippage against this figure has been made in the Medium Term Financial Strategy as finance officers are projecting an outturn position of just over £25.2 million.



## DELIVERY OF SAVINGS FOR 2019/20

| Department                    | Target Savings 2019/20 | Projected Savings 2019/20 | Period 10 Forecast Shortfall | Period Forecast Shortfall (P10) | Period 9 Forecast Shortfall | 2020/21 Expected Shortfall |
|-------------------------------|------------------------|---------------------------|------------------------------|---------------------------------|-----------------------------|----------------------------|
|                               | £000                   | £000                      | £000                         | %                               | £000                        | £000                       |
| Corporate Services            | 1,484                  | 1,389                     | 95                           | 6.4%                            | 96                          | 35                         |
| Children Schools and Families | 572                    | 572                       | 0                            | 0.0%                            | 0                           | 0                          |
| Community and Housing         | 1,534                  | 1,416                     | 118                          | 7.7%                            | 118                         | 0                          |
| Environment and Regeneration  | 3,370                  | 2,097                     | 1,273                        | 37.8%                           | 1,273                       | 100                        |
| <b>Total</b>                  | <b>6,960</b>           | <b>5,474</b>              | <b>1,486</b>                 | <b>21.4%</b>                    | <b>1,487</b>                | <b>135</b>                 |

Appendix 6 details the progress on savings for 2019/20 by department.

### Progress on savings 2018/19

| Department                    | Target Savings 2018/19 | 2018/19 Shortfall | 2019/20 Projected shortfall | 2020/21 Projected shortfall |
|-------------------------------|------------------------|-------------------|-----------------------------|-----------------------------|
|                               | £000                   | £000              | £000                        | £000                        |
| Corporate Services            | 2,024                  | 505               | 395                         | 120                         |
| Children Schools and Families | 489                    | 0                 | 0                           | 0                           |
| Community and Housing         | 2,198                  | 442               | 0                           | 0                           |
| Environment and Regeneration  | 926                    | 523               | 172                         | 97                          |
| <b>Total</b>                  | <b>5,637</b>           | <b>1,470</b>      | <b>567</b>                  | <b>217</b>                  |

Appendix 7 details the progress on unachieved savings from 2018/19 by department and the impact on the current year and next year.

### Progress on savings 2017/18

| Department                    | Target Savings 2017/18 | 2017/18 Shortfall | 2018/19 shortfall | 2019/20 Projected shortfall |
|-------------------------------|------------------------|-------------------|-------------------|-----------------------------|
|                               | £000                   | £000              | £000              | £000                        |
| Corporate Services            | 2,316                  | 196               | 0                 | 0                           |
| Children Schools and Families | 2,191                  | 7                 | 0                 | 0                           |
| Community and Housing         | 2,673                  | 0                 | 0                 | 0                           |
| Environment and Regeneration  | 3,134                  | 2,188             | 694               | 1,183                       |
| <b>Total</b>                  | <b>10,314</b>          | <b>2,391</b>      | <b>694</b>        | <b>1,183</b>                |

Appendix 8 details the progress on unachieved savings from 2017/18 by department and the impact on the current year and next year.

## 6. CONSULTATION UNDERTAKEN OR PROPOSED

6.1 All relevant bodies have been consulted.

## 7. TIMETABLE

7.1 In accordance with current financial reporting timetables.

## 8. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

8.1 All relevant implications have been addressed in the report.

## **9. LEGAL AND STATUTORY IMPLICATIONS**

9.1 All relevant implications have been addressed in the report.

## **10. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

10.1 Not applicable

## **11. CRIME AND DISORDER IMPLICATIONS**

11.1 Not applicable

## **12. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

12.1 The emphasis placed on the delivery of revenue savings within the financial monitoring report will be enhanced during 2019/20; the risk of part non-delivery of savings is already contained on the key strategic risk register and will be kept under review.

## **13. APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT**

|               |                                      |
|---------------|--------------------------------------|
| Appendix 1-   | Detailed position table              |
| Appendix 2 –  | Detailed Corporate Items table       |
| Appendix 3 –  | Pay and Price Inflation              |
| Appendix 4 –  | Treasury Management: Outlook         |
| Appendix 5a - | Current Capital Programme 2019/20    |
| Appendix 5b - | Detail of Virements                  |
| Appendix 5c - | Summary of Capital Programme Funding |
| Appendix 6 –  | Progress on savings 2019/20          |
| Appendix 7 –  | Progress on savings 2018/19          |
| Appendix 8 -  | Progress on savings 2017/18          |

## **14. BACKGROUND PAPERS**

14.1 Budgetary Control files held in the Corporate Services department.

## **15. REPORT AUTHOR**

- Name: Roger Kershaw
- Tel: 020 8545 3458
- Email: [roger.kershaw@merton.gov.uk](mailto:roger.kershaw@merton.gov.uk)

Summary Position as at 31<sup>st</sup> January 2020

|   | Original Budget<br>2019/20 | Current Budget<br>2019/20 | Year to Date<br>Budget<br>(Jan) | Year to Date<br>Actual<br>(Jan) | Full Year<br>Forecast<br>(Jan) | Forecast<br>Variance<br>at year<br>end (Jan) | Forecast<br>Variance<br>at year<br>end (Dec) | Outturn<br>variance<br>2018/19 |
|---|----------------------------|---------------------------|---------------------------------|---------------------------------|--------------------------------|--|--|--------------------------------|
|   | £000s                      | £000s                     | £000s                           | £000s                           | £000s                          | £000s  | £000s  | £000                           |
| <b>Department</b>                                   | -                          | -                         | -                               | -                               | -                              | -  | -  | -                              |
| 3A. Corporate Services                              | 10,930                     | 11,597                    | 20,745                          | 20,546                          | 11,134                         | (462)  | (409)  | (2,511)                        |
| 3B. Children, Schools and Families                  | 60,819                     | 61,319                    | 38,833                          | 41,854                          | 62,009                         | 690  | 1,044  | 2,271                          |
| <b>3C. Community and Housing</b>                    | -                          | -                         | -                               | -                               | -                              | -  | -  | -                              |
| Adult Social Care                                   | 58,657                     | 58,650                    | 46,051                          | 49,412                          | 57,668                         | (982)  | (880)  | (169)                          |
| Libraries & Adult Education                         | 2,878                      | 2,878                     | 2,428                           | 3,194                           | 2,924                          | 46   | 37   | 45                             |
| Housing General Fund                                | 2,219                      | 2,241                     | 1,113                           | 902                             | 2,259                          | 18   | 66   | (73)                           |
| 3D. Public Health                                   | 0                          | 0                         | (1,708)                         | (2,707)                         | 0                              | 0  | 0  | 0                              |
| 3E. Environment & Regeneration                      | 15,832                     | 15,419                    | 3,110                           | (8,117)                         | 15,485                         | 66   | 12   | (1,526)                        |
| Overheads   | 0                          | 0                         | 0                               | 0                               | 0                              | 0  | 0  | (33)                           |
| <b>NET SERVICE EXPENDITURE</b>                      | <b>151,335</b>             | <b>152,103</b>            | <b>110,572</b>                  | <b>105,083</b>                  | <b>151,481</b>                 | <b>-623</b>                                  | <b>-129</b>                                  | <b>(1,996)</b>                 |
| <b>3E. Corporate Items</b>                          | -                          | -                         | -                               | -                               | -                              | -  | -  | -                              |
| Impact of Capital on revenue budget                 | 10,481                     | 11,364                    | 5,263                           | 5,275                           | 11,215                         | (149)  | (149)  | 403                            |
| Other Central items                                 | (19,501)                   | (21,150)                  | 627                             | 4,201                           | (22,886)                       | (1,736)                                      | (1,432)                                      | (6,064)                        |
| Levies  | 949                        | 949                       | 433                             | 433                             | 949                            | 0  | 0  | 0                              |
| <b>TOTAL CORPORATE PROVISIONS</b>                   | <b>(8,071)</b>             | <b>(8,837)</b>            | <b>6,323</b>                    | <b>9,909</b>                    | <b>(10,722)</b>                | <b>(1,885)</b>                               | <b>(1,581)</b>                               | <b>(5,661)</b>                 |
| <b>TOTAL GENERAL FUND</b>                           | <b>143,264</b>             | <b>143,266</b>            | <b>116,895</b>                  | <b>114,992</b>                  | <b>140,759</b>                 | <b>(2,508)</b>                               | <b>(1,710)</b>                               | <b>(7,657)</b>                 |
| <b>Funding</b>                                      | -                          | -                         | -                               | -                               | -                              | -  | -  | -                              |
| - Business Rates                                    | -44,026                    | -44,026                   | 0                               | 0                               | -44,026                        | 0  | 0  | 0                              |
| - RSG   | 0                          | 0                         | 0                               | 0                               | 0                              | 0  | 0  | 0                              |
| - Section 31 Grant                                  | 0                          | 0                         | -3,421                          | -3,421                          | 0                              | 0  | 0  | 0                              |
| - New Homes Bonus                                   | -2,108                     | -2,108                    | -2,108                          | -2,108                          | -2,108                         | 0  | 0  | 0                              |
| - PFI Grant   | -4,797                     | -4,797                    | -3,598                          | -3,598                          | -4,797                         | 0  | 0  | 0                              |
| - Brexit Grant                                      | -210                       | -210                      | -210                            | -210                            | -315                           | (105)  | 0  | 0                              |
| - Adult Social Care Grant                           | -1,054                     | -1,054                    | -5,117                          | -5,117                          | -1,054                         | 0  | 0  | 0                              |
| <b>Grants</b>                                       | <b>(52,195)</b>            | <b>(52,195)</b>           | <b>(14,454)</b>                 | <b>(14,454)</b>                 | <b>(52,300)</b>                | <b>-105</b>                                  | <b>0</b>                                     | <b>-</b>                       |
| Collection Fund - Council Tax Surplus(-)/Deficit    | (1,949)                    | (1,949)                   | 0                               | 0                               | (1,949)                        | 0  | 0  | 0                              |
| Collection Fund - Business Rates Surplus(-)/Deficit | 3,250                      | 3,250                     | 0                               | 0                               | 3,250                          | 0  | 0  | 0                              |
| <b>Council Tax</b>                                  | -                          | -                         | -                               | -                               | -                              | -  | -  | -                              |
| - General   | (92,028)                   | (92,028)                  | 0                               | 0                               | (92,028)                       | 0  | 0  | 0                              |
| - WPC   | (343)                      | (343)                     | 0                               | 0                               | (343)                          | 0  | 0  | 0                              |
| <b>Council Tax and Collection Fund</b>              | <b>(91,070)</b>            | <b>(91,070)</b>           | <b>0</b>                        | <b>0</b>                        | <b>(91,070)</b>                | <b>0</b>                                     | <b>0</b>                                     | <b>-</b>                       |
| <b>FUNDING</b>                                      | <b>(143,265)</b>           | <b>(143,265)</b>          | <b>(14,454)</b>                 | <b>(14,454)</b>                 | <b>(143,370)</b>               | <b>-105</b>                                  | <b>0</b>                                     | <b>-</b>                       |
| <b>NET</b>  | <b>(1)</b>                 | <b>2</b>                  | <b>102,441</b>                  | <b>100,538</b>                  | <b>(2,611)</b>                 | <b>(2,613)</b>                               | <b>(1,710)</b>                               | <b>(7,657)</b>                 |

