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# Merton Council

## Sustainable Communities

### Overview and Scrutiny

#### Panel



Date: 25 February 2020

Time: 7.15 pm

Venue: Committee Rooms CDE, Merton Civic Centre, London Road, SM4 5DX

#### AGENDA

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## Sustainable Communities Overview and Scrutiny Panel Membership

### Councillors:

Natasha Irons (Chair)  
Daniel Holden (Vice-Chair)  
Ben Butler  
Anthony Fairclough  
David Dean  
Aidan Mundy  
Owen Pritchard  
Geraldine Stanford

### Substitute Members:

Nigel Benbow  
Eloise Bailey  
Nick Draper  
Brenda Fraser  
Edward Gretton

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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.

### What is Overview and Scrutiny?

Overview and Scrutiny describes the way Merton's scrutiny councillors hold the Council's Executive (the Cabinet) to account to make sure that they take the right decisions for the Borough. Scrutiny panels also carry out reviews of Council services or issues to identify ways the Council can improve or develop new policy to meet the needs of local people. From May 2008, the Overview & Scrutiny Commission and Panels have been restructured and the Panels renamed to reflect the Local Area Agreement strategic themes.

Scrutiny's work falls into four broad areas:

- ⇒ **Call-in:** If three (non-executive) councillors feel that a decision made by the Cabinet is inappropriate they can 'call the decision in' after it has been made to prevent the decision taking immediate effect. They can then interview the Cabinet Member or Council Officers and make recommendations to the decision-maker suggesting improvements.
- ⇒ **Policy Reviews:** The panels carry out detailed, evidence-based assessments of Council services or issues that affect the lives of local people. At the end of the review the panels issue a report setting out their findings and recommendations for improvement and present it to Cabinet and other partner agencies. During the reviews, panels will gather information, evidence and opinions from Council officers, external bodies and organisations and members of the public to help them understand the key issues relating to the review topic.
- ⇒ **One-Off Reviews:** Panels often want to have a quick, one-off review of a topic and will ask Council officers to come and speak to them about a particular service or issue before making recommendations to the Cabinet.
- ⇒ **Scrutiny of Council Documents:** Panels also examine key Council documents, such as the budget, the Business Plan and the Best Value Performance Plan.

Scrutiny panels need the help of local people, partners and community groups to make sure that Merton delivers effective services. If you think there is something that scrutiny should look at, or have views on current reviews being carried out by scrutiny, let us know.

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# Agenda Item 3

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## SUSTAINABLE COMMUNITIES OVERVIEW AND SCRUTINY PANEL

6 FEBRUARY 2020

(7.15 pm - 9.30 pm)

PRESENT Councillors Councillor Natasha Irons (in the Chair),  
Councillor Daniel Holden, Councillor Ben Butler,  
Councillor Anthony Fairclough, Councillor David Dean,  
Councillor Aidan Mundy, Councillor Owen Pritchard and  
Councillor Geraldine Stanford

Charles Baker (Waste Strategy and Commissioning Manager),  
John Bosley (Assistant Director Public Space Contracts and  
Commissioning), Chris Chowns (Principal Transport Planner),  
Caroline Holland (Director of Corporate Services), Cathryn  
James (Interim Assistant Director, Public Protection), Chris Lee  
(Director of Environment and Regeneration) and James  
McGinlay (Assistant Director for Sustainable Communities)

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

No apologies received.

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

There were no declarations of pecuniary interest.

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

The minutes of the previous meeting were agreed.

Matters arising - in response to information requested during October's meeting, the Panel were given

- Rankings of parking services income in the country.
- Results of the analysis of Fly-tipping Reports

### 4 BUSINESS PLAN 2020-24 (BUDGET SCRUTINY ROUND 2) (Agenda Item 4)

The Panel discussed each of the new savings proposals and asked questions of clarification about the growth proposals.

Councillor Daniel Holden proposed the motion that recommended to Cabinet "This Panel does not accept ENV1920-01. It is a tax on motorists and we recommend that Cabinet look at alternative savings". This was seconded by Councillor David Dean. There were two votes in favour, four against and one abstention. Motion fell.

The Panel further discussed and commented on the report and RESOLVED (six votes for, none against and one abstention) to make the following reference to Cabinet;

“That Cabinet note the excellent work of the Merton Finance Team in managing the pension fund and the resulting benefits to the people of Merton of over £2.4 million per year for the foreseeable future”.

5 BUSINESS PLAN 2020-24 - SAVINGS INFORMATION PACK (Agenda Item 5)

6 ANNUAL REVIEW (AND OTHER MATTERS RELATING TO THE VEOLIA STREET CLEANING AND WASTE CONTRACT) (Agenda Item 6)

The Chair asked the Panel to agree to discuss agenda item 5 without making any reference to the figures and information within the exempt appendix.

The Director of Environment and Regeneration summarised the report and further explained the reasoning for the exempt appendix – revealing Veolia’s pricing approach would advantageous to other bidders, thus we treat the information as commercially sensitive and confidential.

In response to questions from the Panel Members, the Director of Environment and Regeneration explained that;

- There was a gap in the contract with regards to Public Rights of Way, but these are now wholly covered.
- We are looking at improving the reporting functionality, such as from April there will be a drop down box for reporting green sacks online.

Councillor David Dean proposed the motion that “The vast increase in costs that the contractor requires is unacceptable when the state of street cleaning is so poor”. This was seconded by Councillor Daniel Holden. There were two votes in favour, four against and one abstention. Motion fell.

7 FLY-TIPPING REVIEW (Agenda Item 7)

The Assistant Director of Public Space summarised the report.

In response to a Panel Member the AD explained that Merton are looking at approaches adopted by other Local Authorities such as ‘name and shame’ and video surveillance as an element in the fly-tipping action plan.

8 LOCAL IMPLEMENTATION PLAN (Agenda Item 8)

The Transport Planning Project Officer introduced the report.

In response to Panel Members questions the Transport Planning Project Officer clarified the following;

- Half of budget dedicated to cycling and active travel improvements.
- Plan to run more balance-ability training.
- Station accessibility/step free access is not part of the LIP. We can utilise the accessibility budget pot for station forecourts etc. but step free access must be approved in conjunction with Network rail. Although we were unsuccessful with our Raynes Park and Motspur Park

bids, we have raised the issue of step free access at Wimbledon Chase station with the Planning Team.

## 9 PERFORMANCE MONITORING (Agenda Item 9)

The Director of Environment and Regeneration highlighted some of the KPI's

- SP509 Permits applied/processed online is above target - Transition to new system and charges went smoothly.
- Page 106 Public spaces performance set of indicators – We acknowledge the figures are not where we want them to be but they are improving and heading in the right direction.
- SP354 Total waste arising - Volume has gone down.
- SP113 Planning enforcement cases closed – The team are working hard and bringing down the number of cases. Ahead of year to date target.

## 10 WORK PROGRAMME (Agenda Item 10)

The work programme was agreed.

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## **Committee: Sustainable Communities Overview and Scrutiny Panel**

**Date: 25<sup>th</sup> February 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: for Sustainable Communities Overview and Scrutiny Panel**

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 to be considered by Cabinet in March 2020 and implementation in 2021.

1.2. Members to specifically comment on:

- (i) The proposed emission based charging model as set out in appendix A, to include:
  - a. All Permit charges, including Residents, Business, Traders, Teachers, and visitor permits.
  - b. All on and off street tariffs including Season Tickets, bay suspensions and other on street charges.
  - c. The draft Equality Assessment in Appendix 3

1.3. Members to note the review of current Parking machine infrastructure and the current use of scratch cards for visitor permits.

1.4. Members to comment on the proposed consultation process as set out in Section 14 below to engage with a wide range of stakeholders including, residents, resident associations, business, business associations and equality groups.

1.5. A further report following the consultation process will be referred back to Sustainable Communities Overview and Scrutiny Committee later in the year.

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## 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, the demand for parking, and 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. The council are in the process of forming a Climate Action Plan to deliver 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. 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 opportunity to make different choices.
- 2.23. 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.
- 2.24. 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.
- 2.25. 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'.

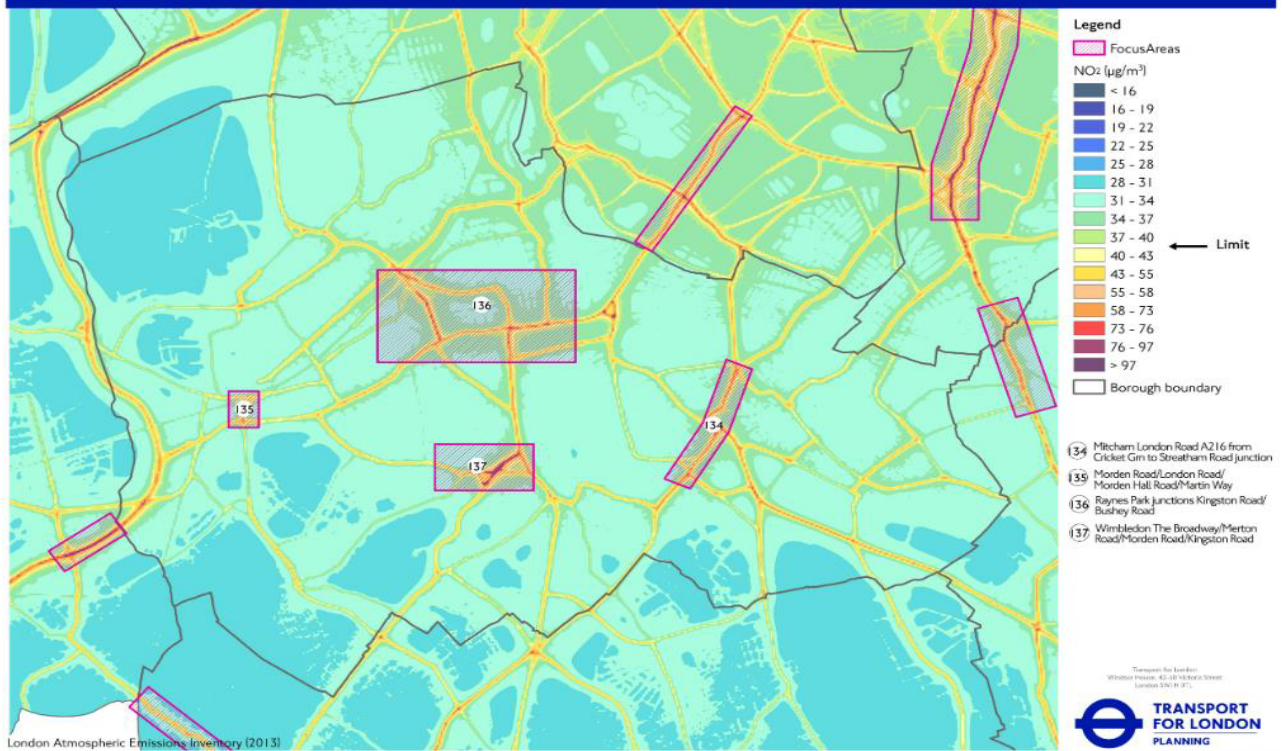
- 2.26. In setting out its measures of success, the proposed emissions charging policy aims to deliver reduced/changed car ownership and usage across the borough encourage more people to undertake alternative forms of active travel, purchase fewer resident permits and lead to a rebalancing of our streets - to benefit both residents and businesses alike.
- 2.27. 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, in this case the strategic approach to air quality.
- 2.28. 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 need to consider 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.

#### **Air Quality**

- 3.5. 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.

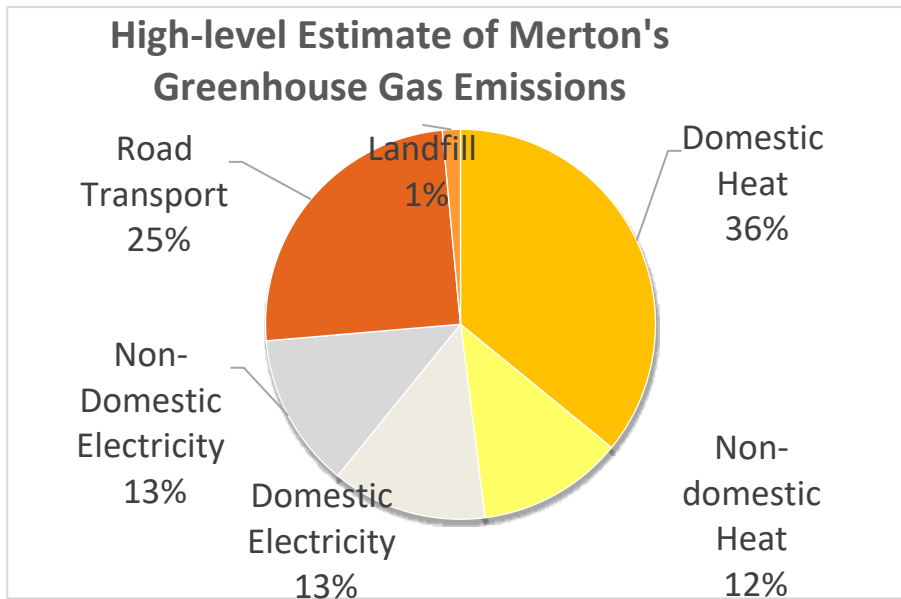


- 3.6. In Merton, an Air Quality Management Area (AQMA) has been declared for the whole borough with four locations identified as having high levels of pollution and human exposure. These are in the main centres of Mitcham, Morden, Raynes Park and Wimbledon.
- 3.7. Poor air quality in Merton comes from 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.
- 3.8. 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

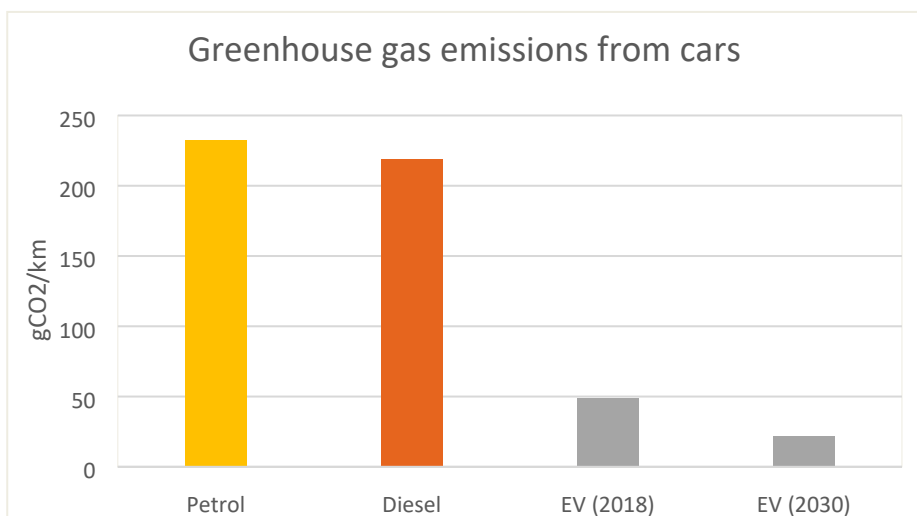
- 3.9. The latest evidence from the intergovernmental panel on climate change (IPCC) shows that deeper and faster cuts are needed to avoid irreversible damaging effects of climate change than previously thought. Committee on Climate Change's Net Zero report states that becoming carbon neutral by 2050 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 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.

3.10. Depending on estimates, Merton produces between 1/2m and 1m tons CO2e per year. A quarter of greenhouse gas emissions are due to transport, mainly due to the 600M km 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.



3.11. 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 cars off the road every year to 2050.

3.12. Where cars cannot be replaced with active travel, electric vehicles produce no air pollution emissions and no direct greenhouse gas emissions. Greenhouse emissions from the production of electricity still offer very substantial 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

- 3.13. 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.
- 3.14. 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 cars and vans fully electric by 2035.
  - Sufficient electric charge points to meet increase in demand for electric vehicles.
- 3.15. ***There are many actions that can be adopted by Councils to deliver the necessary transformation, and a range of expert bodies are providing advice and case studies to help accelerate the move towards sustainable travel. One example*** being considered by the Climate Emergency Working Group set up to steer the Climate Action Plan ***is the paper drawn up by*** London Living Streets (downloadable at <https://londonlivingstreets.files.wordpress.com/2019/11/climate-emergency-policies-to-decarbonise-road-transport-nov.-2019.pdf>). It 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.