| 3E. Corporate Items                            | Council<br>2019/20<br>£000s | Original<br>Budget<br>2019/20<br>£000s | Current<br>Budget<br>2019/20<br>£000s | Year<br>to<br>Date<br>Budget<br>(Jan.)<br>£000s | Year to<br>Date<br>Actual<br>(Jan.)<br>£000s | Full<br>Year<br>Forecast<br>(Jan.)<br>£000s | Forecast<br>Variance<br>at year<br>end<br>(Jan.)<br>£000s | Forecast<br>Variance<br>at year<br>end<br>(Dec.)<br>£000s | Outturn<br>Variance<br>2018/19<br>£000s |
|--|-----------------------------|--|---------------------------------------|---|--|---|---|---|---|
| Cost of Borrowing                              | 10,481                      | 10,481                                 | 11,364                                | 5,263   | 5,275  | 11,215                                      | (149)   | (149)   | 403                                     |
| <b>Impact of Capital on<br/>revenue budget</b> | <b>10,481</b>               | <b>10,481</b>                          | <b>11,364</b>                         | <b>5,263</b>                                    | <b>5,275</b>                                 | <b>11,215</b>                               | <b>(149)</b>  | <b>(149)</b>  | <b>403</b>                              |
| <b>Investment Income</b>                       | <b>(664)</b>                | <b>(664)</b>                           | <b>(664)</b>                          | <b>(553)</b>                                    | <b>(849)</b>                                 | <b>(1,206)</b>                              | <b>(542)</b>  | <b>(542)</b>  | <b>(364)</b>                            |
| <b>Pension Fund</b>                            | <b>3,429</b>                | <b>3,429</b>                           | <b>3,279</b>                          | <b>3,552</b>                                    | <b>3,552</b>                                 | <b>3,179</b>                                | <b>(100)</b>  | <b>(100)</b>  | <b>(254)</b>                            |
| Corporate Provision for Pay<br>Award           | 877                         | 877                                    | (0)                                   |   | 0  | (0)   | 0   | 0   | (744)                                   |
| Provision for excess<br>inflation              | 450                         | 450                                    | 100                                   |   | 0  | 0   | (100)   | 0   | (378)                                   |
| <b>Pay and Price Inflation</b>                 | <b>1,327</b>                | <b>1,327</b>                           | <b>100</b>                            | <b>0</b>  | <b>0</b>                                     | <b>(0)</b>                                  | <b>(100)</b>  | <b>0</b>  | <b>(1,122)</b>                          |
| Contingency                                    | 1,500                       | 1,500                                  | 500                                   |   | 0  | 250   | (250)   | (250)   | (1,398)                                 |
| Single Status/Equal Pay                        | 100                         | 100                                    | 0                                     |   | 0  | 0   | 0   | 0   | (84)                                    |
| Bad Debt Provision                             | 500                         | 500                                    | 500                                   |   | 0  | 500   | 0   | 0   | (33)                                    |
| Loss of income arising from<br>P3/P4           | 200                         | 200                                    | 100                                   |   | 0  | 0   | (100)   | (100)   | (200)                                   |
| Loss of HB Admin grant                         | 83                          | 83                                     | 34                                    |   | 0  | 0   | (34)  | (34)  | (83)                                    |
| Apprenticeship Levy                            | 450                         | 450                                    | 250                                   | 167   | 174  | 250   | 0   | 0   | (217)                                   |
| Revenuisation and<br>miscellaneous             | 2,070                       | 2,070                                  | 875                                   |   | 277  | 482   | (393)   | (193)   | (1,351)                                 |
| <b>Contingencies and<br/>provisions</b>        | <b>4,904</b>                | <b>4,904</b>                           | <b>2,260</b>                          | <b>167</b>                                      | <b>451</b>                                   | <b>1,482</b>                                | <b>(777)</b>  | <b>(577)</b>  | <b>(3,366)</b>                          |
| Other income                                   | 0                           | 0                                      | 0                                     | 0   | (217)  | (217)                                       | (217)   | (212)   | (953)                                   |
| CHAS IP/Dividend                               | (1,407)                     | (1,407)                                | (1,503)                               | (821)   | (1,080)                                      | (1,503)                                     | 0   | 0   | (3)                                     |
| <b>Income items</b>                            | <b>(1,407)</b>              | <b>(1,407)</b>                         | <b>(1,503)</b>                        | <b>(821)</b>                                    | <b>(1,297)</b>                               | <b>(1,720)</b>                              | <b>(217)</b>  | <b>(212)</b>  | <b>(956)</b>                            |
| Appropriations: CS<br>Reserves                 | (711)                       | (711)                                  | (1,179)                               | (1,179)   | (522)  | (1,179)                                     | 0   | 0   | 0                                       |
| Appropriations: E&R<br>Reserves                | (146)                       | (146)                                  | (494)                                 | (494)   | (137)  | (494)                                       | 0   | 0   | 0                                       |
| Appropriations: CSF<br>Reserves                | 9                           | 9                                      | (752)                                 | (752)   | (1,142)                                      | (752)                                       | 0   | 0   | 0                                       |
| Appropriations: C&H<br>Reserves                | (104)                       | (104)                                  | (104)                                 | (104)   | 0  | (104)                                       | 0   | 0   | 0                                       |
| Appropriations: Public<br>Health Reserves      | (1,200)                     | (1,200)                                | (1,200)                               | (1,200)   | 0  | (1,200)                                     | 0   | 0   | 0                                       |
| Appropriations: Corporate<br>Reserves          | (2,034)                     | (2,034)                                | 2,011                                 | 2,011   | 4,145  | 2,011                                       | 0   | 0   | (6)                                     |
| <b>Appropriations/Transfers</b>                | <b>(4,186)</b>              | <b>(4,186)</b>                         | <b>(1,718)</b>                        | <b>(1,718)</b>                                  | <b>2,344</b>                                 | <b>(1,718)</b>                              | <b>0</b>  | <b>0</b>  | <b>(6)</b>                              |
| <b>Depreciation and<br/>Impairment</b>         | <b>(22,903)</b>             | <b>(22,903)</b>                        | <b>(22,903)</b>                       | <b>0</b>  | <b>0</b>                                     | <b>(22,903)</b>                             | <b>0</b>  | <b>0</b>  | <b>4</b>                                |
| <b>Central Items</b>                           | <b>(9,019)</b>              | <b>(9,019)</b>                         | <b>(9,785)</b>                        | <b>5,889</b>                                    | <b>9,475</b>                                 | <b>(11,670)</b>                             | <b>(1,885)</b>  | <b>(1,581)</b>  | <b>(5,661)</b>                          |
| <b>Levies</b>                                  | <b>949</b>                  | <b>949</b>                             | <b>949</b>                            | <b>433</b>                                      | <b>433</b>                                   | <b>949</b>                                  | <b>0</b>  | <b>0</b>  | <b>0</b>                                |
| <b>TOTAL CORPORATE<br/>PROVISIONS</b>          | <b>(8,070)</b>              | <b>(8,070)</b>                         | <b>(8,836)</b>                        | <b>6,322</b>                                    | <b>9,908</b>                                 | <b>(10,721)</b>                             | <b>(1,885)</b>  | <b>(1,581)</b>  | <b>(5,661)</b>                          |

Pay and Price Inflation as at January 2020

In 2019/20, the budget includes 2.8% for increases in pay and 1.5% for increases in general prices, with an additional amount, currently £0.450m, which is held to assist services that may experience price increases greatly in excess of the inflation allowance provided when setting the budget. With CPI inflation currently at 1.5% and RPI at 2.2% this budget will only be released when it is certain that it will not be required.

Pay:

The local government pay award for 2019/20 was agreed in April 2018 covering 2018/19 and 2019/20. For the lowest paid (those on spinal points 6-19) this agreed a pay rise of between 2.9% and 9.2%. Those on spinal points 20-52 received 2%.

Prices:

The Consumer Prices Index (CPI) 12-month rate was 1.8% in January 2020, increasing from 1.3% in December 2019. The Consumer Prices Index including owner occupiers' housing costs (CPIH) 12-month inflation rate was 1.8% in January 2020, increasing from 1.4% in December 2019. The largest upward contributions to the increase in January 2020 came from housing, water, electricity, gas and other fuels (+0.55 percentage points), which increased by 0.19 percentage points since December 2019. The main increases since January 2019 to 2020 were in gas and electricity prices; fuels and lubricants; clothing; and airfares. The RPI rate for January 2020 was 2.7%, which is up from 2.2% for December 2019.

Outlook for inflation:

The Bank of England's Monetary Policy Committee (MPC) sets monetary policy to meet the 2% inflation target and in a way that helps to sustain growth and employment. At its meeting ending on 29 January 2020, the MPC voted by a majority of 7-2 to maintain Bank Rate at 0.75%. The Committee voted unanimously to maintain the stock of sterling non-financial investment-grade corporate bond purchases, financed by the issuance of central bank reserves, at £10 billion. The Committee also voted unanimously to maintain the stock of UK government bond purchases, financed by the issuance of central bank reserves, at £435 billion.

In the minutes to its January 2020 meeting, the MPC note that "the updated projections for activity and inflation are set out in the January Monetary Policy Report. They are based on the assumption of an immediate but orderly move, at the beginning of next year, to a deep free trade agreement between the United Kingdom and the European Union. UK GDP growth is projected to pick up a little in early 2020. Further ahead, and conditioned on a market path for Bank Rate that falls slightly over the forecast period, the recovery in UK growth is supported by a pickup in global activity, a further decline in Brexit uncertainties and the Government's spending measures. Support from these factors is sufficient to boost demand growth above weakened potential supply growth. As a result, slack is eroded gradually over the first part of the forecast period and a margin of excess demand builds thereafter. CPI inflation is projected to remain below the MPC's 2% target throughout this year and much of 2021. Further out, and conditioned on market yields, strengthening domestic price pressures, alongside a waning drag from energy prices, mean that inflation reaches the 2% target by the end of next year and rises slightly above it by the end of the forecast period."

The next decision on the Bank Base Rate will be made on 25/26 March 2020.

The Government announced on 7 January 2020 that there will be a Budget on 11 March 2020.

The latest inflation and unemployment forecasts for the UK economy, based on a summary of independent forecasts are set out in the following table:-

| Source: HM Treasury - Forecasts for the UK Economy (February 2020) |          |           |           |
|--|----------|-----------|-----------|
|  |          |           |           |
| 2020 (Quarter 4)   | Lowest % | Highest % | Average % |
| CPI  | 1.3      | 2.5       | 1.7       |
| RPI  | 1.7      | 3.2       | 2.5       |
| LFS Unemployment Rate  | 3.4      | 4.4       | 4.0       |
| 2021 (Quarter 4)   | Lowest % | Highest % | Average % |
| CPI  | 1.3      | 3.0       | 1.9       |
| RPI  | 2.1      | 4.0       | 2.8       |
| LFS Unemployment Rate  | 3.1      | 4.6       | 4.0       |

Clearly where the level of inflation during the year exceeds the amount provided for in the budget, this will put pressure on services to stay within budget and will require effective monitoring and control.

Independent medium-term projections for the calendar years 2019 to 2023 are summarised in the following table:-

| Source: HM Treasury - Forecasts for the UK Economy (February 2020) |      |      |      |      |      |
|--|------|------|------|------|------|
|  | 2020 | 2021 | 2022 | 2023 | 2024 |
|  | %    | %    | %    | %    | %    |
| CPI  | 1.6  | 1.8  | 1.9  | 2.0  | 2.0  |
| RPI  | 2.3  | 2.6  | 3.0  | 3.0  | 3.0  |
| LFS Unemployment Rate  | 3.7  | 3.8  | 3.7  | 3.9  | 3.9  |

## Treasury Management: Outlook

The Government announced on 7 January 2020 that there will be a Budget on 11 March 2020. At its meeting ending on 29 January 2020, the MPC voted by a majority of 7-2 to maintain Bank Rate at 0.75%. The Committee voted unanimously to maintain the stock of sterling non-financial investment-grade corporate bond purchases, financed by the issuance of central bank reserves, at £10 billion. The Committee also voted unanimously to maintain the stock of UK government bond purchases, financed by the issuance of central bank reserves, at £435 billion.

The next decision on the Bank Base Rate will be made on 25/26 March 2020.

In the January 2020 Monetary Policy Report the MPC note that “UK GDP growth was modest in 2019 — and is estimated to have been around zero in Q4 — dampened by slower global growth and elevated Brexit-related uncertainties. In its annual reassessment of supply-side conditions, the MPC judged that potential supply growth has also slowed over the past year. On balance, there is judged to be a margin of spare capacity in the economy, which is exerting downward pressure on CPI inflation..”

The MPC’s projections are underpinned by four key judgements :-

### Key Judgement 1:

Global GDP growth is projected to rise towards potential rates.

Activity in advanced economies is buoyed by supportive financial conditions and monetary policy stimulus gaining traction. Policy stimulus could boost growth by more than expected. There is a risk, however, that the interest rate required to boost demand and return inflation sustainably to target rates has declined somewhat, given headwinds to growth from heightened global uncertainty, for example.

### Key Judgement 2:

Supply growth has been weak, partly owing to the impact of Brexit, and remains subdued over the forecast period.

### Key Judgement 3:

The assumed recovery in global growth and reduction in Brexit-related uncertainty boost UK spending, such that demand growth outstrips supply growth.

The strength of the pickup in GDP growth will depend importantly on how uncertainty evolves and on how households, businesses and financial markets respond.

### Key Judgement 4:

While CPI inflation remains below 2% in the first part of the forecast period, it returns to the target as the drag from energy prices wanes and domestic price pressures build.

Developments in CPI inflation will be sensitive to the degree of spare capacity in the economy, which the MPC judges to currently be modest.

**Capital Budget Monitoring- January 2020**

|  | Actuals           | Budgeted Spend to Date | Variance to Date   | Final Budget      | Final Year Forecast 2019/20 | Full Year Variance |
|--|-------------------|------------------------|--------------------|-------------------|-----------------------------|--------------------|
| <b>Capital</b>                           | <b>18,101,814</b> | <b>20,315,891</b>      | <b>(2,214,076)</b> | <b>26,960,480</b> | <b>26,507,880</b>           | <b>(452,600)</b>   |
| <b>Corporate Services</b>                | <b>4,061,583</b>  | <b>5,063,255</b>       | <b>(1,001,672)</b> | <b>7,149,230</b>  | <b>6,945,406</b>            | <b>(203,824)</b>   |
| <b>Customer, Policy and Improvmen</b>    | <b>270,568</b>    | <b>61,375</b>          | <b>209,193</b>     | <b>472,660</b>    | <b>272,520</b>              | <b>(200,140)</b>   |
| Customer Contact Programme               | 270,568           | 61,375                 | 209,193            | 472,660           | 272,520                     | (200,140)          |
| <b>Facilities Management Total</b>       | <b>653,780</b>    | <b>950,220</b>         | <b>(296,440)</b>   | <b>1,280,420</b>  | <b>1,280,420</b>            | <b>0</b>           |
| Works to other buildings                 | 312,475           | 582,560                | (270,085)          | 841,320           | 835,843                     | (5,477)            |
| Civic Centre                             | 268,530           | 272,660                | (4,130)            | 272,660           | 278,137                     | 5,477              |
| Invest to Save schemes                   | 72,774            | 95,000                 | (22,226)           | 166,440           | 166,440                     | 0                  |
| <b>Infrastructure &amp; Transactions</b> | <b>1,210,950</b>  | <b>2,131,660</b>       | <b>(920,710)</b>   | <b>3,466,180</b>  | <b>3,466,180</b>            | <b>0</b>           |
| Business Systems                         | 69,057            | 206,080                | (137,023)          | 536,860           | 536,860                     | 0                  |
| Social Care IT System                    | 96,903            | 185,000                | (88,097)           | 425,240           | 425,240                     | 0                  |
| Planned Replacement Programme            | 1,044,989         | 1,740,580              | (695,591)          | 2,504,080         | 2,504,080                   | 0                  |
| <b>Resources</b>                         | <b>26,286</b>     | <b>20,000</b>          | <b>6,286</b>       | <b>24,970</b>     | <b>26,286</b>               | <b>1,316</b>       |
| Financial System                         | 26,286            | 20,000                 | 6,286              | 24,970            | 26,286                      | 1,316              |
| <b>Corporate Items</b>                   | <b>1,900,000</b>  | <b>1,900,000</b>       | <b>0</b>           | <b>1,905,000</b>  | <b>1,900,000</b>            | <b>(5,000)</b>     |
| Westminster Ccl Coroners Court           | 0                 | 0                      | 0                  | 5,000             | 0                           | (5,000)            |
| Housing Company                          | 1,900,000         | 1,900,000              | 0                  | 1,900,000         | 1,900,000                   | 0                  |
| <b>Community and Housing</b>             | <b>689,736</b>    | <b>742,700</b>         | <b>(52,964)</b>    | <b>1,057,490</b>  | <b>957,490</b>              | <b>(100,000)</b>   |
| <b>Adult Social Care</b>                 | <b>3,349</b>      | <b>4,000</b>           | <b>(651)</b>       | <b>5,000</b>      | <b>5,000</b>                | <b>0</b>           |
| Telehealth                               | 3,349             | 4,000                  | (651)              | 5,000             | 5,000                       | 0                  |
| <b>Housing</b>                           | <b>598,680</b>    | <b>630,000</b>         | <b>(31,320)</b>    | <b>927,160</b>    | <b>827,160</b>              | <b>(100,000)</b>   |
| Disabled Facilities Grant                | 598,680           | 630,000                | (31,320)           | 927,160           | 827,160                     | (100,000)          |
| <b>Libraries</b>                         | <b>87,707</b>     | <b>108,700</b>         | <b>(20,993)</b>    | <b>125,330</b>    | <b>125,330</b>              | <b>0</b>           |
| Library Enhancement Works                | 48,048            | 48,700                 | (652)              | 48,700            | 48,700                      | 0                  |
| Libraries IT                             | 39,659            | 60,000                 | (20,342)           | 76,630            | 76,630                      | 0                  |



**Capital Budget Monitoring- January 2020**

|  | Actuals          | Budgeted Spend to Date | Variance to Date | Final Budget     | Final Year Forecast 2019/20 | Full Year Variance |
|--|------------------|------------------------|------------------|------------------|-----------------------------|--------------------|
| <b>Children Schools &amp; Families</b> | <b>7,222,893</b> | <b>7,070,493</b>       | <b>152,400</b>   | <b>9,062,400</b> | <b>8,984,054</b>            | <b>(78,346)</b>    |
| <b>Primary Schools</b>                 | <b>1,042,381</b> | <b>1,024,353</b>       | <b>18,029</b>    | <b>1,635,320</b> | <b>1,596,180</b>            | <b>(39,140)</b>    |
| Hollymount                             | 15,036           | 12,180                 | 2,856            | 15,390           | 15,390                      | 0                  |
| West Wimbledon                         | 39,890           | 42,548                 | (2,658)          | 80,140           | 41,000                      | (39,140)           |
| Hatfeild                               | 38,884           | 39,653                 | (769)            | 86,050           | 86,050                      | 0                  |
| Hillcross                              | 181,489          | 169,555                | 11,934           | 227,740          | 227,740                     | 0                  |
| Joseph Hood                            | 36,460           | 31,350                 | 5,110            | 45,210           | 45,210                      | 0                  |
| Dundonald                              | 2,629            | 0                      | 2,629            | 0                | 0                           | 0                  |
| Garfield                               | 89,500           | 73,835                 | 15,665           | 140,240          | 140,240                     | 0                  |
| Merton Abbey                           | 23,230           | 17,843                 | 5,388            | 23,790           | 23,790                      | 0                  |
| Pelham                                 | 67,618           | 76,418                 | (8,800)          | 77,430           | 77,430                      | 0                  |
| Poplar                                 | 18,896           | 20,303                 | (1,406)          | 31,010           | 31,010                      | 0                  |
| Wimbledon Chase                        | 126,603          | 114,835                | 11,768           | 136,660          | 136,660                     | 0                  |
| Abbotsbury                             | 33,686           | 53,655                 | (19,969)         | 184,540          | 184,540                     | 0                  |
| Morden                                 | (2,219)          | 0                      | (2,219)          | 0                | 0                           | 0                  |
| Bond                                   | 114,568          | 98,950                 | 15,618           | 120,600          | 120,600                     | 0                  |
| Cranmer                                | 12,980           | 10,073                 | 2,908            | 33,880           | 33,880                      | 0                  |
| Gorringe Park                          | 10,970           | 7,500                  | 3,470            | 83,970           | 83,970                      | 0                  |
| Haslemere                              | 35,742           | 30,830                 | 4,912            | 36,540           | 36,540                      | 0                  |
| Liberty                                | 35,595           | 65,120                 | (29,525)         | 92,300           | 92,300                      | 0                  |
| Links                                  | 67,969           | 60,860                 | 7,109            | 68,980           | 68,980                      | 0                  |
| St Marks                               | 278              | 0                      | 278              | 0                | 0                           | 0                  |
| Lonesome                               | 33,075           | 36,300                 | (3,225)          | 81,120           | 81,120                      | 0                  |
| Sherwood                               | 45,871           | 45,598                 | 273              | 51,130           | 51,130                      | 0                  |
| Stanford                               | (1,768)          | 0                      | (1,768)          | 0                | 0                           | 0                  |
| William Morris                         | 15,396           | 16,950                 | (1,554)          | 18,600           | 18,600                      | 0                  |