### 3.16. PUBLIC HEALTH

- 3.16.1. 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
- 3.16.2. 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. As explained in previous reports to Cabinet, this strategy is being refreshed with a final version of the refreshed strategy and was approved by the Health and Wellbeing Board at its meeting on 25 June 2019.
- 3.16.3. 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.
- 3.16.4. 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.



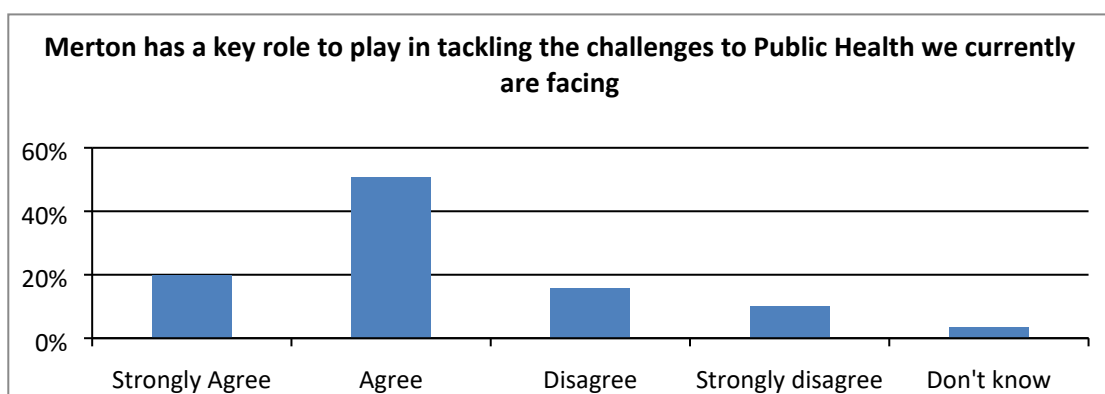
3.16.5. The essence of the public health argument for the proposed changes to diesel surcharge and emission based charges are that they will encourage less car use, which in turn reduces two major risks to health: air pollution and sedentary behaviour.

3.16.6. 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.

3.16.7. 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.

3.16.8. The graph below is the response from the recent consultation (from 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.



3.16.9. 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.

- 3.16.10. 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.

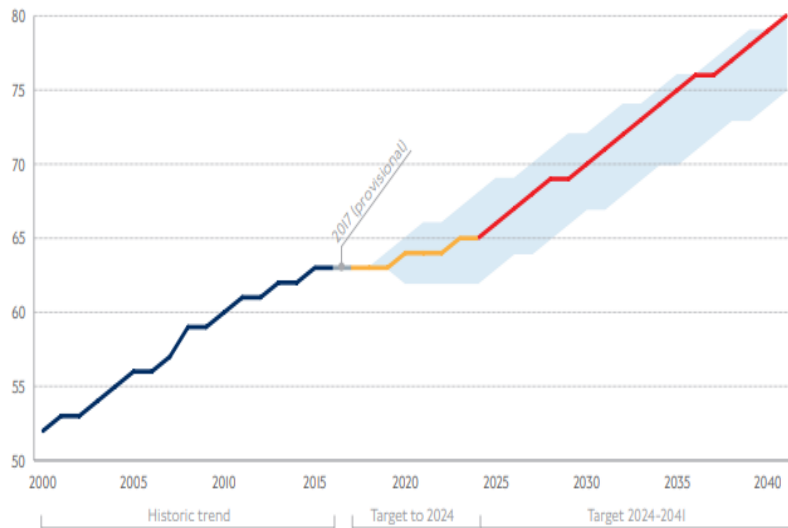
<https://fingertips.phe.org.uk/search/air%20pollution#page/0/gid/1/pat/6/par/E12000007/ati/101/are/E09000002/iid/30101/age/230/sex/4>

- 3.17. 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>

### **3.18. SUSTAINABLE ACTIVE TRAVEL**

- 3.18.1. 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.
- 3.18.2. 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
- 3.18.3. Our 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.
- 3.18.4. 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 through the delivery of improved walking and cycling facilities.
- 3.18.5. In order to meet the Mayors 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.
- 3.18.6. 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.



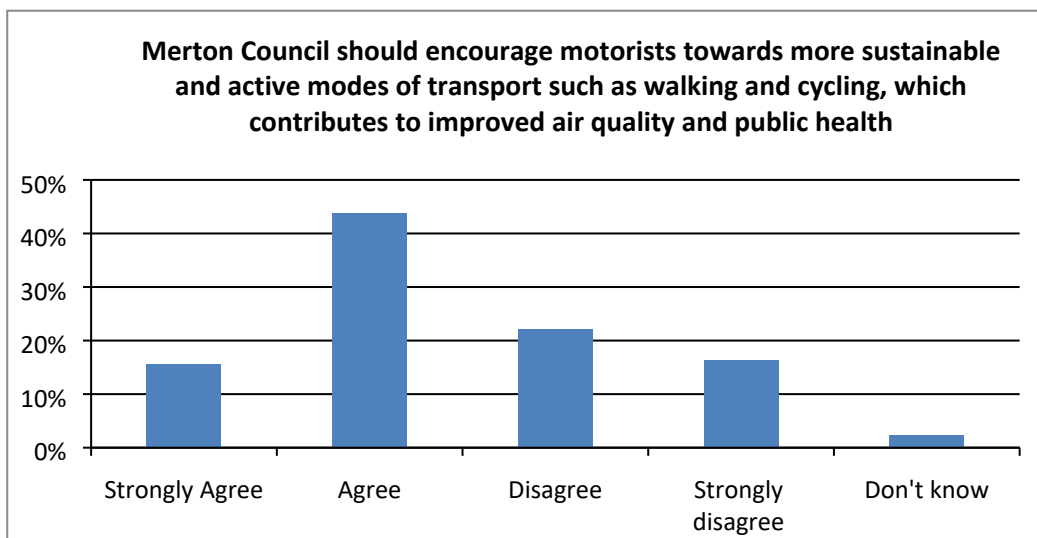
The shaded region shows the range of outcomes and risk to achieving the target.

- 3.18.7. The third Local Implementation Plan (LIP) sets out Merton’s Council’s three-year delivery programme for the period 2019/20 to 2020/22.
- 3.18.8. 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 have been delivered alongside 651 additional cycle parking spaces.
- 3.18.9. 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 lessen and minimise the impacts on the environment and air quality. LIP 3 contains a series of actions through to 2041.

These include:

- 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 safely.

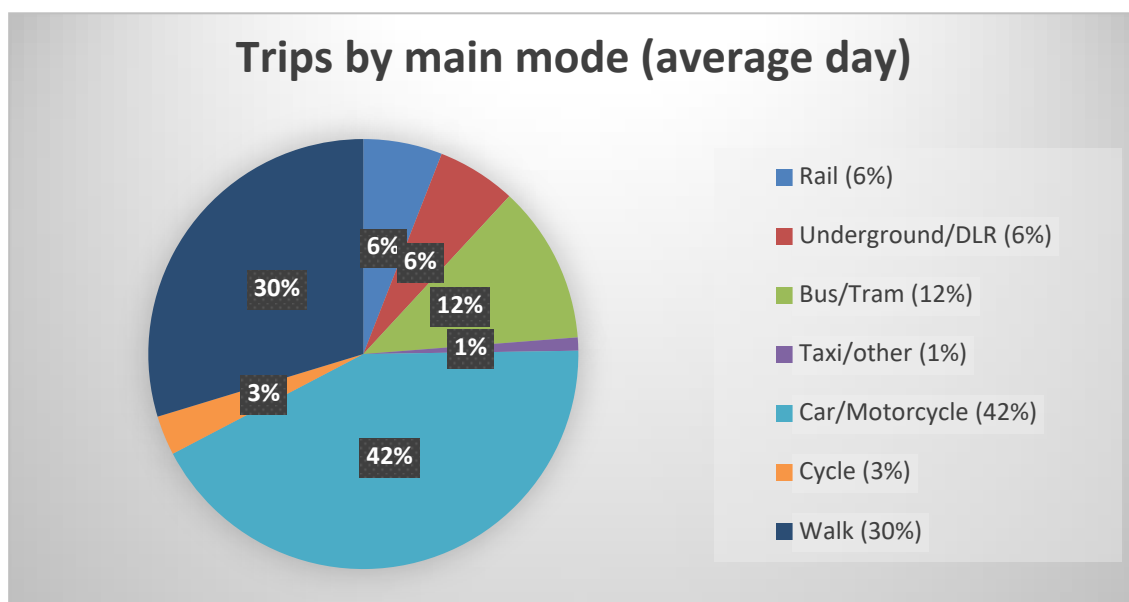
- 3.18.10. In the recent consultation exercise (from May – June 2019 in relation to Parking Charges) residents were asked whether:



3.18.11. 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%).

3.18.12. 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).

3.18.13. All trips per day by main mode 2014/15 to 2016/17 are shown in the chart below:



3.18.14. In order to meet its 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.

- 3.18.15. Walks of up to 25 minutes could replace over one third of all car trips made by London residents.
- 3.18.16. Although the level of cycling is broadly static, 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.
- 3.18.17. 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.
- 3.18.18. 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.
- 3.18.19. 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 fast, rapid and residential charge points. There are currently 94 in operation.
- 3.18.20. 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.
- 3.18.21. 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).
- 3.18.22. 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.
- 3.18.23. Further examples of where increased charges has stimulated direct behavioural change include:
- 3.18.24. 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 less vehicle movements were recorded.
- 3.18.25. 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).
- 3.18.26. 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:

- 3.18.27. Increased parking fees will lead to the desire to reduce private car travel, prompting people to choose alternative forms of travel
- 3.18.28. If travelers expect higher parking fees they will change their route, or use other means of transport to reach their destinations.
- 3.18.29. 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.

Keep all TfL fares **frozen** until 2020

**More** bus services for outer London

**100%** step-free access on the Elizabeth line

**More** automatic refunds for maximum fares

**4** London Underground lines to get extra capacity

**54** new state-of-the-art trains for London Overground

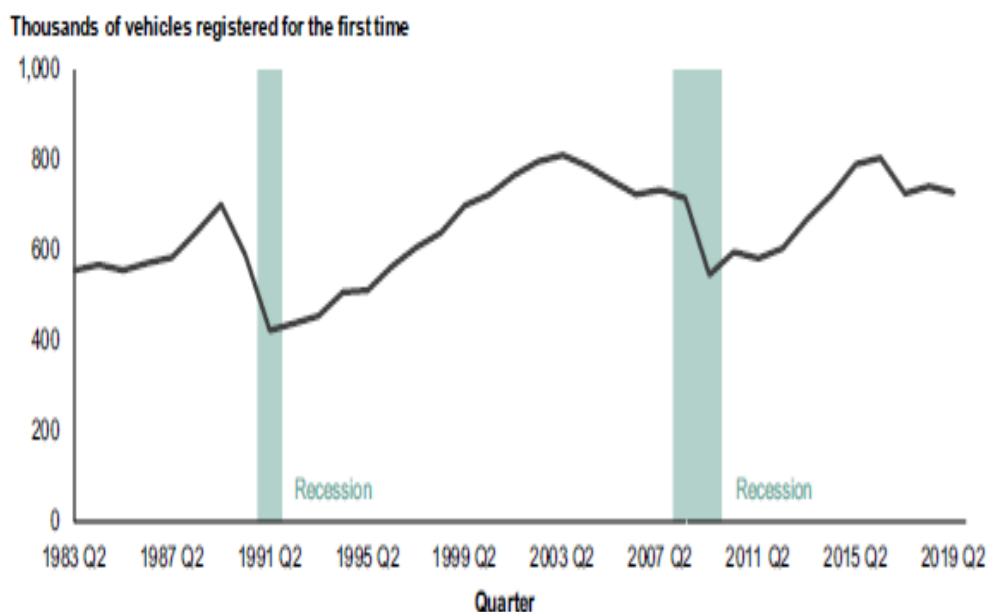
**Improve** taxi rank accessibility

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.

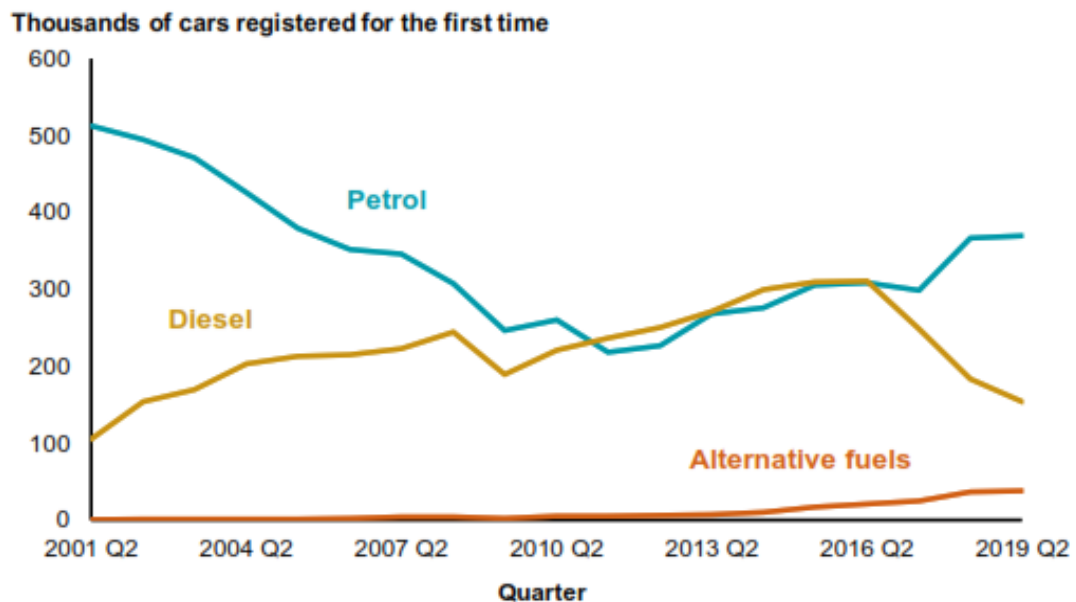


5.3. Over the last 10 years car parking and permit prices have been frozen in Merton and the number of 'cars' registered in Merton rose from 69,500 to 71,900. Whilst car ownership in the borough has started to decline over the last 12 months' overall car ownership has risen by approximately 3.3% over 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 motorist 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.

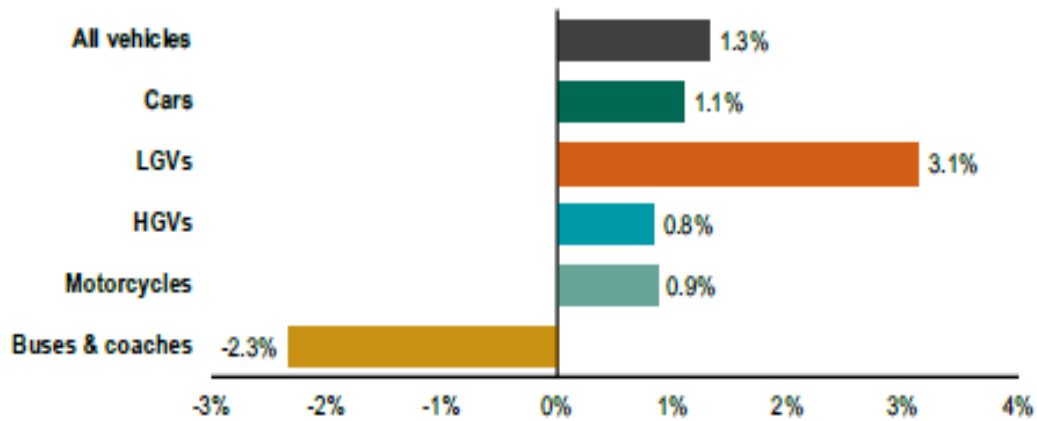


## 5.4. New car sales in Great Britain

- 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.