Please note negative actual spend figures relate to retention and accrued invoices that are still to be paid

**Capital Budget Monitoring- January 2020**

|                                | Actuals          | Budgeted Spend to Date | Variance to Date | Final Budget     | Final Year Forecast 2019/20 | Full Year Variance |
|--------------------------------|------------------|------------------------|------------------|------------------|-----------------------------|--------------------|
| <b>Secondary School</b>        | <b>1,640,362</b> | <b>1,630,858</b>       | <b>9,504</b>     | <b>1,813,640</b> | <b>1,783,874</b>            | <b>(29,766)</b>    |
| Harris Academy Merton          | 1,550            | 4,570                  | (3,020)          | 35,720           | 35,720                      | 0                  |
| Raynes Park                    | 31,589           | 21,483                 | 10,107           | 37,180           | 37,180                      | 0                  |
| Ricards Lodge                  | 32,911           | 31,440                 | 1,471            | 38,490           | 38,490                      | 0                  |
| Rutlish                        | 233,489          | 226,165                | 7,324            | 251,540          | 251,540                     | 0                  |
| Harris Academy Wimbledon       | 1,340,823        | 1,347,200              | (6,377)          | 1,450,710        | 1,420,944                   | (29,766)           |
| <b>SEN</b>                     | <b>4,251,553</b> | <b>4,066,953</b>       | <b>184,601</b>   | <b>5,261,450</b> | <b>5,252,450</b>            | <b>(9,000)</b>     |
| Perseid                        | (5,176)          | 51,210                 | (56,386)         | 94,490           | 94,490                      | 0                  |
| Cricket Green                  | 3,354,799        | 3,367,743              | (12,944)         | 4,148,160        | 4,128,160                   | (20,000)           |
| Melrose                        | 10,800           | 7,000                  | 3,800            | 57,000           | 33,000                      | (24,000)           |
| Unlocated SEN                  | 785,841          | 540,000                | 245,841          | 820,000          | 875,000                     | 55,000             |
| Melbury College - Smart Centre | 105,289          | 101,000                | 4,289            | 141,800          | 121,800                     | (20,000)           |
| <b>CSF Schemes</b>             | <b>288,597</b>   | <b>348,330</b>         | <b>(59,733)</b>  | <b>351,990</b>   | <b>351,550</b>              | <b>(440)</b>       |
| CSF IT Schemes                 | (1,353)          | 440                    | (1,793)          | 440              | 0                           | (440)              |
| Devolved Formula Capital       | 289,950          | 347,890                | (57,940)         | 351,550          | 351,550                     | 0                  |

Please note negative actual spend figures relate to retention and accrued invoices that are still to be paid

**Capital Budget Monitoring- January 2020**

|                                       | Actuals          | Budgeted Spend to Date | Variance to Date   | Final Budget     | Final Year Forecast 2019/20 | Full Year Variance |
|---------------------------------------|------------------|------------------------|--------------------|------------------|-----------------------------|--------------------|
| <b>Environment and Regeneration</b>   | <b>6,127,602</b> | <b>7,439,443</b>       | <b>(1,311,841)</b> | <b>9,691,360</b> | <b>9,620,930</b>            | <b>(70,430)</b>    |
| <b>Public Protection and Developm</b> | <b>48,636</b>    | <b>66,800</b>          | <b>(18,164)</b>    | <b>66,800</b>    | <b>66,800</b>               | <b>0</b>           |
| CCTV Investment                       | 0                | 10,340                 | (10,340)           | 10,340           | 10,340                      | 0                  |
| Public Protection and Developm        | 48,636           | 56,460                 | (7,824)            | 56,460           | 56,460                      | 0                  |
| <b>Street Scene &amp; Waste</b>       | <b>656,193</b>   | <b>792,300</b>         | <b>(136,107)</b>   | <b>814,300</b>   | <b>777,865</b>              | <b>(36,435)</b>    |
| Fleet Vehicles                        | 37,685           | 37,660                 | 25                 | 53,660           | 37,685                      | (15,975)           |
| Alley Gating Scheme                   | 7,508            | 24,000                 | (16,492)           | 30,000           | 10,000                      | (20,000)           |
| Waste SLWP                            | 611,000          | 730,640                | (119,640)          | 730,640          | 730,180                     | (460)              |
| <b>Sustainable Communities</b>        | <b>5,422,773</b> | <b>6,580,343</b>       | <b>(1,157,570)</b> | <b>8,810,260</b> | <b>8,776,265</b>            | <b>(33,995)</b>    |
| Street Trees                          | 20,340           | 30,000                 | (9,660)            | 60,000           | 60,000                      | 0                  |
| Raynes Park Area Roads                | 0                | 0                      | 0                  | 26,110           | 26,110                      | 0                  |
| Highways & Footways                   | 2,909,110        | 3,369,090              | (459,980)          | 4,655,650        | 4,655,650                   | 0                  |
| Cycle Route Improvements              | 716,534          | 890,000                | (173,466)          | 984,600          | 984,600                     | 0                  |
| Mitcham Transport Improvements        | 575,305          | 726,590                | (151,285)          | 931,590          | 931,590                     | 0                  |
| Colliers Wood Area Regeneratio        | 0                | 0                      | 0                  | 15,000           | 15,000                      | 0                  |
| Mitcham Area Regeneration             | 20,457           | 90,213                 | (69,756)           | 125,000          | 125,000                     | 0                  |
| Wimbledon Area Regeneration           | 128,276          | 132,000                | (3,724)            | 158,470          | 158,470                     | 0                  |
| Borough Regeneration                  | 220,554          | 216,870                | 3,684              | 404,270          | 370,275                     | (33,995)           |
| Morden Leisure Centre                 | 259,133          | 359,580                | (100,447)          | 365,000          | 365,000                     | 0                  |
| Sports Facilities                     | 367,115          | 470,000                | (102,885)          | 570,000          | 570,000                     | 0                  |
| Parks                                 | 205,948          | 296,000                | (90,052)           | 514,570          | 514,570                     | 0                  |

Please note negative actual spend figures relate to retention and accrued invoices that are still to be paid

|  | <b>2019/20<br/>Budget</b> | <b>Virements</b> | <b>Funding<br/>Adjustments</b> | <b>Revised<br/>2019/20 Budget</b> | <b>Narrative</b>                             |
|--|---------------------------|------------------|--------------------------------|-----------------------------------|--|
|  | <b>£</b>                  | <b>£</b>         |                                | <b>£</b>                          |  |
| Highways and Footways –<br>Shop Front Improvements | <b>131,070</b>            |                  | 15,120                         | <b>146,190</b>                    | Additional S106 Funding<br>for Colliers Wood |
| <b>Total</b>                                       | <b>131,070</b>            | <b>0</b>         | <b>15,120</b>                  | <b>146,190</b>                    |  |

## Capital Programme Funding Summary 2019/20

|  | Funded from Merton's Resources | Funded by Grant & Capital Contributions | Total         |
|--|--------------------------------|---|---------------|
|  | £000s                          | £000s                                   | £000s         |
| <b>Approved Capital Programme</b>                  | <b>18,184</b>                  | <b>8,761</b>                            | <b>26,945</b> |
| <b><u>Environment and Regeneration</u></b>         |                                |   |               |
| Highways & Footways – Shop Front Improvements      | 15                             | 0                                       | 15            |
| <b>Proposed Capital Programme - Dec Monitoring</b> | <b>18,199</b>                  | <b>8,761</b>                            | <b>26,960</b> |

APPENDIX 6

| Department                    | Target Savings 2019/20 | Projected Savings 2019/20 | Period 10 Forecast Shortfall | Period Forecast Shortfall (P10) | Period 9 Forecast Shortfall | 2020/21 Expected Shortfall |
|-------------------------------|------------------------|---------------------------|------------------------------|---------------------------------|-----------------------------|----------------------------|
|                               | £000                   | £000                      | £000                         | %                               | £000                        | £000                       |
| Corporate Services            | 1,484                  | 1,389                     | 95                           | 6.4%                            | 96                          | 35                         |
| Children Schools and Families | 572                    | 572                       | 0                            | 0.0%                            | 0                           | 0                          |
| Community and Housing         | 1,534                  | 1,416                     | 118                          | 7.7%                            | 118                         | 0                          |
| Environment and Regeneration  | 3,370                  | 2,019                     | 1,351                        | 40.1%                           | 1,273                       | 0                          |
| <b>Total</b>                  | <b>6,960</b>           | <b>5,396</b>              | <b>1,564</b>                 | <b>22.5%</b>                    | <b>1,487</b>                | <b>35</b>                  |

## DEPARTMENT: CORPORATE SERVICES - PROGRESS ON SAVINGS 19-20

| Ref  | Description of Saving  | 2019/20 Savings Required £000 | 2019/20 Savings Expected £000 | Period 9 Shortfall forecast | Period Forecast Shortfall (P9) | 2020/21 Savings Expected £000 | 2020/21 Expected Shortfall £000 | 20/21 RAG | Responsible Officer | Comments  | R /A Included in Forecast Over/underspend? Y/N |
|--|--|-------------------------------|-------------------------------|-----------------------------|--------------------------------|-------------------------------|---------------------------------|-----------|---------------------|---|--|
| <b>Customers, Policy &amp; Improvement</b> |  |                               |                               |                             |                                |                               |                                 |           |                     |   |  |
| CS2016 -05                                 | Increase income through translations   | 15                            | 15                            | 0                           | G                              | 15                            | 0                               | A         | Sean Cunniffe       | 20/21 will see the outsourcing of Translation Services so income streams will be removed as a result. Efficiencies will be made organisationally as a result of reduced administrative costs associated with maintaining the in-house service.                              |  |
| CS2016 -07                                 | Cash Collection Reduction  | 30                            | 30                            | 0                           | G                              | 30                            | 0                               | G         | Sean Cunniffe       |   |  |
| 2018-19 CS09                               | Reduction/rationalisation in running costs budgets across multiple budgets   | 35                            | 35                            | 0                           | G                              | 35                            | 0                               | G         | Sean Cunniffe       |   |  |
| CS2016 -06                                 | Merton Link - efficiency savings   |                               |                               |                             |                                |                               |                                 |           | Sean Cunniffe       | Saving has been re-profiled to 20/21 as the efficiencies expected from the customer contact programme have not yet been realised. To offset this, a £30k saving on the Registrars service (2019-20 CS05) planned for 20/21 has been brought forward to 2019/20 (see below). |  |
| 2019-20 CS05                               | Registrars Reduction in staff  | 30                            | 15                            | 15                          | A                              | 30                            | 0                               | G         | Sean Cunniffe       | Saving brought forward from 20/21 to 19/20 to offset CS2016-06 reprofiled from 19/20 to 20/21. Staff reduction expected mid-year, with the shortfall being met from elsewhere in the division.  | Y  |
| <b>Infrastructure &amp; Technology</b>     |  |                               |                               |                             |                                |                               |                                 |           |                     |   |  |
| CS2016-08                                  | Potential income derived from letting two floors of vacant office space within the Civic Centre to external/partner organisations. | 190                           | 190                           | 0                           | G                              | 190                           | 0                               | G         | Edwin O'Donnell     |   |  |
| 2018-19 CS01                               | Revenue saving associated with current MFD contract  | 150                           | 150                           | 0                           | G                              | 150                           | 0                               | G         | Richard Warren      |   |  |
| 2018-19 CS02                               | Reduction in the level of building repairs and maintenance undertaken on the corporate buildings                                   | 100                           | 100                           | 0                           | G                              | 100                           | 0                               | G         | Edwin O'Donnell     |   |  |
| 2018-19 CS04                               | Delete or full cost recovery of one post within FM   | 36                            | 18                            | 18                          | A                              | 31                            | 5                               | A         | Edwin O'Donnell     | Energy team restructure mid-year is in the process of being implemented. Only a part-year impact in 19/20.  | Y  |
| 2018-19 CS14                               | M3 support to Richmond/Wandsworth  | 20                            | 0                             | 20                          | R                              | 20                            | 0                               | A         | Clive Cooke         | This is dependent on agreement with RSP, may be at risk if they don't migrate to M3 system.   | Y  |
| <b>Corporate Governance</b>                |  |                               |                               |                             |                                |                               |                                 |           |                     |   |  |
| CSREP 2019-20 (1)                          | Increase in income from Legal Services relating to S106, property and court fees   | 50                            | 46                            | 4                           | A                              | 50                            | 0                               | G         | Fiona Thomsen       | Reduced forecast on property related income, this is offset in year by underspends on LBM legal services expenditure  | Y  |
| CSREP 2019-20 (6)                          | Legal services - reduce employment and HR support by 50%   | 30                            | 22                            | 8                           | A                              | 30                            | 0                               | G         | Fiona Thomsen       | Underachievement offset by underspends elsewhere on legal support   | Y  |
| <b>Resources</b>                           |  |                               |                               |                             |                                |                               |                                 |           |                     |   |  |
| CS2016-02                                  | Restructure of HB section to roll out universal credit   | 66                            | 66                            | 0                           | G                              | 66                            | 0                               | G         | David Keppler       |   |  |
| 2018-19 CS05                               | Reduction in permanent staffing  | 30                            | 0                             | 30                          | R                              | 0                             | 30                              | R         | Roger Kershaw       | Saving to be replaced from 2020/21. For 19/20 the saving will be met by underspends elsewhere within the division.  | Y  |
| 2018-19 CS10                               | Reduction in staffing  | 60                            | 60                            | 0                           | G                              | 60                            | 0                               | G         | David Keppler       |   |  |
| 2018-19 CS08                               | Increase in income from Enforcement Service  | 100                           | 100                           | 0                           | G                              | 100                           | 0                               | G         | David Keppler       |   |  |
| 2019-20 CS01                               | Amend discretionary rate relief policy   | 75                            | 75                            | 0                           | G                              | 75                            | 0                               | G         | David Keppler       |   |  |
| CSREP 2019-20 (2)                          | Reduction in internal insurance fund contribution  | 250                           | 250                           | 0                           | G                              | 250                           | 0                               | G         | Nemashe Sivayogan   |   |  |
| CSREP 2019-20 (3)                          | Increase in income from Enforcement service  | 50                            | 50                            | 0                           | G                              | 50                            | 0                               | G         | David Keppler       |   |  |

## DEPARTMENT: CORPORATE SERVICES - PROGRESS ON SAVINGS 19-20

| Ref               | Description of Saving  | 2019/20 Savings Required £000 | 2019/20 Savings Expected £000 | Period 9 Shortfall forecast | Period Forecast Shortfall (P9) | 2020/21 Savings Expected £000 | 2020/21 Expected Shortfall £000 | 20/21 RAG | Responsible Officer | Comments | R /A Included in Forecast Over/underspend? Y/N |
|-------------------|--|-------------------------------|-------------------------------|-----------------------------|--------------------------------|-------------------------------|---------------------------------|-----------|---------------------|----------|--|
|                   | <u>Corporate</u>   |                               |                               |                             |                                |                               |                                 |           |                     |          |  |
| 2019-20 CS12      | Increase in Empty Homes Premium for long term empty properties | 97                            | 97                            | 0                           | G                              | 97                            | 0                               | G         | David Keppler       |          |  |
| CSREP 2019-20 (4) | Increase in investment income                                  | 30                            | 30                            | 0                           | G                              | 30                            | 0                               | G         | Nemashe Sivayogan   |          |  |
| CSREP 2019-20 (5) | CHAS dividend  | 40                            | 40                            | 0                           | G                              | 40                            | 0                               | G         | Ian McKinnon        |          |  |
|                   |  |                               |                               |                             |                                |                               |                                 |           |                     |          |  |
|                   | <b>Total Corporate Services Department Savings for 2019/20</b> | <b>1,484</b>                  | <b>1,389</b>                  | <b>95</b>                   |                                | <b>1,449</b>                  | <b>35</b>                       |           |                     |          |  |



## DEPARTMENT: ENVIRONMENT &amp; REGENERATION SAVINGS PROGRESS: 2019-20

| Ref   | Description of Saving   | 2019/20 Savings Required £000 | 2019/20 Savings Expected £000 | Shortfall    | 2019/20 RAG | 2020/21 Savings Expected £000 | 2020/21 Expected Shortfall £000 | 2020/21 RAG | Responsible Officer | Comments   | R/A Included in Forecast Over/Underspend? Y/N |
|---|---|-------------------------------|-------------------------------|--------------|-------------|-------------------------------|---------------------------------|-------------|---------------------|--|---|
| <b>SUSTAINABLE COMMUNITIES</b>                            |   |                               |                               |              |             |                               |                                 |             |                     |  |   |
| E4  | Income from Merantun Development Limited for services provided to the company by LBM  | 100                           | 95                            | 5            | A           | 100                           | 0                               | G           | James McGinlay      |  | Y   |
| ENV1819-05  | Highways advertising income through re-procurement of the advertising contract for the public highway. New contract due to be in place by last quarter of 2019/20.  | 55                            | 28                            | 27           | R           | 55                            | 0                               | G           | James McGinlay      | New contract expected to commence in the final quarter of 2019/20, so full saving won't be achieved this financial year.   | Y   |
| <b>PUBLIC PROTECTION</b>                                  |   |                               |                               |              |             |                               |                                 |             |                     |  |   |
| ENR1  | Further expansion of the shared service.  | 100                           | 100                           | 0            | A           | 100                           | 0                               | A           | Cathryn James       |  | Y   |
| E1  | Investigate potential commercial opportunities to generate income from provision of business advice. This follows on from the expansion of the RSP to include Wandsworth from November 2017, and increased resilience.  | 60                            | 0                             | 60           | R           | 60                            | 0                               | A           | Cathryn James       | This saving is conditional on income being generated from chargeable business advice/consultancy. A new income generating Business Development team has been established as part of the Regulatory Services Partnership restructure, which will now look to deliver these savings. However, it is unlikely to be delivered this financial year.                | Y   |
| ENR4  | Charge local business' for monitoring of their CCTV   | 100                           | 0                             | 100          | R           |                               |                                 |             | Cathryn James       | Alternative saving has been agreed for 2020/21.  | Y   |
| ENV1819-03  | The objective of the proposal is to support the delivery of key strategic council priorities including public health, air quality and sustainable transportation, in addition to managing parking, kerbside demand and congestion. Whilst implementation of the proposals will have the incidental effect of generating additional revenue, it is difficult to assess the level of change in customer behaviour and any subsequent financial impact arising from the changes. This will be monitored after implementation and any resulting impacts will be considered during the future years' budget planning cycles. The above will be subject to the outcome of the consultation process in 2019. | 1,900                         | 950                           | 950          | R           | 1900                          | 0                               | A           | Cathryn James       | The implementation date for the revised charges was 14th January, whereas the original savings target was based on an October go live date. It is too early to estimate the financial impact of these changes.   | Y   |
| ALT2  | Reduction of 2fte from the Parking establishment in administrative/processing roles as a result of the impending new permit system  | 57                            | 57                            | 0            | G           | 57                            | 0                               | G           | Cathryn James       |  | Y   |
| ALT3  | Reduction in the number of pay & display machines required.   | 14                            | 3                             | 11           | R           | 14                            | 0                               | G           | Cathryn James       |  | Y   |
| <b>PUBLIC SPACE</b>                                       |   |                               |                               |              |             |                               |                                 |             |                     |  |   |
| ENR9  | Increase level of Enforcement activities of internal team ensuring the operational service is cost neutral  | 200                           | 122                           | 78           | R           |                               |                                 |             | John Bosley         | Alternative saving has been agreed for 2020/21.  | Y   |
| E2  | Thermal Treatment of wood waste from HRRC   | 30                            | 0                             | 30           | R           |                               |                                 |             | John Bosley         | Saving rejected by members due to impact on recycling rate and reputational damage. Thermal treatment of wood is no longer an option due to impact on carbon and the Council's commitment to be Carbon neutral.<br><br>This saving will be replaced from 2020/21 by the underspend in residual waste disposal costs following the October 2018 service change. | Y   |
| EV08  | Increased recycling rate by 3% following education and communications activity funded by WCSS. This will be driven by the incentivisation and education programme due to commence in March 2014.  | 250                           | 250                           | 0            | G           | 250                           | 0                               | G           | John Bosley         |  | N   |
| ALT4  | Environmental Enforcement - Maintain a payment rate of 70% for all FPN issued.  | 54                            | 54                            | 0            | G           | 54                            | 0                               | G           | John Bosley         |  | N   |
| E5  | Letting of remaining vacant facilities in Greenspaces   | 50                            | 0                             | 50           | R           | 50                            | 0                               | A           | John Bosley         | One vacant property recently let   | Y   |
| E6  | Increased tenancy income in Greenspaces   | 40                            | 0                             | 40           | R           |                               |                                 |             | John Bosley         | Alternative saving has been agreed for 2020/21.  | Y   |
| ENR10   | MLC opens and Five year extension of the GLL contract   | 300                           | 300                           | 0            | G           | 300                           | 0                               | G           | John Bosley         |  | N   |
| ENV1819-01  | Five year extension of the GLL contract   | 60                            | 60                            | 0            | G           | 60                            | 0                               | G           | John Bosley         |  | N   |
| <b>Total Environment and Regeneration Savings 2018/19</b> |   | <b>3,370</b>                  | <b>2,019</b>                  | <b>1,351</b> |             | <b>3,000</b>                  | <b>0</b>                        |             |                     |  |   |