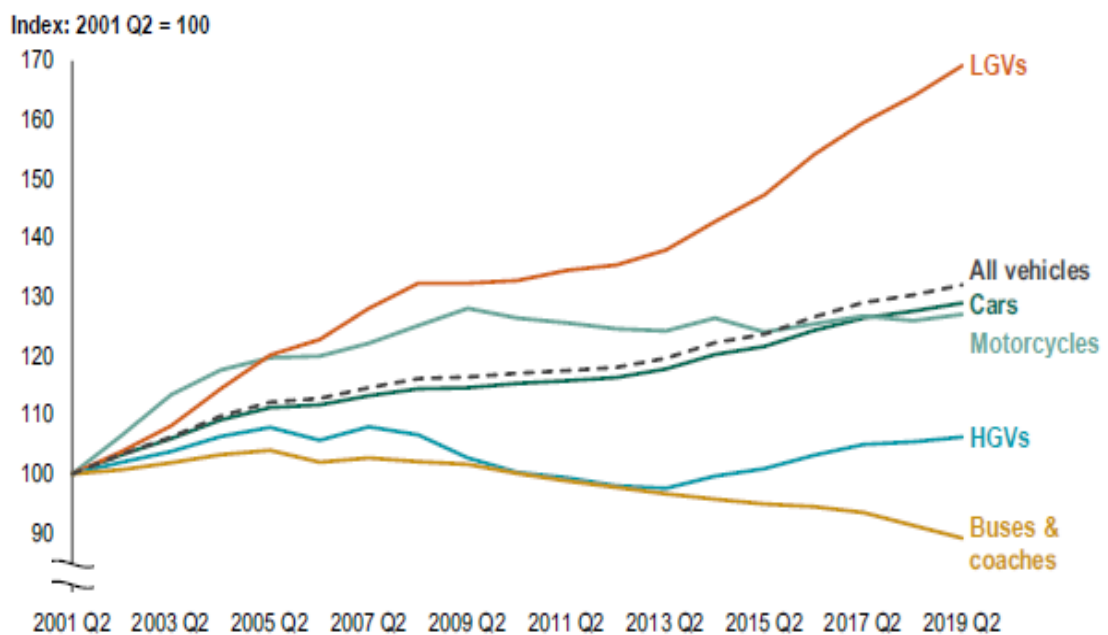


- 5.4.5. Cars registered for the first time declined by 4.1% in 2019 Q2 compared to 2018 Q2, which may have reference to the uncertainty of Brexit and making a commitment to purchase a new car. Both light and heavy goods vehicles saw a large increase of 8.2% and 36.7% respectively. The increase for heavy 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.



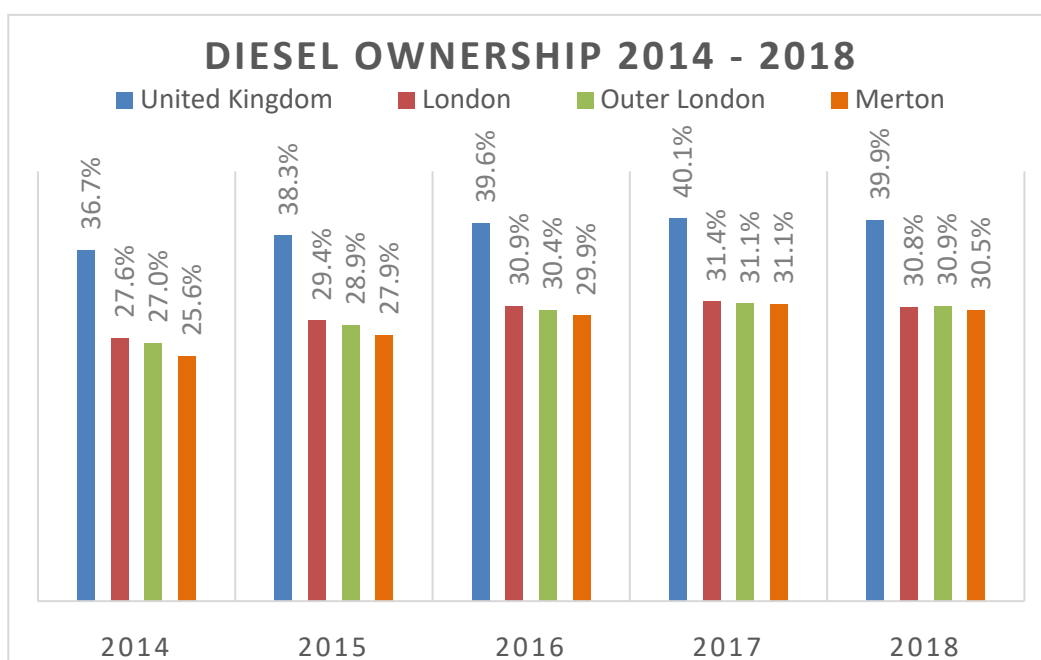
### 5.5. Car ownership by type in Great Britain

- 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 purchasing 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.

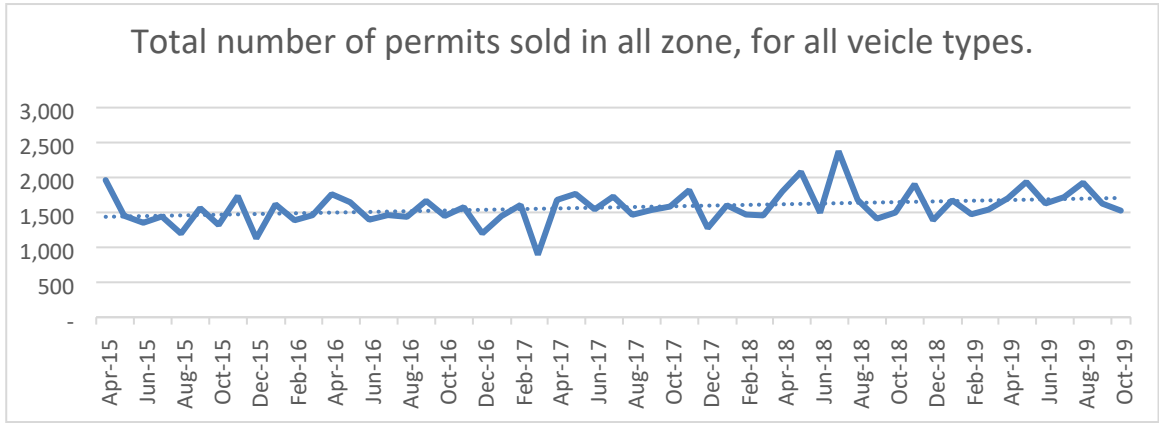


### 5.7. Merton Diesel Levy

- 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.

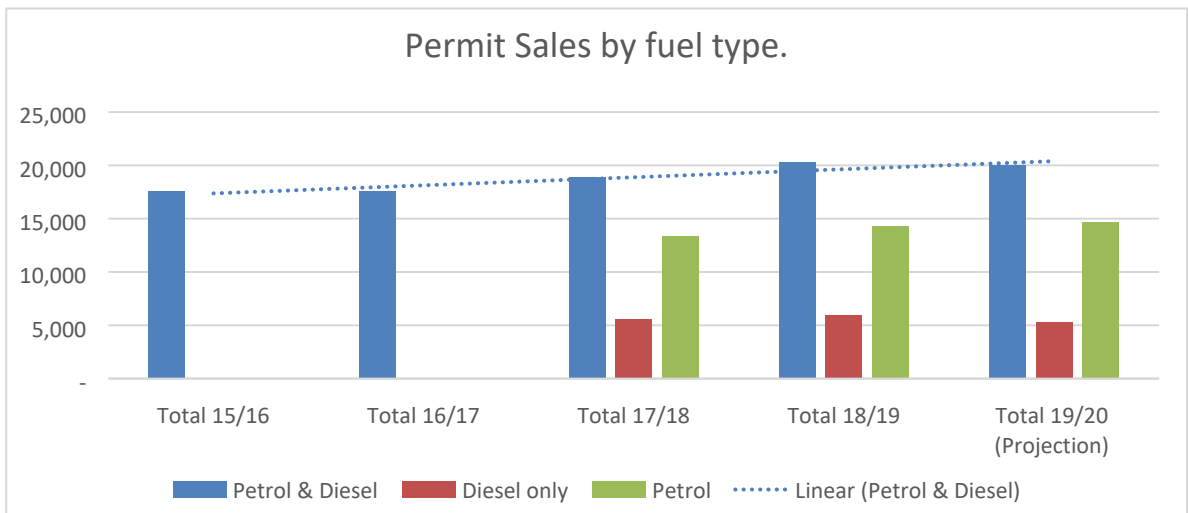


\*The data for total permits sales in 2017 is subject to mathematical adjustment based on historic trends and known future sales. This is due to reporting issues and the introduction in the diesel level in early 2017/18.

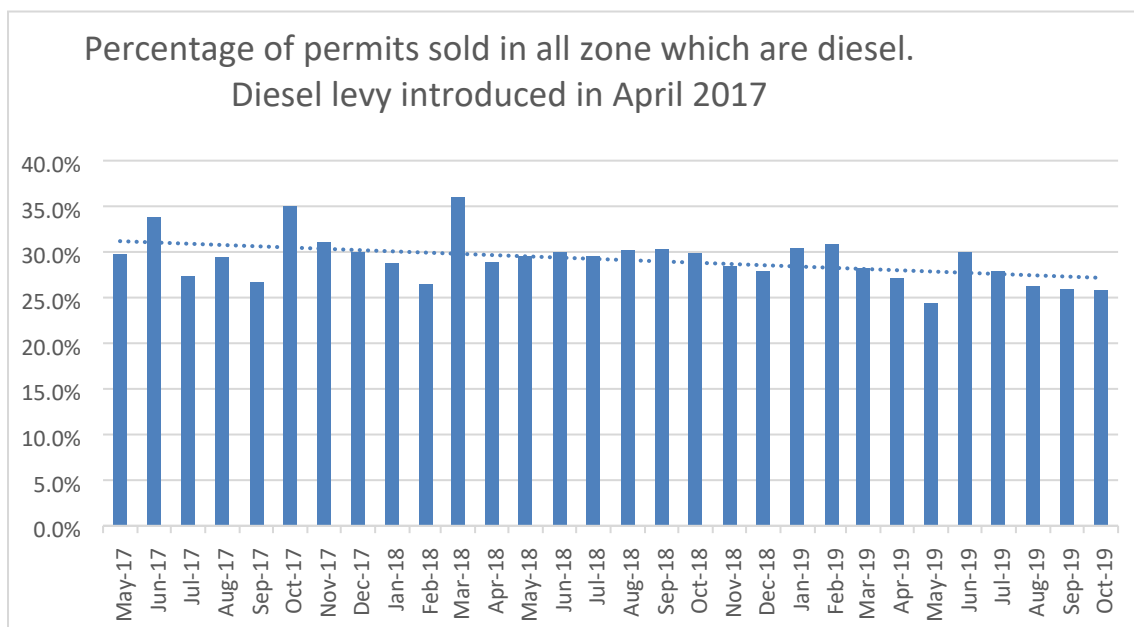
5.7.3. The diesel level was introduced in April 2017. Because of the implementation of a number of new Controlled Parking Zones (CPZ), total number of permits and in deed diesel permits have risen. However the projected number of permits to be sold for 2019/20 is slightly down on 2018/19 @ 20,003, 14,667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

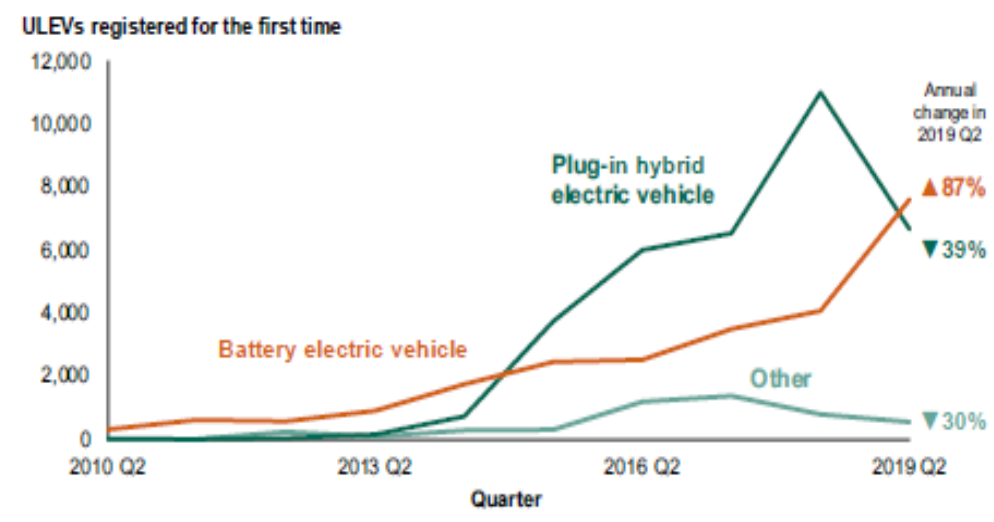
Date	Petrol & Diesel	Diesel only	Petrol	Diesel %
Apr-18	1801	519	1282	28.8%
May-18	2081	614	1467	29.5%
Jun-18	1496	449	1047	30.0%
Jul-18	2376	702	1674	29.5%
Aug-18	1678	506	1172	30.2%
Sep-18	1411	427	984	30.3%
<b>TOTALS APRIL-SEP 2018</b>	<b>10843</b>	<b>3217</b>	<b>7626</b>	<b>29.7%</b>
Apr-19	1,702	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.

**Figure 4: ULEVs registered for the first time by fuel type, UK, 2010 Q2 to 2019 Q2**



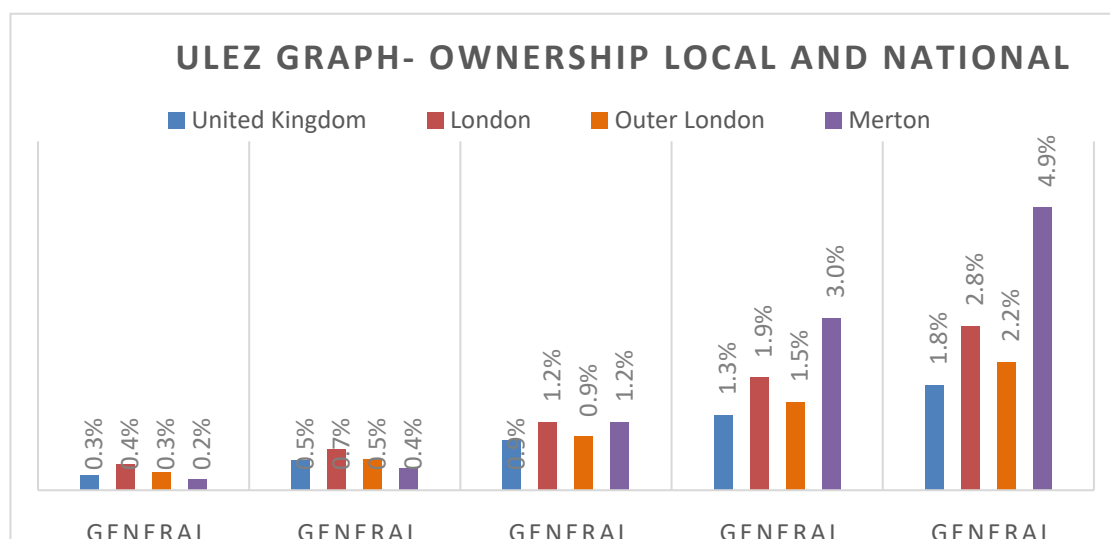
**5.9. Electric cars in Merton’s CPZs.**

- 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 (Electric and Hybrid vehicles)

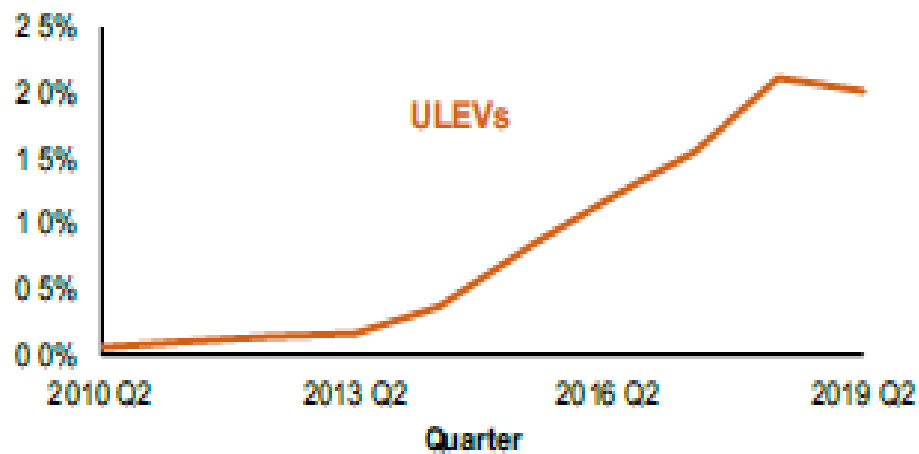
- 5.10.1. Ultra-low emission vehicles (ULEVs) are vehicles that emit less than 75g of carbon dioxide (CO<sub>2</sub>) from the tailpipe for every kilometre travelled. The term typically refers to battery electric, plug-in hybrid electric and fuel cell electric vehicles.
- 5.10.2. Merton has the seventh 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.