## DEPARTMENT: CHILDREN, SCHOOLS AND FAMILIES - PROGRESS ON SAVINGS 19-20

| Ref        | Description of Saving  | 2019/20 Savings Required £000 | 2019/20 Savings Expected £000 | Period 8 Forecast Shortfall | Period Forecast Shortfall (P9) | 2020/21 Savings Expected £000 | 2020/21 Expected Shortfall £000 | 20/21 RAG | Responsible Officer | Comments  | R / A Included in Forecast Over/Underspend? Y/N |
|------------|--|-------------------------------|-------------------------------|-----------------------------|--------------------------------|-------------------------------|---------------------------------|-----------|---------------------|---|---|
|            | <b>Education</b>   |                               |                               |                             |                                |                               |                                 |           |                     |   |   |
| CSF2018-03 | Review Early Years : raise income or cease some services in preparation for 2020 where we'd consider withdrawing from direct provision of a childcare offer.         | 49                            | 49                            | 0                           | G                              | 49                            | 0                               | G         | Jane McSherry       |   |   |
| CSF2018-04 | Review schools trade offer, raise charges or consider ceasing services from 2020.  | 30                            | 30                            | 0                           | G                              | 30                            | 0                               | G         | Jane McSherry       |   |   |
| CSF2018-07 | Reorganisation of Admissions, My Futures and School Improvement Teams and reduction in contribution to the MSCB (Safeguarding Partnership)                           | 100                           | 100                           | 0                           | G                              | 100                           | 0                               | G         | Jane McSherry       |   |   |
| CSF2018-11 | Reduction of SENDIS early intervention service and reduction in spend associated with the introduction of the web based EHCP Hub                                     | 72                            | 72                            | 0                           | G                              | 72                            | 0                               | G         | Jane McSherry       |   |   |
|            | <b>Children Social Care &amp; Youth Inclusion</b>  |                               |                               |                             |                                |                               |                                 |           |                     |   |   |
| CSF2018-01 | Reduced costs/offer through the national centralised adoption initiative   | 30                            | 30                            | 0                           | G                              | 30                            | 0                               | G         | El Mayhew           |   |   |
| CSF2018-02 | Reorganisation of the Children with Disability (CWD), Fostering and Access to Resources (ART) teams and a review of the Common and Shared Assessment (CASA) service. | 130                           | 130                           | 0                           | G                              | 130                           | 0                               | G         | El Mayhew           |   |   |
| CSF2018-05 | Delivery of preventative services through the Social Impact Bond   | 45                            | 45                            | 0                           | R                              | 45                            | 0                               | R         | El Mayhew           | We expect to achieve the savings target as numbers of LAC are stable. The overall service will still overspend however because UASC costs have increased over the past few years and the growth received was not sufficient to offset this pressure. Placements are reviewed on an on-going basis and detailed analysis to back up movement caseloads and placement costs reported to DMT | Y   |
| CSF2018-06 | South London Family Drug and Alcohol Court commissioning   | 45                            | 45                            | 0                           | R                              | 45                            | 0                               | R         | El Mayhew           | We expect to achieve the savings target as numbers of LAC are stable. The overall service will still overspend however because UASC costs have increased over the past few years and the growth received was not sufficient to offset this pressure. Placements are reviewed on an on-going basis and detailed analysis to back up movement caseloads and placement costs reported to DMT | Y   |
| CSF2018-12 | Further reduction in staffing at Bond Road. This will include a FGC post and a contact worker.   | 71                            | 71                            | 0                           | G                              | 71                            | 0                               | G         | El Mayhew           |   |   |
|            | <b>Total Children, Schools and Families Department Savings for 2019/20</b>   | <b>572</b>                    | <b>572</b>                    | <b>0</b>                    |                                | <b>572</b>                    | <b>0</b>                        |           |                     |   |   |

| DEPARTMENT: COMMUNITY & HOUSING SAVINGS PROGRESS 2019/20 |   |                             |                                |                |     |                               |                                 |           |                     | 19/02/20  | APPENDIX 6                                      |
|--|---|-----------------------------|--------------------------------|----------------|-----|-------------------------------|---------------------------------|-----------|---------------------|---|---|
| Ref  | Description of Saving   | Period 8 Forecast Shortfall | Period Forecast Shortfall (P9) | Shortfall £000 | RAG | 2020/21 Savings Expected £000 | 2020/21 Expected Shortfall £000 | 20/21 RAG | Responsible Officer | Comments  | R /A Included in Forecast Over/Unders pend? Y/N |
| <b>Adult Social Care</b>                                 |   |                             |                                |                |     |                               |                                 |           |                     |   |   |
| CH35/36/52   | <b>Housing Related Support:</b> -The purpose of the project is to review existing service provision linked to original SP funding, identify gaps and utilise the data to inform a new set of contract specifications to support the re-procurement of services aligned with the Council's Community and Housing strategic priorities. The objective of the project is to deliver successful procurement of contracted services that demonstrate effective outcomes for service users, effective performance management framework and value for money services.  | 309                         | 309                            | 0              | G   | 309                           | 0                               | G         | Steve Langley       | Achieved  | Y   |
| CH39   | <b>Extra Care Contracts:</b> -This reduced savings of £57k is targeted on contract efficiencies and non-statutory support hours; eligible social care needs will not be affected. Providers will seek alternative resources to provide this support. Service will ensure that new specification requires providers to seek other support for residents. Impact will be reviewed as part of each service users annual review.  | 57                          | 57                             | 0              | G   | 57                            | 0                               | G         | John Morgan         | Achieved  | Y   |
| CH55   | <b>Promoting Independence:</b> -The aim of this proposal has been to support people to remain independent and well. To support them to achieve their desired outcomes by enabling them to remain in their own homes, close to their friends, families, support networks and local communities.  | 553                         | 553                            | 0              | G   | 553                           | 0                               | G         | John Morgan         | Achieved  | Y   |
| CH70   | <b>Home Care:</b> -The aim of this proposal is to maximise the benefit of the new home care contract arrangements. The new arrangements were implemented from February 2018. With a year to get established, it is planned to start to transfer cases with legacy providers who are not on the new contract as either prime or back-up providers. Some of these contracts are at higher hourly rates, so the transfer will generate a saving with no reduction in care. New care providers will be required to use a care visit monitoring system, which should increase the reliability of care.   | 301                         | 301                            | 0              | G   | 301                           | 0                               | G         | John Morgan         | Achieved  | Y   |
| CH88   | <b>Home Care Monitoring System:</b> -The aim of this proposal is to roll out a home care monitoring system for all home care providers to ensure that we can monitor the delivery of home care visits.  | 40                          | 40                             | 0              | G   | 40                            | 0                               | G         | John Morgan         | Achieved through Forum. The plan is to enrol all major home providers on to the home monitoring system and only seek variations for when there is a need to utilise specialist providers as required. This is due to the low volume of hours taken on by the specialist providers, they may only support one customer thus not economically viable to be enrolled on to home monitoring system. | Y   |
| CH89   | <b>Older People Day Care Activities:</b> -As less people are choosing to attend these formal day centre we currently having increasingly vacancies within these provisions which are not been utilised. The proposal seeks to assess and analyse the demand and supply of activity aimed at supporting older people to access community activity. This will objectively look at the supply of building based and non-building based activity, its utilisation and the limitations on providing what people expect and need within the current model. It is envisaged that this will include a rationalisation and reduction of the current level of building based 'day centre' activity. This is based on current demand statistics and will include consideration of the effect of 2018/19 reductions in contracted day centre services; which is covered in a separate EIA for that specific proposal. | 236                         | 118                            | 118            | R   | 236                           | 0                               | G         | Richard Ellis       | Engagement with the new owner has established an agreed timeline that means that the majority of savings will not be achieved until the new year. The work is underway to ensure that delivery  | Y   |
| <b>Subtotal Adult Social Care</b>                        |   | 1,496                       | 1,378                          | 118            |     | 1,496                         | 0                               |           |                     |   |   |
| <b>Library &amp; Heritage Service</b>                    |   |                             |                                |                |     |                               |                                 |           |                     |   |   |

| DEPARTMENT: COMMUNITY & HOUSING SAVINGS PROGRESS 2019/20 |                          |                             |                                |                |     |                               |                                 |           |                     | 19/02/20  | APPENDIX 6                                      |
|--|--------------------------|-----------------------------|--------------------------------|----------------|-----|-------------------------------|---------------------------------|-----------|---------------------|---|---|
| Ref  | Description of Saving    | Period 8 Forecast Shortfall | Period Forecast Shortfall (P9) | Shortfall £000 | RAG | 2020/21 Savings Expected £000 | 2020/21 Expected Shortfall £000 | 20/21 RAG | Responsible Officer | Comments  | R /A Included in Forecast Over/Under spend? Y/N |
| CH67   | Merton Arts Space income | 38                          | 38                             | 0              | G   | 38                            | 0                               | G         | Anthony Hopkins     | On track, rental income has increased above budget by £9.4k | Y   |
| Total C & H Savings for 2019/20                          |                          | 1,534                       | 1,416                          | 118            |     | 1,534                         | 0                               |           |                     |   |   |

APPENDIX 7

| Department                    | Target Savings 2018/19 | 2018/19 Shortfall | 2019/20 Projected shortfall | 2020/21 Projected shortfall |
|-------------------------------|------------------------|-------------------|-----------------------------|-----------------------------|
|                               | £000                   | £000              | £000                        | £000                        |
| Corporate Services            | 2,024                  | 505               | 395                         | 120                         |
| Children Schools and Families | 489                    | 0                 | 0                           | 0                           |
| Community and Housing         | 2,198                  | 442               | 0                           | 0                           |
| Environment and Regeneration  | 926                    | 523               | 202                         | 50                          |
| <b>Total</b>                  | <b>5,637</b>           | <b>1,470</b>      | <b>597</b>                  | <b>170</b>                  |

## DEPARTMENT: CORPORATE SERVICES - PROGRESS ON SAVINGS 18-19

| Ref                | Description of Saving   | 2018/19 Savings Required £000 | 2018/19 Shortfall | 18/19 RAG | 2019/20 Expected Shortfall £000 | 19/20 RAG | 2020/21 Expected Shortfall £000 | 20/21 RAG | Responsible Officer | Comments  |
|--------------------|---|-------------------------------|-------------------|-----------|---------------------------------|-----------|---------------------------------|-----------|---------------------|---|
|                    | <b>Infrastructure &amp; transactions</b>                                  |                               |                   |           |                                 |           |                                 |           |                     |   |
| CS2015-10          | FM - Energy invest to save  | 465                           | 465               | R         | 365                             | A         | 110                             | A         | Richard Neal        | The capital spend to achieve this was slipped and hence the saving was delayed with £100k expected in 19/20 and the balance in 20/21. In 19/20 the unachieved saving will be met from the Corporate Services reserve. |
| CSREP 2018-19 (13) | Business Improvement - Business Systems maintenance and support reduction | 10                            | 10                | R         | 10                              | R         | 10                              | R         | Clive Cooke         | Saving to be reviewed during 19/20 to identify if this can be met or if a replacement saving is required.   |
| CSREP 2018-19 (14) | M3 support to Richmond/Wandsworth   | 20                            | 20                | R         | 20                              | R         | 0                               | A         | Clive Cooke         | This is dependent on agreement with RSP, may be at risk if they don't migrate to M3 system.   |
|                    | <b>Corporate Governance</b>   |                               |                   |           |                                 |           |                                 |           |                     |   |
| CSD43              | Share FOI and information governance policy with another Council          | 10                            | 10                | R         |                                 |           |                                 |           | Karin Lane          | Replacement saving identified. From 19/20 this saving will be replaced by a reduction to the Corporate Governance AD's budget   |
|                    | <b>Total Corporate Services Department Savings for 2018/19</b>            | <b>505</b>                    | <b>505</b>        |           | <b>395</b>                      |           | <b>120</b>                      |           |                     |   |

DEPARTMENT: ENVIRONMENT & REGENERATION SAVINGS PROGRESS: 2018-19

APPENDIX 7

| Ref   | Description of Saving  | 2018/19 Savings Required £000 | 2018/19 Savings Expected £000 | Shortfall  | 18/19 RAG | 2019/20 Savings Expected £000 | 2019/20 Expected Shortfall £000 | 19/20 RAG | 2020/21 Expected Shortfall £000 | 20/21 RAG | Responsible Officer | Comments   | R /A Included in Forecast Over/Underspend? Y/N |
|---|--|-------------------------------|-------------------------------|------------|-----------|-------------------------------|---------------------------------|-----------|---------------------------------|-----------|---------------------|--|--|
| <b>SUSTAINABLE COMMUNITIES</b>                            |  |                               |                               |            |           |                               |                                 |           |                                 |           |                     |  |  |
| ENV20   | D&BC: Increased income from building control services.   | 35                            | 0                             | 35         | R         |                               |                                 |           |                                 |           | James McGinlay      | Alternative saving has been agreed and implemented for 2019/20.  | N  |
| <b>PUBLIC PROTECTION</b>                                  |  |                               |                               |            |           |                               |                                 |           |                                 |           |                     |  |  |
| ENV07   | Parking: Reduction in supplies & services/third party payment budgets.   | 60                            | 13                            | 47         | R         | 13                            | 47                              | R         |                                 |           | Cathryn James       | Alternative saving has been agreed for 2020/21.  | Y  |
| ENV08   | Regulatory Services: Funding of EH FTE by public health subsidy. As agreed between DPH and Head of PP .  | 40                            | 0                             | 40         | R         |                               |                                 |           |                                 |           | Cathryn James       | Alternative saving has been agreed and implemented for 2019/20.  | N  |
| ENV09   | Regulatory Services: Investigate potential commercial opportunities to generate income   | 50                            | 0                             | 50         | R         | 0                             | 50                              | R         | 0                               | A         | Cathryn James       | This saving is conditional on income being generated from chargeable business advice/consultancy. A new income generating Business Development team has been established as part of the Regulatory Services Partnership restructure, which will now look to deliver these savings. | Y  |
| ENR2  | Parking & CCTV: Pay & Display Bays (On and off street)   | 44                            | 0                             | 44         | R         | 44                            | 0                               | G         | 0                               | G         | Cathryn James       |  | N  |
| ENR3  | Parking & CCTV: Increase the cost of existing Town Centre Season Tickets in Morden, Mitcham and Wimbledon.   | 17                            | 0                             | 17         | R         | 17                            | 0                               | G         | 0                               | G         | Cathryn James       |  | N  |
| ALT1  | Parking: The further development of the emissions based charging policy by way of increased charges applicable to resident/business permits as a means of continuing to tackle the significant and ongoing issue of poor air quality in the borough. | 440                           | 390                           | 50         | R         | 440                           | 0                               | G         | 0                               | G         | Cathryn James       |  | N  |
| <b>PUBLIC SPACE</b>                                       |  |                               |                               |            |           |                               |                                 |           |                                 |           |                     |  |  |
| ENV32   | Transport: Review of Business Support requirements   | 30                            | 0                             | 30         | R         |                               |                                 |           |                                 |           | John Bosley         | Alternative saving has been agreed and implemented for 2019/20.  | N  |
| ENR6  | Waste: Wider Department restructure in Waste Services  | 200                           | 0                             | 200        | R         | 95                            | 105                             | R         | 50                              | A         | John Bosley         | This was not delivered in 2018. Review of the current wider Public Space structure is being assessed and business needs along with resource gap being identified. Scheduled. The restructure is now scheduled for the first quarter 2020/21  | Y  |
| ENR7  | Transport Services: Shared Fleet services function with LB Sutton  | 10                            | 0                             | 10         | R         |                               |                                 |           |                                 |           | John Bosley         | Alternative saving has been agreed and implemented for 2019/20.  | N  |
| <b>Total Environment and Regeneration Savings 2018/19</b> |  | <b>926</b>                    | <b>403</b>                    | <b>523</b> |           | <b>609</b>                    | <b>202</b>                      |           | <b>50</b>                       |           |                     |  |  |

| Updated 19/02/2020                                       |  |                               |                |     |                               |                                 |           |                                 |           |                     | APPENDIX 7  |
|--|--|-------------------------------|----------------|-----|-------------------------------|---------------------------------|-----------|---------------------------------|-----------|---------------------|---|
| DEPARTMENT: COMMUNITY & HOUSING SAVINGS PROGRESS 2018/19 |  |                               |                |     |                               |                                 |           |                                 |           |                     |   |
| Ref  | Description of Saving  | 2018/19 Savings Required £000 | Shortfall £000 | RAG | 2019/20 Savings Expected £000 | 2019/20 Expected Shortfall £000 | 19/20 RAG | 2020/21 Expected Shortfall £000 | 19/20 RAG | Responsible Officer | Comments  |
| <b>Adult Social Care</b>                                 |  |                               |                |     |                               |                                 |           |                                 |           |                     |   |
| CH73   | A review of management and staffing levels of the AMH team in line with the reductions carried out in the rest of ASC.   | 100                           | 23             | R   | 100                           | 0                               | G         | 0                               | G         | Richard Ellis       | Balance deferred to 2019/20   |
| CH36   | Single homeless contracts (YMCA, Spear, Grenfell) - Reduce funding for contracts within the Supporting People area which support single homeless people -Reduced support available for single homeless people - both in terms of the numbers we could support and the range of support we could provide. In turn this would reduce their housing options. (CH36) | 38                            | 38             | R   | 38                            | 0                               | G         | 0                               | G         | Steve Langley       | £38k deferred to 2019/20  |
| CH71   | Transport: moving commissioned taxis to direct payments. Service users can purchase taxi journeys more cheaply than the council.   | 50                            | 50             | R   | 50                            | 0                               | R         | 0                               | G         | Phil Howell         | Deferred to 2020/21.  |
| CH73   | Reviewing transport arrangements for in-house units, linking transport more directly to the provision and removing from the transport pool.  | 100                           | 100            | R   | 100                           | 0                               | R         | 0                               | G         | Richard Ellis       | £100k deferred to 2020/21. Part of the Transport review which is about to commence  |
| CH74   | The implementation of the MOSAIC social care system has identified the scope to improve the identification of service users who should contribute to the costs of their care and assess them sooner, thus increasing client income. Assessed as a 3% improvement less cost of additional staffing  | 231                           | 231            | R   | 231                           | 0                               | G         | 0                               | G         | Richard Ellis       | Team resources have increased and this has enabled to team to catch up on reviews and nil payers, which has netted more then £200k in additional income |
| <b>Total C &amp; H Savings for 2018/19</b>               |  | <b>519</b>                    | <b>442</b>     |     | <b>519</b>                    | <b>0</b>                        |           | <b>0</b>                        |           |                     |   |



## DEPARTMENT: CHILDREN, SCHOOLS AND FAMILIES SAVINGS PROGRESS 2018/19

| Ref | Description of Saving   | 2018/19 Savings Required £000 | Shortfall £000 | RAG |  | 2019/20 Savings Expected £000 | 2019/20 Expected Shortfall £000 | 19/20 RAG | 2020/21 Expected Shortfall £000 | 19/20 RAG | Responsible Officer | Comments | R /A Included in Forecast Over/Underspend? Y/N |
|-----|---|-------------------------------|----------------|-----|--|-------------------------------|---------------------------------|-----------|---------------------------------|-----------|---------------------|----------|--|
|     | Total Children, Schools and Families Department Savings for 2018/19 | 489                           | 0              |     |  | 489                           | 0                               |           | 0                               |           |                     |          |  |

There were no red savings for CSF

APPENDIX 8

| Department                    | Target Savings 2017/18 | 2017/18 Shortfall | 2018/19 shortfall | 2019/20 Projected shortfall |
|-------------------------------|------------------------|-------------------|-------------------|-----------------------------|
|                               | £000                   | £000              | £000              | £000                        |
| Corporate Services            | 2,316                  | 196               | 0                 | 0                           |
| Children Schools and Families | 2,191                  | 7                 | 0                 | 0                           |
| Community and Housing         | 2,673                  | 0                 | 0                 | 0                           |
| Environment and Regeneration  | 3,134                  | 2,188             | 694               | 1,183                       |
| <b>Total</b>                  | <b>10,314</b>          | <b>2,391</b>      | <b>694</b>        | <b>1,183</b>                |