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

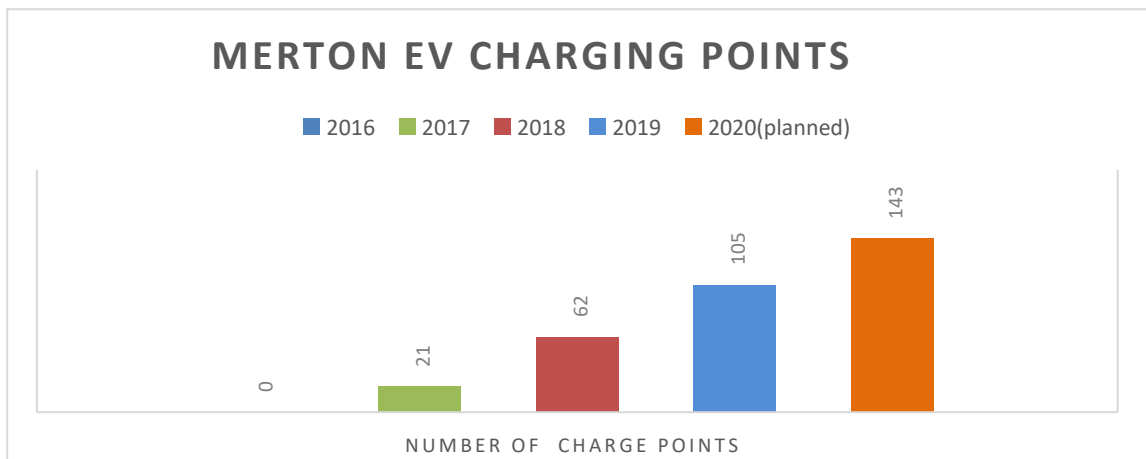
- 5.10.5. A hybrid car is one that uses two different energy sources to maximise efficiency. This usually means combining electrical energy stored in batteries, with the combustion energy of petrol or diesel fuel.
- 5.10.6. Evidence shows an indication that the hybrid electric and plug in hybrid cars 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.

Proportion of vehicles registered for the first time



**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 106 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)).

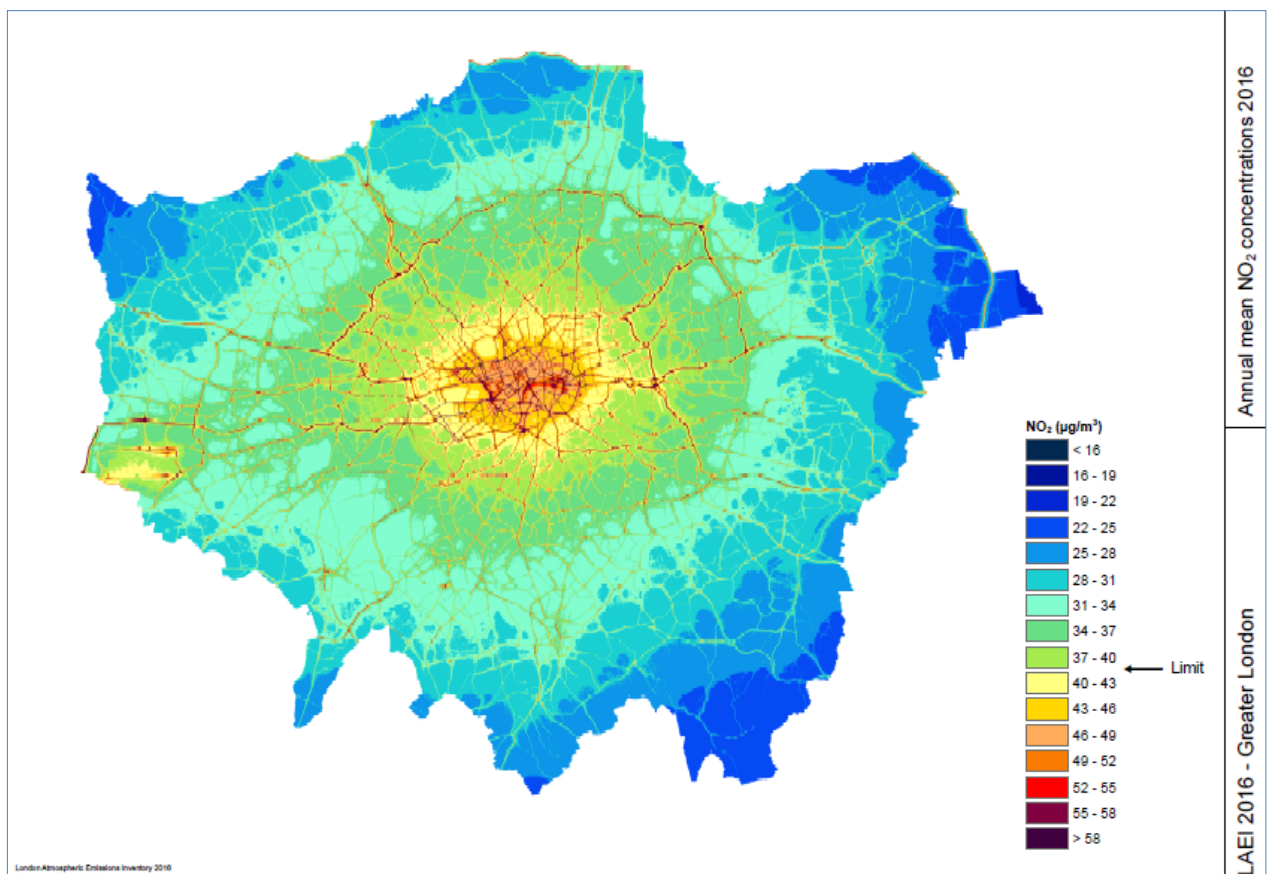


- This represent around 0.51 chargers per 1000 population.
- 5.11.4. A further 41 charge points are expected to be delivered by the end of 2019/early 2020, including (37 x 7kw) Source charge points, 2 x 22kw Source charge points and 2 x 50kw rapid charge stations (provider unknown at this stage).
  - 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 in 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 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, subject to a successful GULCS bid. 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 effect 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. Originally, the car tax banding was based very much on CO<sub>2</sub> emissions; however, since 2017 their charging bands now also reflect specifically diesel cars. In particular, newly registered el cars (TC49) that meet the RDE2 standard are charged at the same rate of many petrol cars, but diesel cars that do not meet the standard have to pay a higher rate. However, this does not however address the issue of older vehicles.
- 6.4. Air polluting nitrogen oxides (NO<sub>x</sub>) based charging by TfL**
- 6.4.1. 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:

- 6.4.2. 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
- 6.4.3. 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) – PM<sub>10</sub> – 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) – PM<sub>2.5</sub> – are especially significant, as smaller particles can penetrate even deeper
- 6.4.4. 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.



**6.5. CO<sub>2</sub> emission based charging by central government.**

- 6.5.1. 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.

- 6.5.2. The government through their car tax changing policy is linked to CO2 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 CO2 emissions. Newer, energy efficient vehicles pay less car tax generally than vehicles with larger, older engines.
- 6.5.3. 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>

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

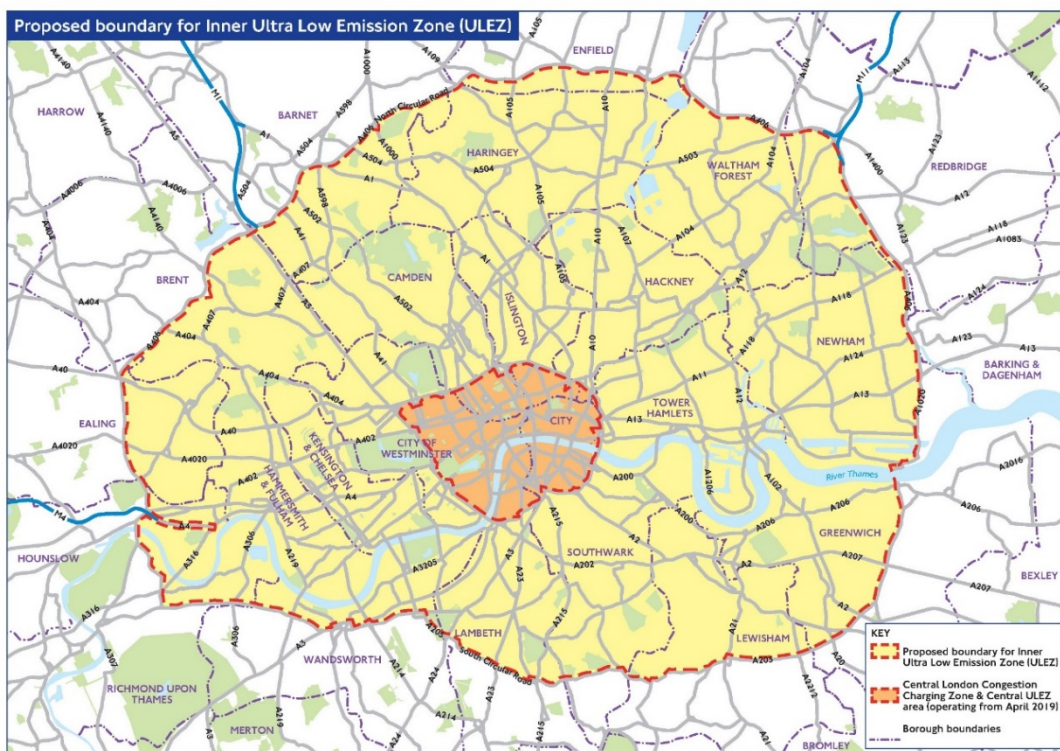
- 6.6.1. Merton's AQAP action point 27 refers to a feasibility study to consider the use of Clean Air Zones (CAZ's) or a Merton specific Ultra Low Emission Zone for Focus areas and beyond.
- 6.6.2. Several cities, including Birmingham, Nottingham, Southampton, Derby and Leeds, are also considering setting 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.

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

- 6.7.1. 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.
- 6.7.2. 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.
- 6.7.3. 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.
- Source: Article published 07 November 2019, by James Allen.
- 6.7.4. 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 will be 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.
- 6.7.5. The City of York's 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.

## **6.8. Why introduce an Ultra-Low Emission Zone?**

- 6.8.1. 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)
- 6.8.2. In the March 2015 TfL report to the Mayor of London the following was stated:
- 6.8.3. 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.
- 6.8.4. 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
- 6.8.5. 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.
- 6.8.6. 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.



## **6.9. 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)

- 6.9.1. 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.
- 6.9.2. 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.
- 6.9.3. 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).

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

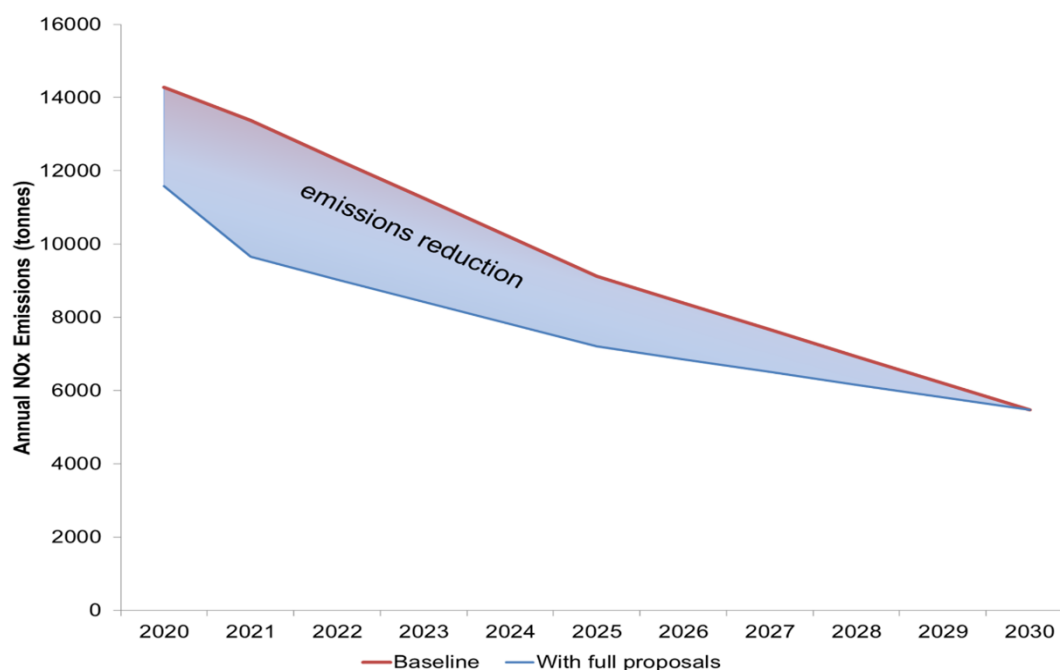
- 6.10.1. The Mayor of London, Sadiq Khan, said: “These figures prove without a doubt that ULEZ is exceeding expectations, reducing polluting vehicles and cleaning up our lethal air. I am determined to stop Londoners breathing air so filthy it is damaging their lungs and causing thousands of premature deaths.
- 6.10.2. “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.”
- 6.10.3. 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.”

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

- 6.11.1. 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.

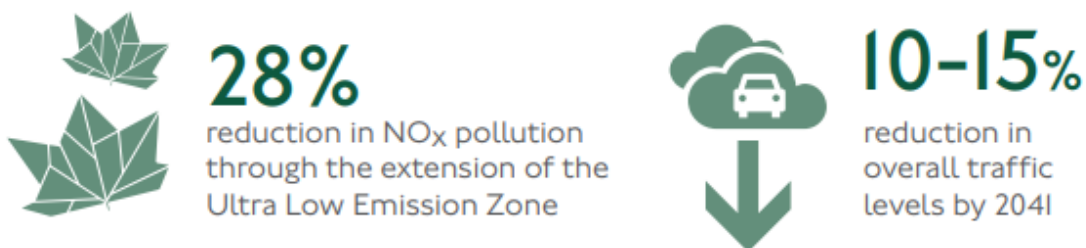
- 6.11.2. The proposed changes to LEZ and ULEZ would bring significant emissions reductions to a wider area of London. There would be a 20 per cent reduction in NOx emissions London-wide in 2020. The graph illustrates the London-wide impact of these proposals to 2030. In inner London, there would be a 30 per cent reduction in NOx in 2021.



## 6.12. Cleaner bus routes for London


- 6.12.1. 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.
- 6.12.2. 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


- 6.12.3. 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.
- 6.12.4. 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.
- 6.12.5. 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.
- 6.12.6. 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.



- 6.12.7. 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.

By 2023/24...

 **790km**  
of track on our rail  
and Underground  
routes (from 725 km  
in 2018/19)

 **100%**  
of the bus fleet  
will have Euro VI  
engines (from  
65% in 2018/19)

**2** new, auto-mooring,  
accessible, hybrid-  
powered ferries  


**985**  
trains on our  
network (from  
970 in 2018/19)  


**32,000**  
daily cycle hire  
journeys (from  
29,000 in 2018/19)  


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

- 6.13.1. 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>
- 6.13.2. 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.
- 6.13.3. 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.
- 6.13.4. 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.
- 6.13.5. Motorists can apply for £1,000 for scrapping a motorcycle or moped and £2,000 for scrapping a car.
- 6.13.6. 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.
- 6.13.7. 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.



- 6.13.8. “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.
- 6.13.9. 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).

#### **6.14. Euro standards and ULEZ**

- 6.14.1. 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.
- 6.14.2. 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.
- 6.14.3. 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.
- 6.14.4. Diesel cars that meet the standards are generally those first registered with the DVLA after September 2015.
- 6.14.5. 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.
- 6.14.6. The figure below shows the charges approved by TfL for entering the ULEZ zone, and how each vehicle type is charged. 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 24 Hours, 365 days	
<b>Most cars registered before 2006</b> EURO EMISSION STANDARD <b>1</b> <b>2</b> <b>3</b>	Petrol car <b>£12.50</b> Diesel car <b>£12.50</b>
<b>Most cars registered 2006 - August 2015</b> EURO EMISSION STANDARD <b>4</b> <b>5</b>	Petrol car <b>FREE</b> Diesel car <b>£12.50</b>
<b>All cars registered since September 2015</b> EURO EMISSION STANDARD <b>6</b>	Petrol car <b>FREE</b> Diesel car <b>FREE</b>

6.14.7. 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:

#### Key Findings

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 (NO2) in the central zone, a reduction of 36 per cent
- Trend analysis shows that, for the period July to September 2019, NO2 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 NOx 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 NOx emissions reduction expected in the first year

- Preliminary estimates indicate that after six months CO2 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 NO2 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

## **6.15. Expansion (ULEZ)**

- 6.15.1. 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.

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

- 6.16.1. 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.
- 6.16.2. 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.
- 6.16.3. 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.
- 6.16.4. 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.
- 6.16.5. 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.
- 6.16.6. 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 emissions caused by diesel vehicles.

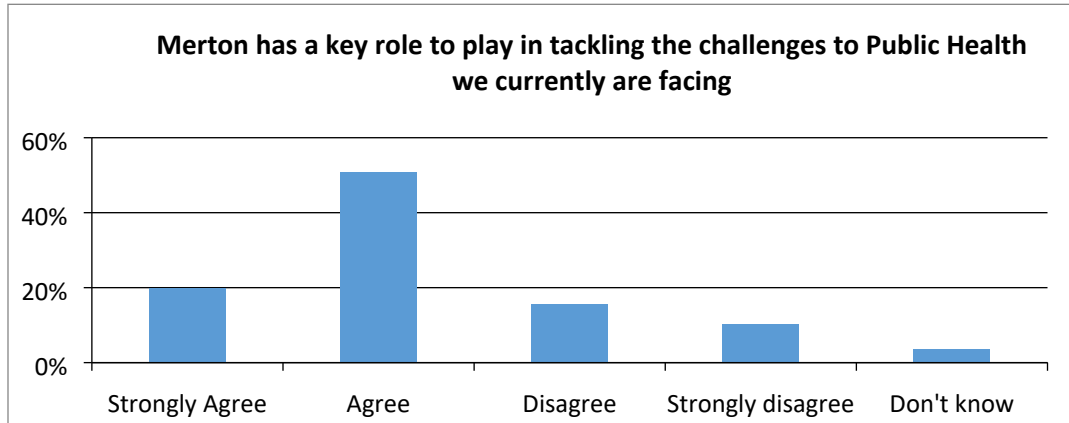
## **7. Current charging principles from 14 January 2020**

- 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
  - (ii) Air Quality and climate indicators
  - (iii) Parking demand and space availability
  - (iv) Enforcement requirements.

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.

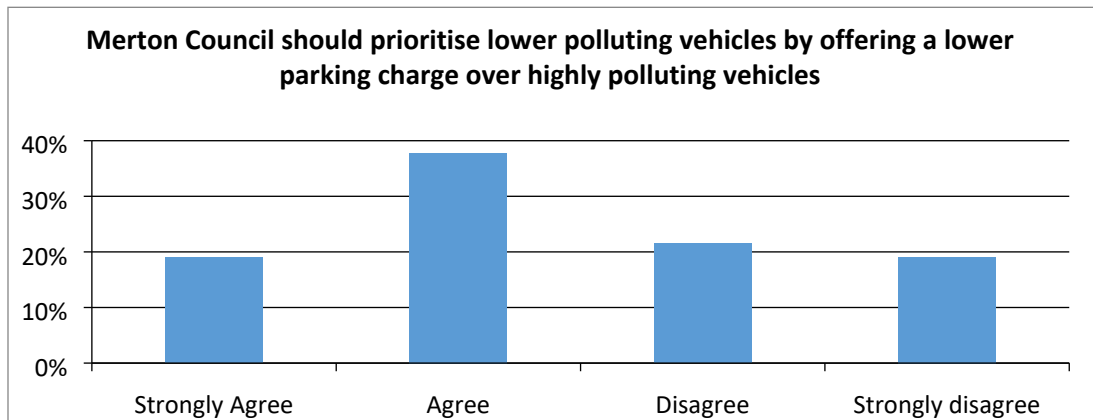
**Public Health & Air Quality**

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**

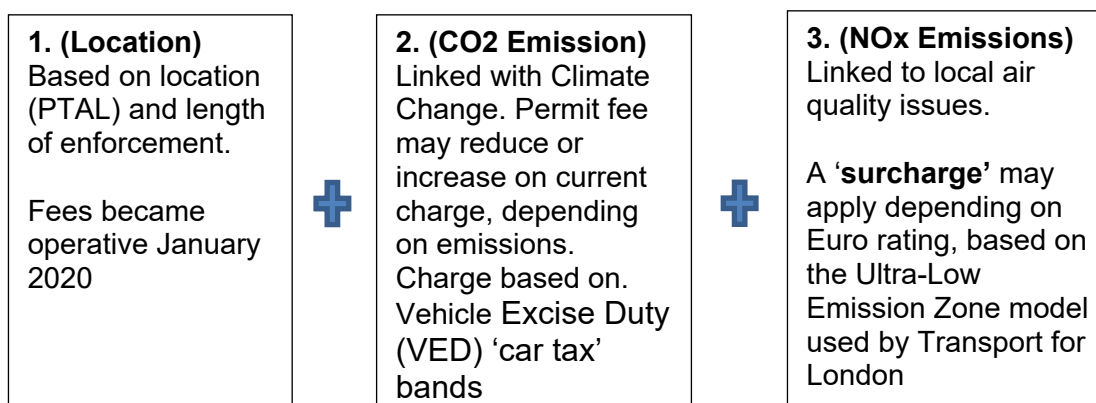
8.1. The model recommended below, builds on the existing principles set out in 30.1.3, which includes the location of a property in relation to Public Transport, known as (PTAL), and length of time a controlled parking zone is enforced for. The principle of a Permit charge based on the location of a property in relation to transport links forms an integral and complimentary 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 shows the current cost for a permit in each respective Controlled Parking Zone.

<b>Zone duration</b>	<b>Tier 1 zones</b> Wimbledon Town Centre	<b>Tier 2 zones</b> Part Colliers Wood/ South Wimbledon/ Rayne's Park/ Morden	<b>Tier 3 zones</b> Mitcham/ Part Colliers Wood	<b>*100% electric vehicles</b> 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. CO2 emissions, and
  3. NOx emissions

- 8.3. Example of the principles applied for 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)
Illustrative surcharge	£150.00	No Charge	£150.00	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 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. The Sustainable Communities Overview and Scrutiny

Committee at this stage, is not being asked to propose and agree a final set of charges, but to examine in detail the policy rationale that this paper sets out. Notwithstanding this, Members may wish to include their emerging thoughts for Cabinet consideration.

### **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. 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 VED charge plus a ULEZ surcharge

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

- 8.15. Similar to the annual visitor voucher 8.12 also applies to Visitor Scratch Cards
- 8.16. 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.
- 8.17. 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.
- 8.18. In January 2020, Merton introduced the ability to sell 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**

- 8.19. 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.
- 8.20. 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.

- 8.21. As an illustration a one of charge of £1.50 would 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.
- 8.22. 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 could be applied in a ULEZ based model.

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

- 8.23. 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.
- 8.24. 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.
- 8.25. 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.
- 8.26. 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.

### **Bay suspensions and 'Permitted Parking' applications**

- 8.27. 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

- 8.28. 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 reply the actual cost involved in processing the application. It is recommended an administrative fee of £50 is applied for all standard applications.
- 8.29. 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.

- 8.30. 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'

- 8.31. 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 a one off payment of £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 (Atfield) 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**

1.1. The draft EA is attached as Appendix 3

1.2. 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**

1.3. 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.

1.4. 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.

### **2. Crime and Disorder implications**

2.1. None

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

3.1. 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/>



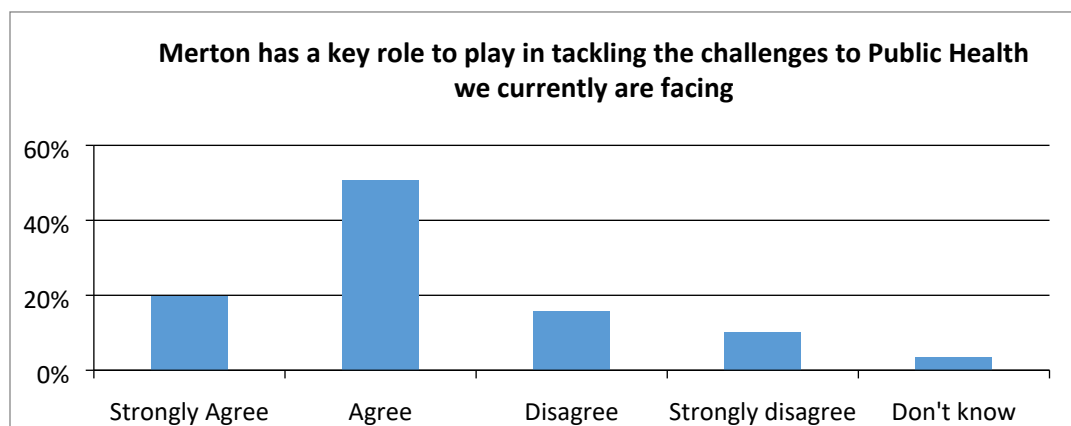
**EXTRACT FROM ONLINE SURVEY CONSULTATION RESULTS MAY 2019**

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.

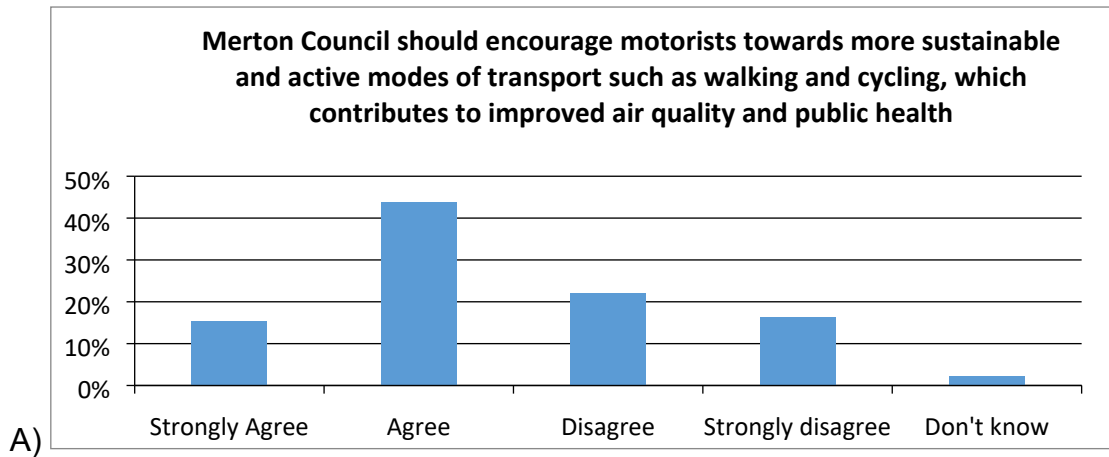
**Q1 PUBLIC HEALTH & AIR QUALITY**

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%).



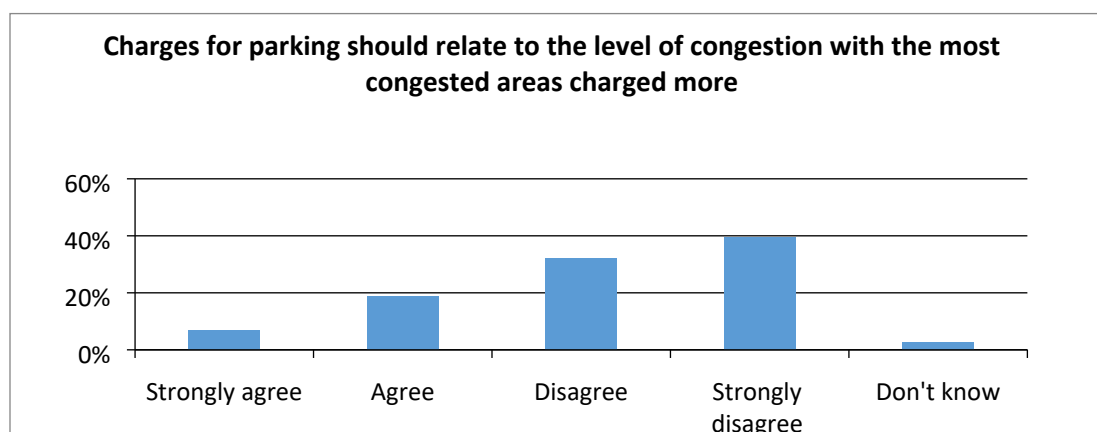
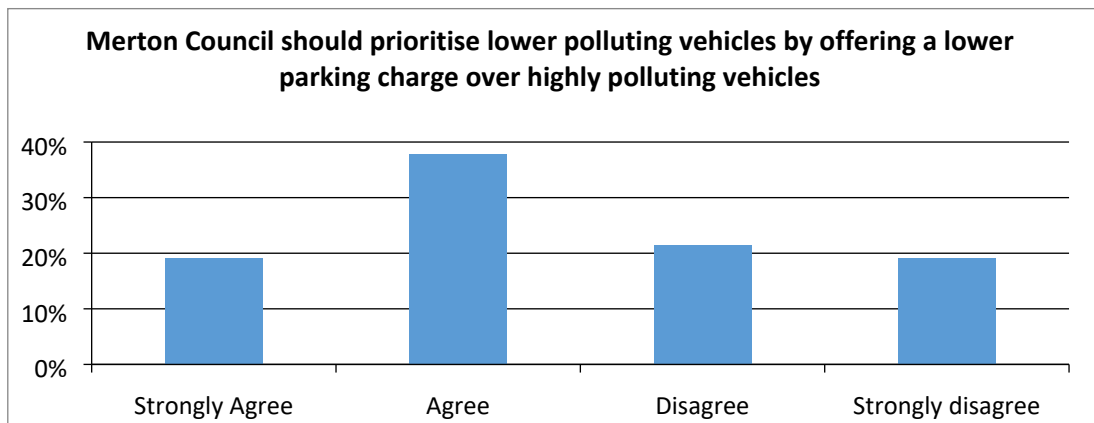
**Should Merton encourage active travel and use of public transport?**

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%).



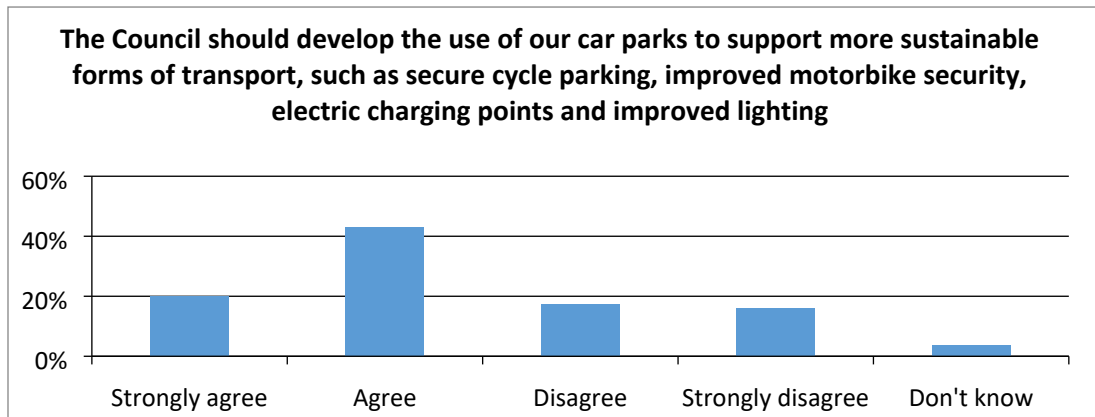
**Prioritising vehicle type.**

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.



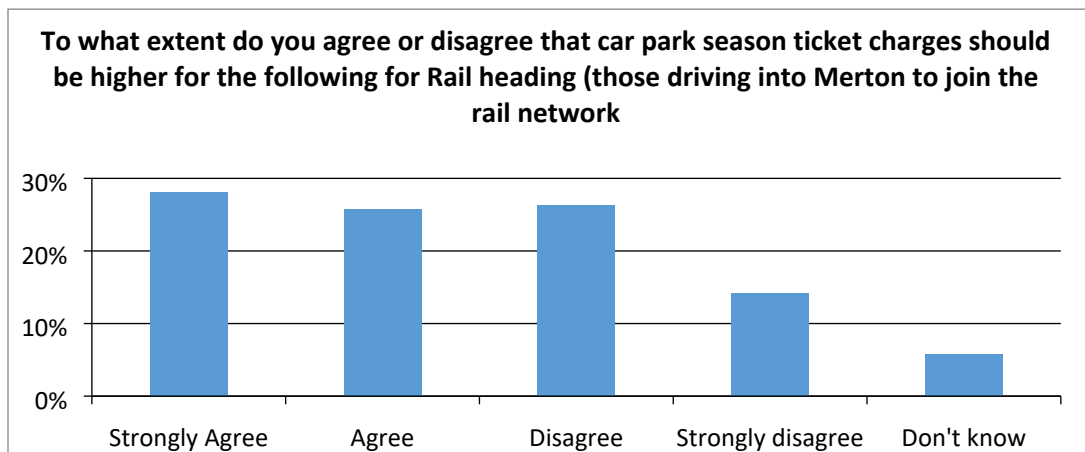
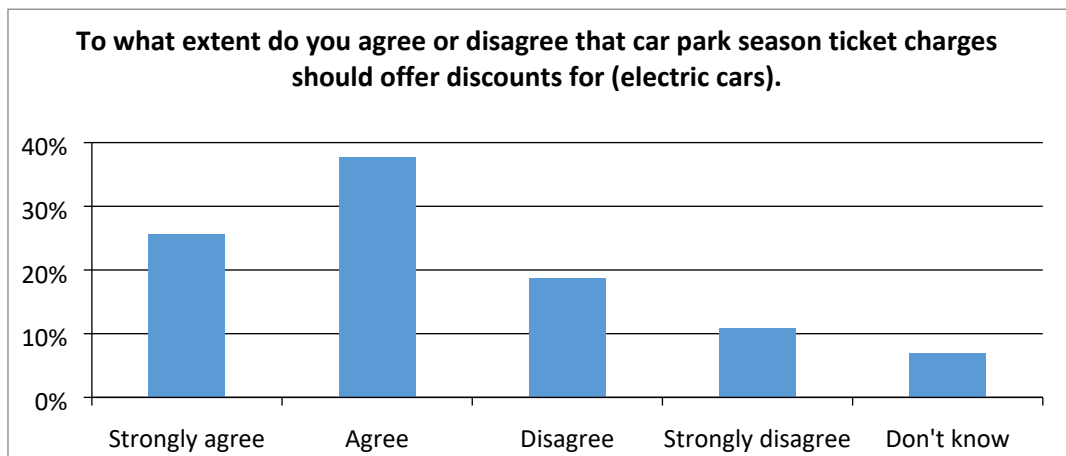
**Should Merton develop the use of car parks?**

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?**

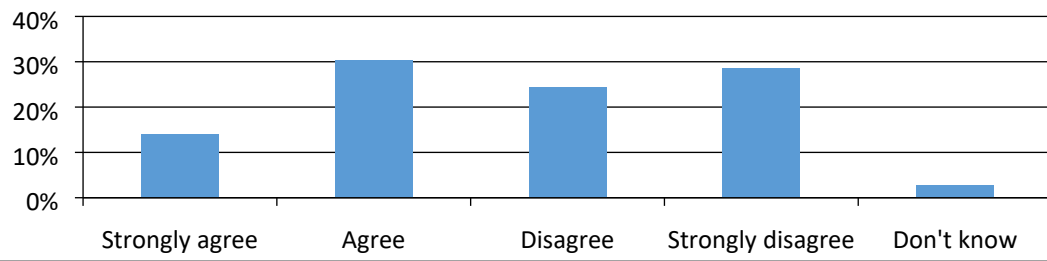
A) Nearly two thirds of respondents (64%) agreed that electric vehicles should receive a discount on season tickets with 30% disagreeing. Non-car owners were more likely to agree (69%).



**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

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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**





<p>What are the proposals being assessed?</p>	<p>Saving title – Emission based charging for Permits and paid for parking on and off street. To help deliver key strategic council priorities including public health, air quality, climate change and sustainable and active transport.</p> <p>This assessment considers: The effect of an emission-based charging model and the decrease or increase in Permit and parking changes for some residents/motorists.</p> <p>To facilitate emission based charging it is proposed 100 new machines are required which can charge based on vehicle type. It is proposed to remove all existing machines (circa 429) in a phased approach over the medium term, and replace 100 new machines which will also take card and other contactless payments. These 100 machines account 80% of all transactions. There is currently a total of 2.3 m transactions – c £4.6 m per annum</p> <p>This assessment considers the payment methods/choices at location where a machine is no longer an alternative and payment options in respect of the 100 new machines and the impact for card payments.</p> <p>Scratch cards for visitor Permits are currently sold to allow parking within Permit Zones when guests visit. These cannot be linked to specific vehicles which is required in an emission based charging model. The potential removal of this service in the medium term is being considered with an online vehicle specific option which is now available.</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 emission based model aims to reduce the number of high polluting vehicles used and 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 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: 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>  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 or park a vehicle in the borough.  In order to set the context for the proposal the following profile has been used.</p> <p><b>Merton’s profile</b>  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>
4. Is the responsibility shared with another department, authority or organisation? If so, who are the partners and who has overall responsibility?	<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
- (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.

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 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 and motorists parking of vehicles 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><b>Paid for on and off street parking</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> <p><b>Scratch Cards for Visitor Permits.</b></p> <p>Currently a resident may purchase and keep a stock of scratch cards to give to visitors as and when the arrive. However, these scratch cards are not specifically linked to the type of vehicle, which is required in an emission based charging model, therefore it is being proposed that visitor permits are purchased online or through a smart phone in the first instance and there may be a number of residents who do not have access to a smart phone or a computer.</p> <p><b>Cost</b></p> <p>Any increase in parking charges has the potential to negatively impact on those who are older and are more likely to have physical and health conditions. Older people are more likely to be affected by social isolation and loneliness.</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 and motorists parking of vehicles 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><b>Paid for on and off street parking</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> <p><b>Scratch Cards for Visitor Permits.</b></p> <p>Currently a resident may purchase and keep a stock of scratch cards to give to visitors as and when they arrive. However, these scratch cards are not specifically linked to the type of vehicle, which is required in an emission based charging model, therefore it is being proposed that visitor permits are purchased online or through</p>
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					<p>a smart phone in the first instance and there may be a number of residents who may not be able to use or do not have access to a smart phone or a computer.</p> <p><b>Cost</b></p> <p>Any increase in parking charges has the potential to negatively impact on those with a disability.</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 and motorists parking of vehicles 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> <p>None identified</p>
<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 and motorists parking of vehicles 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 and motorists parking of vehicles 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	<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 and motorists parking of vehicles 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 and motorists parking of vehicles 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 and motorists parking of vehicles 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>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 and motorists parking of vehicles 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><b>Cost of Emission Charging.</b></p> <p>Any increase in parking charges has the potential to negatively impact on those from certain socio economic backgrounds.</p> <p>Significant social inequalities exist within Merton. The eastern half has a younger, less affluent and more ethnically mixed population. The western half is less ethnically mixed, older and more affluent. Largely as a result, people in East Merton have worse health and shorter lives.</p> <p>The improvement action plan below sets out a number of mitigations to address the above points.</p>

				<p>The council considers that the impact is proportionate to the legitimate aim sought to be achieved through the policy.</p> <p><b>Paid for on and off street parking</b></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 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> <p><b>Scratch Cards for Visitor Permits.</b></p> <p>Currently a resident may purchase and keep a stock of scratch cards to give to visitors as and when they arrive. However, these scratch cards are not specifically linked to the type of vehicle, which is required in an emission based charging model, therefore it is being proposed that visitor permits are purchased online or through a smart phone in the first instance and there may be a number of</p>
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					residents in this group who do not have access to a smart phone or a computer.
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**7. If you have identified a negative impact, how do you plan to mitigate it?**

The mitigations for disability, age 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?
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<p>Age</p>	<p>There are a number of alternatives to the use/ownership of a higher polluting 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><b>Paid for on and off street parking &amp; new payment machines.</b></p> <p>Any transition away from cash payments to 'cashless' for parking on street and in council owned with be phased over a minimum 1 to 2 year period.</p> <p>Notwithstanding the mitigation below, the council would offer an alternative to scratch cards, for use at locations where cash is not an alternative.</p> <p><u>Access to bank cards.</u></p> <p>The cost to park, own and 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</p>		Current	Existing	Ben Stephens	Yes
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make payment at locations where card only payments are to be accepted.

However there may be some residents, (who are more likely to be elderly) who do not have a bank card.

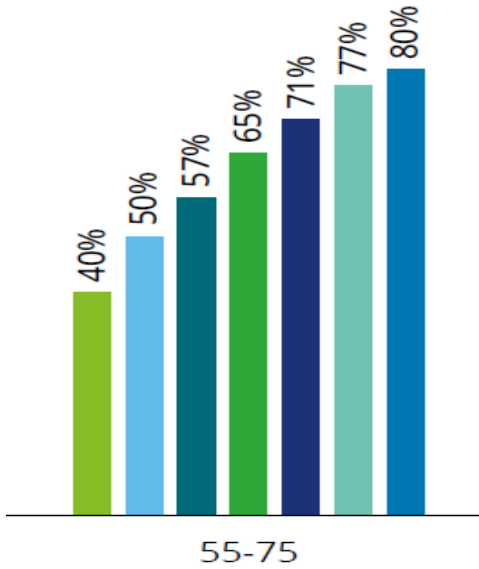
Debit or Credit card ownership in the UK is significant with a growing trend of more ownership and usage. Further the use of contactless payments has increased in recent years which has made payment quicker and easier. Statistics show the younger the age the higher the ownership and use. For the more elderly most 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

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 greeter update 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.



**Action to mitigate against potential increase in Permit and Parking Charges relating to an emission based changing model for individuals with a disability.**

for A number of disabled working age Merton residents receive benefit support. In November 2016, 900 disabled Merton residents claimed benefits. This equates to 0.7%, which is the same as London.

Merton is committed to supporting its residents that have mobility issues, and there are a number of ways we currently support this objective.

Merton is a member of the national Blue Badge scheme. The Blue Badge provides a range of parking and other motoring concessions for people who are registered blind or have severe mobility problems. Blue Badge holders can park free of

Customer feedback

Number of applications of Blue Badge & free carer permits

Number of Applications For disabled bays

Access improvements to public transport infrastructure

	<p>charge in any Merton disabled parking bay, pay &amp; display and shared use bay or permit holder bay.</p> <p>Later this year the Blue Badge eligibility scheme will be extended to those with a wide range of mental health issues that affect their mobility. This will extend our current provision to support additional residents within the Borough.</p> <p>A Blue Badge holder in Merton is entitled to apply for a free carer permit under certain conditions. This is to further support those residents with mobility issues and in need of regular support and care. The carer permit eligibility is based on being a Blue Badge holder.</p> <p>Any increase in charges is offset by eligibility for a Blue Badge, which provides free on street parking at many locations, including on single and double yellow lines.</p> <p>Those with disabilities are also able to apply for the creation of a disabled bay.</p> <p>LBM residents who have a substantial and permanent physical or sensory disability that affects their mobility and means they are unable to use public transport without extreme difficulty, are eligible for Taxicards.</p> <p><b>Dial a ride</b></p> <p>Dial a ride is a free door to door service, LBM does not fund this. Individuals must have a permanent or long term disability which means they are unable to use public transport some or all of the time.</p> <p><b>Merton Community Transport</b></p> <p>MCT provides accessible minibuses, MPV's (Multi Passenger Vehicles), a Mobility Van, Scootability,</p>	<p>Ensuring we have suitable accessibility options (channels) for disabled users who wish to make payments and access assistance with regard to the service</p> <p>Civil enforcement officers and parking staff will all be trained to help administer the new Blue Badge regulations and assist those with mental health issues including dementia friendly training</p>				
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Shopmobility scooters, electric powered wheelchairs and manual wheelchairs, voluntary support, information and advice and signposting on transport accessibility issues.

### **Personalised Transport Services (PTS)**

The vehicles used are wheelchair accessible MPV's and can carry passengers, their friends and carers, escorts and others as required.

Merton Community Transport runs a 'Happy Shoppers' shopping shuttle on Wednesdays to Sainsbury's/Marks & Spencer in Colliers Wood. This is a door to door service targeted at, but not restricted to, older people and those with mobility requirements.

Transport for hospital appointments should be arranged through the hospital or GP.

#### Healthcare Travel Cost Scheme

Patients who receive certain benefits or allowances can request to have transport costs reimbursed.

These include Income Support, Income based Job Seekers Allowance, Income-related ESA, Pension Credit Guarantee Credit, Child's Tax Credit, Working Tax Credit with a disability element, Universal Credit or the NHS Low Income Scheme.

TFL Transport Mentoring Service offers support to disabled Londoners who want to broaden their horizons and make use of the many mainstream accessible public transport options. Advice is given on planning a journey using an accessible route and a mentor is provided to accompany the traveller for up to 5 journeys. Assistance is also provided for people who wish to use mobility scooters and other mobility aids on London's bus services.

**The Disabled Parking Accreditation - British Parking Association.**

The Disabled Parking Accreditation (DPA) is owned by Disabled Motoring UK and managed by the British Parking Association.

The DPA is primarily aimed at improving parking for disabled people and reducing abuse of disabled spaces. It requires owners/operators to adopt an active management strategy to ensure that there is a minimal occurrence of disabled bay abuse, there are facilities suitable for disabled people and that recognition is made of the extra time taken by disabled people in the form of a concession.

The purpose of the DPA is to:

- Ensure the accessible bays provided meet Building Regulation size
- Provide guidance to owners, operators and developers of parking facilities on the suitable number of accessible bays to be provided
- Ensure disabled motorists can use the car park with ease
- Raise awareness among the general public that the owner/operator has considered and, where appropriate, taken action and introduced measures to ensure the parking facility is suitable for disabled motorists
- Provide an easy way for disabled motorists to locate a car park which is suitable for their needs
- Reduce disabled bay abuse
- Ensure disabled people are not penalised for the extra time taken when using parking

	<p>facilities</p> <p>The following car parks met the required standard.</p> <ol style="list-style-type: none"> <li>1. Sibthorpe Road</li> <li>2. St Marks</li> <li>3. Morden Park</li> <li>4. Kenley Road</li> <li>5. Abbey Recreation Ground</li> <li>6. Hartfield Road</li> <li>7. Broadway</li> <li>8. Haydons Road Recreation Ground</li> <li>9. Wimbledon Park (Revelstoke) will be reviewed in the next few weeks.</li> </ol> <p>The Council works closely with TfL and Network Rail to ensure that the Highway infrastructure accommodates the efficiency of public transport services. This includes accessibility.</p>					
<p><b>Socio-economic status</b></p>	<p>Significant social inequalities exist within Merton. The eastern half has a younger, less affluent and more ethnically mixed population. The western half is less ethnically mixed, older and more affluent. Largely as a result, people in East Merton have worse health and shorter lives.</p> <p>Healthy life expectancy at birth in males is 65.4 years and 66.3 years in females, therefore many residents are living a considerable proportion of their lives with ill health. The gap between the 30% most and 30% least deprived areas is also significant: 9.4 years for men, 9.3 for women so</p>					



someone living in a deprived ward in the east of the borough is likely to spend more than 9 years more of their life in poor health than someone in a more affluent part of the borough, which will impact on the last years of working life, on family life and on a healthy and fulfilling retirement.

Economic factors are highly correlated with health outcomes, and socio-economic status is a major determinant of both life expectancy and healthy life expectancy. The 2015 IMD (Index of Multiple Deprivation) score shows that Merton as a whole is less deprived (14.9) compared to London (23.9) and England (21.8). However, East Merton has an average IMD score There are a number of alternatives to the use/ownership of high polluting 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.

The report suggests the use of more sustainable forms of transport and active transport.

For example 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 street throughout Merton.

There are three car club companies available to the public in the borough, Bluecity, Zipcar and other TfL operators.

For example, research commissioned by Zipcar in 2016 indicated that the average annual cost of

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owning and running a car in London is approximately £3,500. The proposed increase in permit prices would be equivalent to around 0.14% - 2.5% of that average annual cost of owning/running a car in London, dependent on the location of the CPZ.

There are a number of instances where charges have been reduced, particularly in respect of Electric Vehicles, which have a positive impact on health.

Season tickets for local residents and workers have also been subjected to greater reductions.

An alternative cheaper, healthier form of transportation and one that a number of respondents have previously highlighted was that more people would cycle if they were able to hire bikes in Merton.

#### Cycles

There is significant potential to encourage residents to cycle more, especially for short commuter and leisure trips. The council is therefore working with TfL and neighbouring boroughs to facilitate a dock-less cycle hire scheme in Merton. This will enable residents to collect a hire bike from a number of designated cycle collection/drop off points across the borough and cycle to their destination.

It is likely that a future Merton cycle hire scheme will operate from dedicated, predominately on-street collection/drop off bays. The council would particularly welcome operators that include electric bikes within their offer to help reach a wider mix of

users, who might not otherwise cycle.

Officers have reviewed the equity of the proposals and accept that there will be some residents who may be negatively impacted. However, in light of the mitigation set out above the level of impact is assessed as likely to be low. The council considers that the impact is proportionate to the legitimate aim sought to be achieved through the policy.

Individuals should be aged 18-60 and in receipt of Income Support, Employment and Support Allowance, or Jobseekers Allowance for 13 weeks. They will pay 50% of their fares on buses and trams only. An application form can be downloaded from [www.tfl.gov.uk](http://www.tfl.gov.uk)

Adults: Free & discounted travel - Transport for London

#### Jobcentre Plus Travel Discount

The jobcentre plus travel discount card allows discounted travel if the customer is looking for work. To be eligible for a card, the customers must be in receipt of one of the following:

- Jobseekers Allowance, if you're aged between 18-24 and have been unemployed for 3-9 months
- Jobseekers Allowance, if you're aged 25 or over and have been unemployed for 3-12 months
- Incapacity Benefit, Employment and Support Allowance or income support and working with an advisor on returning to employment

To apply for a jobcentre plus travel discount card, applications will need to be made at the local jobcentre plus office.

Transport for hospital appointments should be arranged through the hospital or GP.

#### Healthcare Travel Cost Scheme

Patients who receive certain benefits or allowances can request to have transport costs reimbursed. These include Income Support, Income based Job Seekers Allowance, Income-related ESA, Pension Credit Guarantee Credit, Child's Tax Credit, Working Tax Credit with a disability element, Universal Credit or the NHS Low Income Scheme.

Paid for on and off street parking & new payment machines.

Any transition away from cash payments to 'cashless' for parking on street and in council owned will be phased over a minimum 1 to 2 year period.

Notwithstanding the mitigation below, the council would offer the option to sell single use scratch cards in advance, for use at locations where cash is not an alternative.

#### **Access to bank cards.**

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

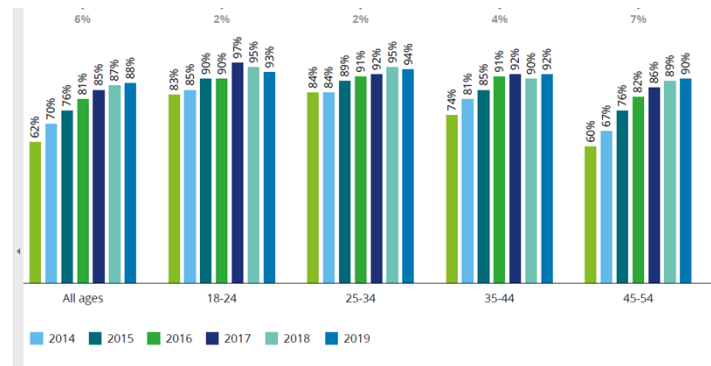
card only payments are to be accepted.

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 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.					
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**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**

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**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

This Equality Analysis has resulted in an Outcome **3** Assessment

**Please include here a summary of the key findings of your assessment.**

**Vehicle Ownership type.**

Vehicles contribute to poor air quality, some more so than others. An increase on the permit charge and any associated surcharge aims have the effect of nudging owners of high polluting vehicle towards less polluting vehicles or other forms of sustainable transport. Reduced car and especially polluting cars will help deliver key strategic council priorities including public health, air quality and sustainable transport and deliver an effective parking management strategy.

The Council have assessed the use of public transport and active transport and have considered alternatives to owning a high polluting vehicle, such as 100% electric or vehicles and low emission options, which are commonly available.

**Paying for parking on street and in council owned car parks.**

To facilitate emission-based charging it is proposed to replace 100 new machines at key locations which can charge based on vehicle type. It is further proposed to remove machines totally from areas where there is limited use, in a phased approach. The RingGo

cashless system currently can take parking payments by phone and 60% of all transactions are currently made this way. When lesser used machines are removed as part of the phased approach RingGo cashless system will be available in all cases to take payment and charge at the appropriate fee.

The council will however offer the option to sell single use scratch cards in advance for pay and display parking, for use at locations where cash is not an alternative.

### **Scratch Cards for Permits**

Scratch cards for visitor Permits are currently sold to allow parking within Permit Zones when guests visit. These cannot be linked to specific vehicles which is required in an emission based charging model. The removal of this service in the medium term is being considered with an online vehicle specific option which is now available and being used by some customers.

Parking Services is currently managing the shift away from paper to online visitor scratch cards, a service which become available in January 2020. This will be closely monitored and encourage the uptake of the online option. It is acknowledged that in some cases an online option is not an option for some customers. Therefore, consideration will be given to the sale of paper scratch cards on an exceptional bases through Libraries in the future

### **Positive Impact**

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.

The proposals support 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'.

In setting out its measures of success, the new charging policy aims to deliver reduced car ownership and usage across the borough, encourage more people to undertake alternative forms of active travel, purchase fewer resident permits and lead to a rebalancing of our streets - to benefit residents and businesses alike.

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.

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 proposal to move towards more online and digital transactions for all Parking and Permit activity, raises a number of challenges for individuals and groups who have limited or no access to online services and or bank cards to be able to make payment. These challenges will be closely monitored and be considered as part of the consultation process to gain the views of all groups and individuals.

Socio economic status - Any increase in parking charges has the potential to negatively impact on those from certain socio economic backgrounds. Significant social inequalities exist within Merton. The eastern half has a younger, less affluent and more ethnically mixed population. The western half is less ethnically mixed, older and more affluent. Largely as a result, people in East Merton have worse health and shorter lives.

Specifically, the increased cost to some customers in the emission based charging model could have a negative effect on individuals who own a high polluting vehicles 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.

Age - Any increase in parking charges has the potential to negatively impact on those who are older and are more likely to have physical and health conditions. Older people are more likely to be affected by social isolation and loneliness.

Disability - Any increase in parking charges has the potential to negatively impact on those with a disability.

The proposals set out in the report will be fully consulted upon, and an updated Equalities Assessment will be presented for consideration by the Cabinet later in the year.

### **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: 29<sup>th</sup> January 2020</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: 29<sup>th</sup> January 2020</b>

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# 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	Permit	A	B	C	D	E	F	G	H	I	J	K	L	M
Tier 1 Full day	£5	e-voucher	£0	£3.75	£4.00	£4.25	£4.50	£4.75	£5.00	£5.25	£5.50	£5.75	£6.00	£6.25	£6.50
		Scratch card	£8.00												
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 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

**Business Emission + ULEZ based rSold 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	ver 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**

PETROL + DIESEL	ULEZ BASED CHARGING TIERS		
	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

<b>CO2 Emission (g/km)</b>	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
<b>Emission Band</b>	<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 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



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## **Committee: Sustainable Communities Overview & Scrutiny Panel**

**Date: 25<sup>th</sup> of February 2020**

Wards: All

### **Subject: Air Quality Task Group & Action Plan update**

Lead officer: Director for Environment and Regeneration, Chris Lee

Lead members: Councillor Tobin Byers, Cabinet Member for Adult Social Care and Health.

Councillor Martin Whelton, Cabinet Member for Regeneration, Housing and Transport

Contact officer: Jason Andrews, Air Quality & Contaminated Land Manager

### **Recommendations:**

That Sustainable Communities Overview and Scrutiny Panel discuss and comment on the content of the report.

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

1.1. This report is intended to provide an update of the Councils Air Quality Action Plan 2018 – 2023.

## **2 BACKGROUND**

2.1 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.

2.2 Air pollution is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society including 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.

2.3 Public Health England estimate that 6.5% of mortality in Merton is attributable to poor air quality.

2.4 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 objectives. Merton along with all London boroughs continues to breach the legally binding air quality limits for both nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>).

2.5 The air quality monitoring network run by Merton has shown that the UK annual mean NO<sub>2</sub> objective (40µg/m<sup>3</sup>) continues to be breached at a number of locations across the borough including Colliers Wood, Morden, Tooting and South Wimbledon. In some locations the NO<sub>2</sub> concentration is also likely to be in excess of the UK 1-hour air quality objective (200µg/m<sup>3</sup> not to be exceeded more than 18 times per year) which indicates a risk not only to people living in that area but also for those working or visiting the area.

2.6 Pollution in Merton comes from a variety of sources. It includes pollution originating outside the borough, and, in the case of particulate matter, a significant proportion comes from outside London and even outside the UK. Obviously, the Council has limited control over this, however local sources are primarily from road transport and from development/buildings.

### **3 LEGAL FRAMEWORK**

- 3.1 The UK Government and the devolved administrations are required under the Environment Act 1995 to produce a national air quality strategy. This strategy sets out the UK's air quality objectives and recognises that action at national, regional and local level is needed, depending on the scale and nature of the air quality problem.
- 3.2 Part IV of the Environment Act 1995 and Part II of the Environment (Northern Ireland) Order 2002 requires local authorities in the UK to review air quality in their area and designate air quality management areas (AQMA) if improvements are necessary. Where an air quality management area is designated, local authorities are also required to work towards the Strategy's objectives prescribed in regulations for that purpose. An Air Quality Action Plan (AQAP) describing the pollution reduction measures must then be put in place. These plans contribute to the achievement of air quality limit values at local level.
- 3.3 Following the UK's departure from the European Union these powers have been transferred to UK law and currently there are no changes planned to this Legislation/Regulatory framework.
- 3.4 In the past few years the UK government has been successfully challenged by environmental lawyers from Client Earth. These challenges have been predominantly around the measures within the governments Clean Air Strategy and its implementation process and time periods. The government has recently revised its Clean Air Strategy. The revised Strategy refers to the strengthening of existing powers where necessary and the introduction of new powers for Local Authorities to further reduce air pollution from key areas such as transport, the home, farming and industry. Details of amended Local Authority powers will follow in the new Environment Bill and associated clean air legislation.
- 3.5 Although legal challenges on air quality have been levelled at central government, the same challenge and recommendations can equally be applied to the air quality responsibilities of any Local Authority. These challenges, along with the emerging health impact of poor air quality' have given the agenda added impetus over the past few years. As well as the legal responsibility, a Local Authority has a duty to ensure the health and wellbeing of its residents, visitors and businesses.

**Table 1: National Air Quality Objectives (UK)**

Pollutant	Objective (UK)	Averaging Period	Date <sup>1</sup>
Nitrogen dioxide - NO <sub>2</sub>	200 µg m <sup>-3</sup> not to be exceeded more than 18 times a year	1-hour mean	31 Dec 2005
	40 µg m <sup>-3</sup>	Annual mean	31 Dec 2005
Particles - PM <sub>10</sub>	50 µg m <sup>-3</sup> not to be exceeded more than 35 times a year	24-hour mean	31 Dec 2004
	40 µg m <sup>-3</sup>	Annual mean	31 Dec 2004
Particles - PM <sub>2.5</sub>	25 µg m <sup>-3</sup>	Annual mean	2020
	Target of 15% reduction in concentration at urban background locations	3 year mean	Between 2010 and 2020
Sulphur Dioxide (SO <sub>2</sub> )	266 µg m <sup>-3</sup> not to be exceeded more than 35 times a year	15 minute mean	31 Dec 2005
	350 µg m <sup>-3</sup> not to be exceeded more than 24 times a year	1 hour mean	31 Dec 2004
	125 µg m <sup>-3</sup> not to be exceeded more than 3 times a year	24 hour mean	31 Dec 2004

#### 4. AIR QUALITY IN MERTON

4.1 Of the pollution that originates inside the borough, the main sources of NO<sub>x</sub> are road transport (64%), Industrial/commercial Heat/Power (16%) and domestic Heat (11%) – Figure 1.

4.2 The main sources of particulate matter (PM<sub>10</sub>) are road transport (30%), Construction – NRMM (26%) domestic biomass Wood burning (13%) and Road Resuspension (13%)– Figure 2. The main sources of particulate matter (PM<sub>2.5</sub>) are road transport (30%), domestic biomass (24%) – Figure 3.

Figure 1

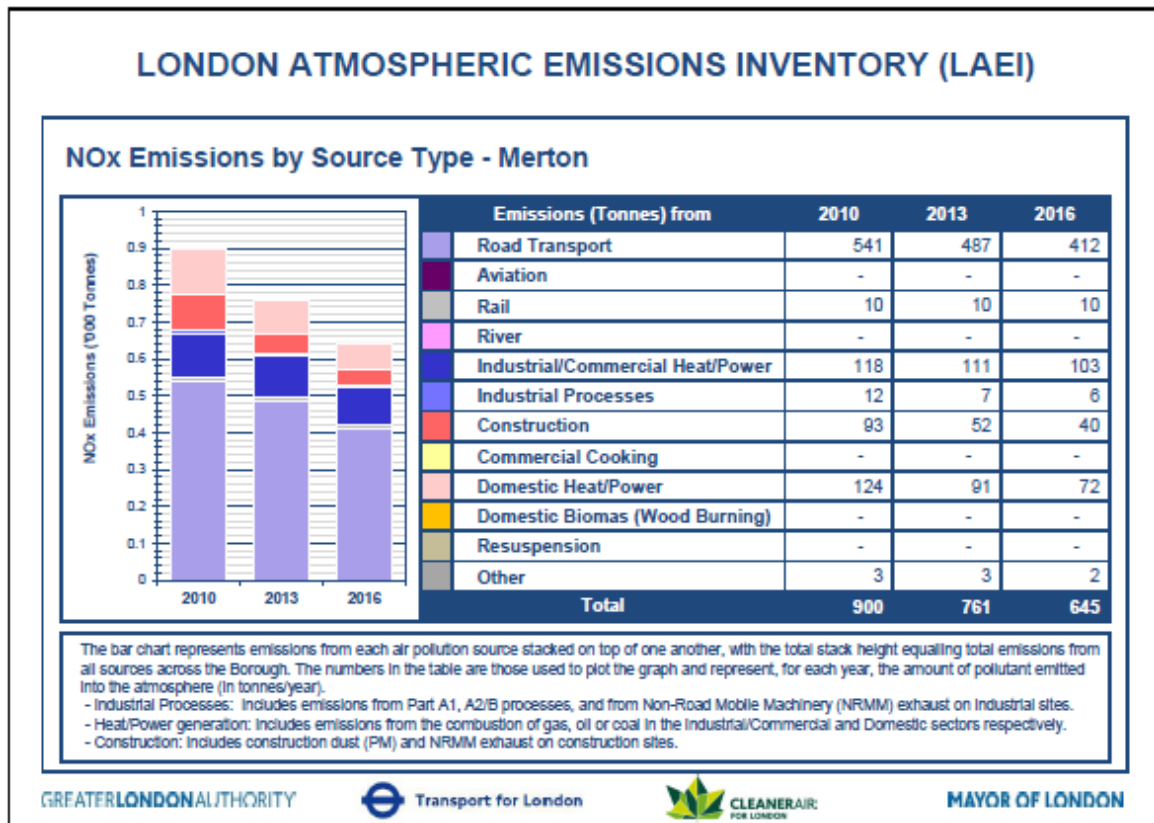


Figure 2

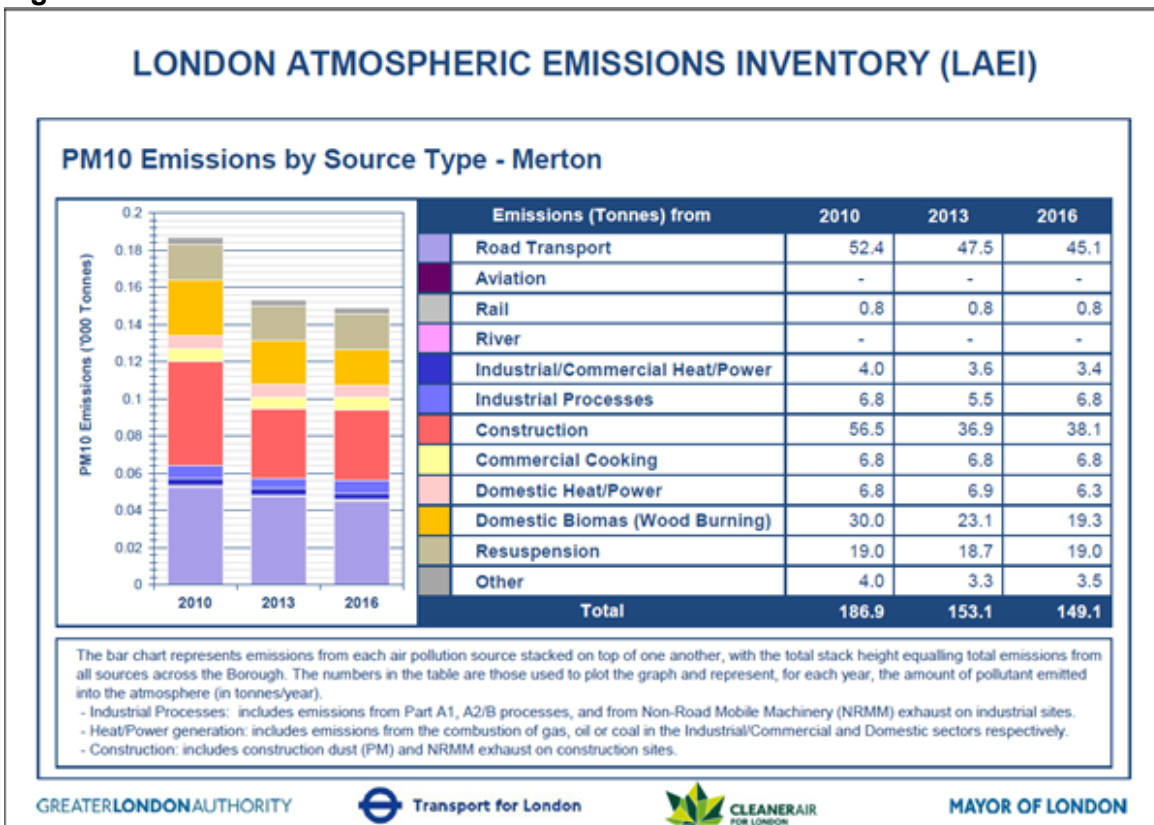
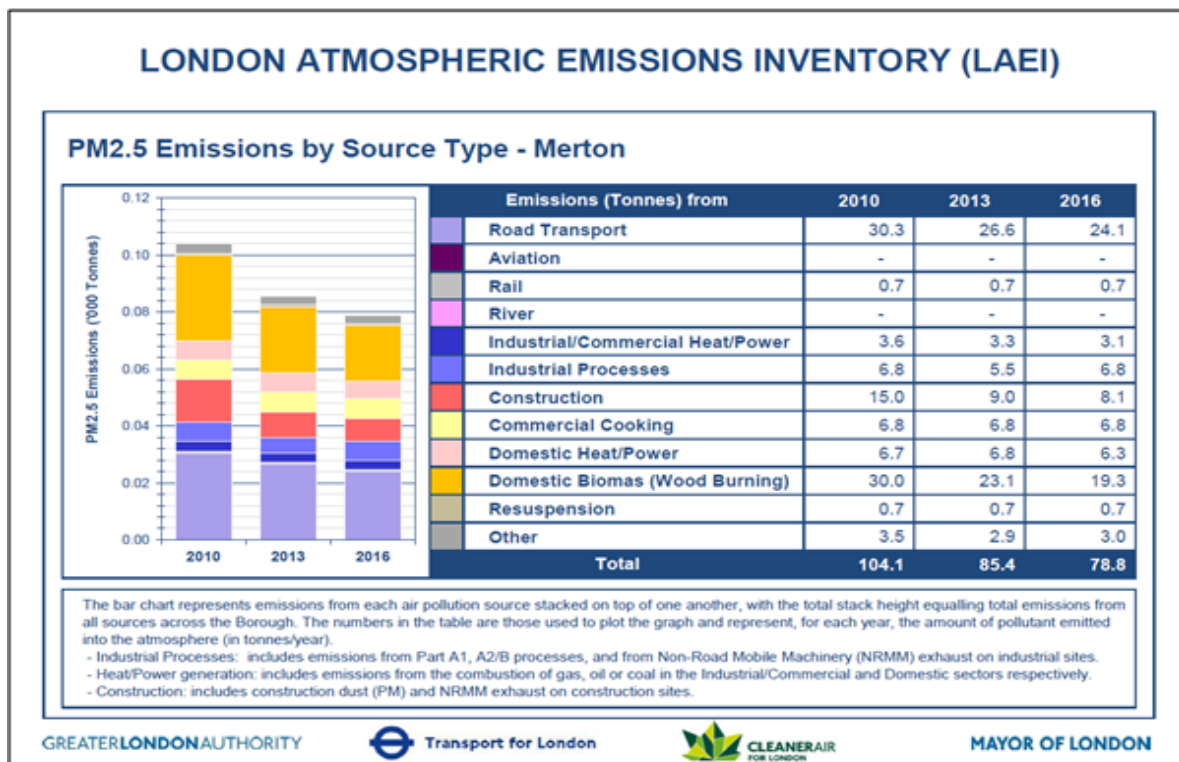


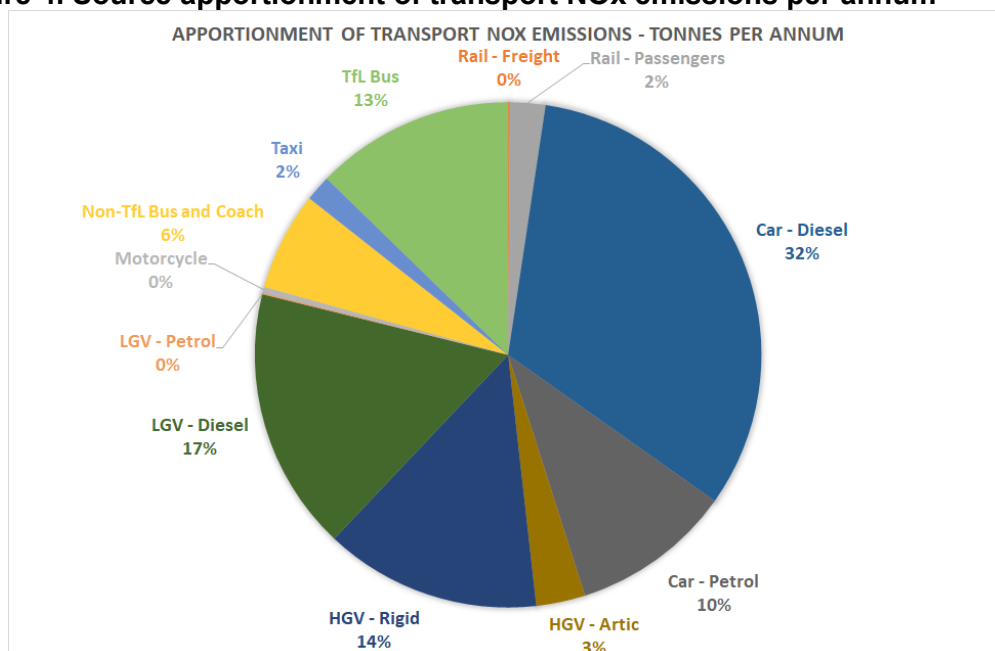


Figure 3



4.2 In respect of **road transport** sources, the London Atmospheric Emissions Inventory (LAEI) source apportionment data for the borough indicates that diesel vehicles contribute to approximately 90% of the NO<sub>x</sub> emissions (based on 2016 modelled data). This supports the evidence from the dispersion modelling which indicates that the highest concentrations of both NO<sub>2</sub> and PM<sub>10</sub> are most closely associated with the main traffic routes and road junctions within the borough.

Figure 4. Source apportionment of transport NO<sub>x</sub> emissions per annum



**Figure 5. 2018 annual average bias adjusted nitrogen dioxide concentrations for all diffusion tube monitoring locations (presented across 2 charts)**



## 5. OUR PRIORITIES

- 5.1 In recognition of the public health importance of the air quality agenda and the need to comply with the national air quality objectives within the Merton, the Council reviewed what actions we can and will take to tackle air pollution in the borough. Merton is not alone in this, many London boroughs have now, or are considering, a complete refresh of their action plans and a move towards many of the measures that Merton have and are continuing to implement.
- 5.2 Although there are limited measures we can take as an authority to directly influence polluting traffic, we have used the powers available to us to tackle this problem. These actions included the introduction of a diesel levy, this was based upon the realisation that diesel vehicles (particularly cars) contribute to a disproportionate amount of NO<sub>2</sub> within the borough. This was also one of the few levers that the Council can use to try to tackle one of the main causes of toxic gases within the borough. We are also currently reviewing parking charges in the borough as an additional measure to influence the move towards active travel, public transport and away from the most polluting vehicles. The Council are now exploring a number of emissions based parking charges that recognises local air quality as well as the climate change challenge faced by Local Authorities.
- 5.3 The priorities for the AQAP 2018-2023 are:
- a) *Establish and maintain an effective air quality group to ensure that the implementation of AQAP measures is coordinated effectively between relevant Council services;*
  - b) *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;*
  - c) *To identify the key causes of traffic congestion within our Air Quality Focus Areas and pollution 'hotspots' and to determine effective measures for improving traffic flow through those areas using detailed air quality and traffic management modelling tools;*
  - d) *To evaluate the air quality benefits and feasibility of introducing 'mini' Ultra-Low Emission Zones in the areas of the borough identified as having the poorest air quality;*
  - e) *To 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;*
  - f) *To formalise anti-idling enforcement in order to minimise emission from vehicles around key locations such as schools, taxi-ranks, Air Quality Focus Areas and hotspots;*
  - g) *To continue to work with schools, parents and students to improve awareness of AQ and to optimise parents' and children's desire and opportunity to adopt sustainable travel options;*
  - h) *To review Merton's air quality monitoring network to ensure that it effectively identifies areas of poor air quality and provides accurate data to enable us to evaluate air quality trends and the impact of AQAP measures.*

## 6. LEADING THE AIR QUALITY AGENDA

- 6.1 Merton is now recognised nationally as one of the leading Local Authorities for its work on air quality, leading on innovative and ground-breaking initiatives that extend beyond our borough boundaries.

6.2 The Council has made brave and sometimes controversial decisions to tackle pollution in our borough, something we will continue to do. We have implemented a diesel levy linked to our parking permit system and are coordinating our air quality work with internal partners and shaping policies that can push behavioural issues such as parking and planning.

6.3 We are delivering industry leading regional and national initiatives such as our work reducing pollution from the construction industry in London. This project in partnership with the Mayor of London is directly tackling the most polluting equipment on large construction sites throughout London. The early phases of the project in South London was so successful that in April 2019 it was extended to cover all London boroughs. This scheme is the world's first Low Emission Zone for the throughout the UK and other major cities across the world. Early project evaluation (April 2016-2019) indicates a reduction in emissions equivalent to removing 250,000 cars from the road, this is predicted to triple by project end in April 2022.



This project is also shortlisted as a 'finalist' in the well-respected LGC Awards.

6.4 We are a key partner in the 'School Neighbourhood Approach Pilot - (SNAP)', formerly 'Schools Superzones'. Colleagues from 3 different directorates; Children, Schools and Families, Environment & Regeneration, and Public Health are collaborating to shape a local 'whole systems' approach to improve the environment in and around a school across broad themes: The food around us; Moving around; Feeling safe; Spaces and places (includes air quality); and Communications and enablers.

6.5 The Regulatory Services Partnership (RSP) spans three important London boroughs and brings together officer expertise and good practice in the air quality industry. It will provide for air quality initiatives across a wider geographical area, give a greater voice for lobbying and could attract considerable resourcing through grants and other funding.

6.6 In November 2019 the London Borough of Merton were successful in their bid for funding to support a project to improve air quality as part of the LGA behavioural insights programme. The project will deliver a trial to tackle idling vehicles in close proximity to primary schools. The project is being led by the Public health team, working closely with the Air Quality team within Environment and Regeneration directorate. It is hoped established relationships and local intelligence, together with behavioural science expertise, will generate insights that will inform further work by the council in this area and beyond.

## 7. AIR QUALITY ACTION PLAN UPDATE (FEBRUARY 2020)

7.1 In 2018, Merton published its current Air Quality Action Plan 2018 – 2023 (AQAP). This was developed in response to recommendations made by the 2017 Air Quality Task Group.

The AQAP received a warm welcome from both the air quality industry and the public alike. It was innovative in its design and the way in which it communicated this vital agenda to all levels of the community. This Action Plan is a living document subject to constant review and evaluation and will continually incorporate best practice and developing technologies in the world of air quality. The Plan is split into **nine** separate themes and contains some 70 action points.



### 7.2 Theme - Monitoring Air Quality (Action Points 1- 9)

All actions are on target as of January 2020.

To facilitate the change to smarter monitoring the refresh of lamppost columns in Merton will include plugin facilities for new devices.

We continue to operate two continuous air quality monitoring stations in the borough which produce high quality nitrogen dioxide and particulate matter data. The diffusion tube network remains at 50 locations across the whole borough and has yielded good data capture in 2018 / 2019.

In August 2019 diffusion tube monitoring commenced at all schools in the borough to assess which schools are in areas of poor air quality and therefore require continued monitoring.

### 7.3 Theme - Reducing Emissions from Building & Developments (Action Points 10 – 22)

All actions measures are on target, AQ will form a stand-alone part of the Local Plan, this is currently undergoing various stages of consultation with adoption planned for Winter 2021. Initial feedback has been very positive. To support the New Local Plan an Air Quality Supplementary Planning Document is currently being developed.

Section 106 payments to fund Air Quality actions are being sought from all relevant developments. Funding from the diesel levy continues to support the Principal Air Quality Officer post which helps deliver the Action Plan and build close relationships with partners including planning colleagues, and strengthening links between the planning agenda and air quality.

Air quality focused training sessions for Development Management Officers and Councillors are due to be scheduled in the first half of 2020 to increase understanding around AQ and planning.

#### **7.4 Theme - Reducing Emissions from Road Transport (Actions 23 -32)**

Most action measures are on target (See Matrix). The Plan is aligned closely with the review of the parking charges throughout the borough and the AQ team is working closely with Public Health colleagues to ensure that the review of parking and charging in the borough is closely aligned to both the health agenda and air quality initiatives.

The Council's third Local Implementation Plan (LIP) sets the course as to how we will meet the Mayor's Transport Strategy and incorporates a number of delivery targets, including targets on car ownership and air quality. The LIP funding will focus on Vision Zero and Healthier Streets and covers 18 individual initiatives. Vision Zero aims to ensure that deaths and serious injuries from all road collisions are eliminated and Healthy Streets/Healthy People sets out to rebalance our streets and environment. Improving the street environment and promoting healthier lifestyles through more walking and cycling will be essential in delivering these outcomes.

The exploring and implementing of Clean Air Zones has been funded from April 2020 and delivered through the Local Implementation Plan. This is a complex piece of work and will be delivered in three stages.

The Council is committed to extending 20MPH speed limit zones throughout the borough, although the direct benefit to reducing air pollution is generally unclear, these zones do assist in creating an environment that is attractive to walking and cycling and improved safety.

In 2020 the Pollution Team will be funding a study into 20MPH zones and air quality as part of its wider work throughout the partnership boroughs.