## DEPARTMENT: CHILDREN, SCHOOLS AND FAMILIES - PROGRESS ON SAVINGS 17-18

| Ref        | Description of Saving  | 2017/18 Savings Required £000 | 2017/18 Expected Shortfall £000 | 17/18 RAG | 2018/19 Shortfall £000 | 18/19 RAG | 2019/20 Expected Shortfall £000 | 19/20 RAG | Responsible Officer | Comments  | R /A Included in Forecast Over/Underspend? Y/N |
|------------|--|-------------------------------|---------------------------------|-----------|------------------------|-----------|---------------------------------|-----------|---------------------|---|--|
|            | <b><u>Children Social Care</u></b>   |                               |                                 |           |                        |           |                                 |           |                     |   |  |
| CSF2012-07 | Family and Adolescent Services Stream - Transforming Families (TF), Youth Offending Team (YOT) and in Education, Training and Employment (ETE). 2016/17 savings will be achieved by the closure of Insight and deletion of YJ management post. | 100                           | 7                               | R         | 0                      | G         | 0                               | G         | Paul Angeli         | The ETE saving was delivered from July 2017 and the short for the first quarter covered through reduced grant-funding for targeted intervention services. | N  |
|            | <b>Total Children, Schools and Families Department Savings for 2017/18</b>   |                               | 7                               |           | 0                      |           | 0                               |           |                     |   |  |

## DEPARTMENT: CORPORATE SERVICES - PROGRESS ON SAVINGS 17-18

| Ref     | Description of Saving   | 2017/18 Savings Required £000 | 2017/18 Shortfall | 17/18 RAG | 2018/19 Shortfall £000 | 18/19 RAG | 2019/20 Expected Shortfall £000 | 19/20 RAG | Responsible Officer | Comments  |
|---------|---|-------------------------------|-------------------|-----------|------------------------|-----------|---------------------------------|-----------|---------------------|---|
|         | <b>Business improvement</b>   |                               |                   |           |                        |           |                                 |           |                     |   |
| CSD42   | Restructure functions, delete 1 AD and other elements of management   | 170                           | 70                | R         |                        |           |                                 |           | Sophie Ellis        | Replacement saving identified and approved for 18/19 - CSREP 2018-19 (1-16) |
| CS2015- | Staffing support savings  | 13                            | 13                | R         |                        |           |                                 |           | Sophie Ellis        | Replacement saving identified and approved for 18/19 - CSREP 2018-19 (1-16) |
|         | <b>Infrastructure &amp; transactions</b>  |                               |                   |           |                        |           |                                 |           |                     |   |
| CS70    | Apply a £3 administration charge to customers requesting a hard copy paper invoice for services administered by Transactional Services team | 35                            | 35                | R         |                        |           |                                 |           | Pam Lamb            | Replacement saving identified and approved for 18/19 - CSREP 2018-19 (1-16) |
|         | <b>Resources</b>  |                               |                   |           |                        |           |                                 |           |                     |   |
| CSD26   | Delete 1 Business Partner   | 78                            | 78                | R         | 0                      | G         |                                 | G         | Caroline Holland    | Due to delays in projects this saving was not achieved until 18/19          |
|         | <b>Total Corporate Services Department Savings for 2017/18</b>  |                               | 196               |           | 0                      |           | 0                               |           |                     |   |

| Updated 19/02/20   |  |                               |                        |           |                        |           |                                 |           |                     | APPENDIX 8     |   |
|--|--|-------------------------------|------------------------|-----------|------------------------|-----------|---------------------------------|-----------|---------------------|----------------|---|
| DEPARTMENT: COMMUNITY & HOUSING SAVINGS PROGRESS 2017/18 |  |                               |                        |           |                        |           |                                 |           |                     |                |   |
| Ref  | Description of Saving                      | 2017/18 Savings Required £000 | 2017/18 Shortfall £000 | 17/18 RAG | 2018/19 Shortfall £000 | 18/19 RAG | 2019/20 Expected Shortfall £000 | 19/20 RAG | Responsible Officer | Comments       | R /A Included in Forecast Over/Underspend ? Y/N |
|  | <u>Adult Social Care</u>                   |                               |                        |           |                        |           |                                 |           |                     |                |   |
|  | <b>Total C &amp; H Savings for 2017/18</b> |                               |                        |           |                        |           |                                 |           |                     | <b>No Reds</b> |   |

## DEPARTMENT: ENVIRONMENT &amp; REGENERATION SAVINGS PROGRESS: 2017-18

| Ref   | Description of Saving  | 2017/18 Savings Required £000 | 2017/18 Savings Achieved £000 | Shortfall    | 17/18 RAG | 2018/19 Savings Expected £000 | 2018/19 Shortfall £000 | 18/19 RAG | 2019/20 Savings Expected £000 | 2019/20 Expected Shortfall £000 | 19/20 RAG | Comments   | R /A Included in Forecast Over/Unders pend? Y/N |
|---|--|-------------------------------|-------------------------------|--------------|-----------|-------------------------------|------------------------|-----------|-------------------------------|---------------------------------|-----------|--|---|
| <b>SUSTAINABLE COMMUNITIES</b>                    |  |                               |                               |              |           |                               |                        |           |                               |                                 |           |  |   |
| ER23b   | Restructure of team to provide more focus on property management and resilience within the team.   | 18                            | 0                             | 18           | R         | 0                             | 18                     | R         | 18                            | 0                               | A         | Alternative saving agreed for 2020/21.   | Y   |
| D&BC1   | Fast track of householder planning applications  | 55                            | 0                             | 55           | R         |                               |                        |           |                               |                                 |           | A replacement saving (ALT1) implemented in 2018/19, was agreed by Cabinet in November 2017.  | N   |
| D&BC2   | Growth in PPA and Pre-app income   | 50                            | 0                             | 50           | R         |                               |                        |           |                               |                                 |           | A replacement saving (ALT1) implemented in 2018/19, was agreed by Cabinet in November 2017.  | N   |
| D&BC3   | Commercialisation of building control  | 50                            | 0                             | 50           | R         |                               |                        |           |                               |                                 |           | A replacement saving (ALT1) implemented in 2018/19, was agreed by Cabinet in November 2017.  | N   |
| D&BC4   | Deletion of 1 FTE (manager or deputy) within D&BC  | 45                            | 0                             | 45           | R         | 45                            | 0                      | G         | 45                            | 0                               | G         |  | N   |
| D&BC5   | Eliminate the Planning Duty service (both face to face and dedicated phone line) within D&BC   | 35                            | 0                             | 35           | R         |                               |                        |           |                               |                                 |           | A replacement saving (ALT1) implemented in 2018/19, was agreed by Cabinet in November 2017.  | N   |
| D&BC6   | Stop sending consultation letters on applications and erect site notices only  | 10                            | 0                             | 10           | R         |                               |                        |           |                               |                                 |           | A replacement saving (ALT1) implemented in 2018/19, was agreed by Cabinet in November 2017.  | N   |
| ENV15   | Reduction in street lighting energy and maintenance costs. Would require Capital investment of c£400k, which forms part of the current capital programme - Investment in LED lights in lamp Colum stock most capable of delivering savings | 148                           | 100                           | 48           | R         | 148                           | 0                      | G         | 148                           | 0                               | G         |  | N   |
| ENV20   | Increased income from building control services.   | 35                            | 0                             | 35           | R         |                               |                        |           |                               |                                 |           | A replacement saving (ALT1) implemented in 2018/19, was agreed by Cabinet in November 2017.  | N   |
| <b>PUBLIC PROTECTION</b>                          |  |                               |                               |              |           |                               |                        |           |                               |                                 |           |  |   |
| E&R14   | Further expansion of the Regulatory shared service.  | 100                           | 0                             | 100          | R         | 100                           | 0                      | G         | 100                           | 0                               | G         |  | Y   |
| ENV02   | Review the current CEO structure, shift patterns and hours of operation with the intention of moving toward a two shift arrangement based on 5 days on/2 days off.   | 190                           | 0                             | 190          | R         | 0                             | 190                    | R         | 0                             | 190                             | R         | Alternative saving agreed for 2020/21.   | Y   |
| ENV03   | Reduction number of CEO team leader posts from 4 to 3  | 45                            | 0                             | 45           | R         | 0                             | 45                     | R         |                               |                                 |           | Alternative saving agreed for 2019/20.   | Y   |
| ENV06   | Reduction in transport related budgets   | 46                            | 0                             | 46           | R         |                               |                        |           |                               |                                 |           | A replacement saving (ALT1) implemented in 2018/19, was agreed by Cabinet in November 2017.  | N   |
| ENV09   | Investigate potential commercial opportunities to generate income  | 50                            | 7                             | 43           | R         | 0                             | 50                     | R         | 0                             | 50                              | R         | This saving is conditional on income being generated from chargeable business advice/consultancy. A new income generating Business Development team has been established as part of the Regulatory Services Partnership restructure, which will now look to deliver these savings. | Y   |
| <b>PUBLIC SPACE</b>                               |  |                               |                               |              |           |                               |                        |           |                               |                                 |           |  |   |
| E&R16   | Joint procurement of waste, street cleansing, winter maintenance and fleet maintenance services (Phase C)  | 1,500                         | 795                           | 705          | R         | 1,257                         | 243                    | R         | 627                           | 873                             | R         | Actual savings delivered are being monitored closely   | N   |
| E&R25   | Joint procurement of greenspace services as part 2 of the Phase C SLWP procurement contract with LB Sutton   | 160                           | 44                            | 116          | R         | 160                           | 0                      | G         | 160                           | 0                               | G         |  | N   |
| ENV12   | Loss of head of section/amalgamated with head of Greenspaces   | 70                            | 0                             | 70           | R         | 0                             | 70                     | R         | 0                             | 70                              | R         | Saving has been delayed but in the process of being reviewed but not expected to be achieved until 2020/21.  | N   |
| ENV13   | Staff savings through the reorganisation of the back office through channel shift from phone and face to face contact.   | 70                            | 0                             | 70           | R         | 70                            | 0                      | G         | 70                            | 0                               | G         |  | N   |
| ENV18   | Increased income from events in parks  | 100                           | 0                             | 100          | R         |                               |                        |           |                               |                                 |           | A replacement saving (ALT1) implemented in 2018/19, was agreed by Cabinet in November 2017.  | N   |
| ENV21   | Reduction in the grant to Wandle Valley Parks Trust  | 6                             | 0                             | 6            | R         | 6                             | 0                      | G         | 6                             | 0                               | G         |  | N   |
| ENV23   | Further savings from the phase C procurement of Lot 2.   | 160                           | 0                             | 160          | R         | 82                            | 78                     | R         | 160                           | 0                               | G         |  | N   |
| ENV25   | Department restructure of the waste section  | 191                           | 0                             | 191          | R         | 191                           | 0                      | G         | 191                           | 0                               | G         |  | Y   |
| <b>Total Environment and Regeneration Savings</b> |  | <b>3,134</b>                  | <b>946</b>                    | <b>2,188</b> |           | <b>2,059</b>                  | <b>694</b>             |           | <b>1,525</b>                  | <b>1,183</b>                    |           |  |   |

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank



By virtue of paragraph(s) 1 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank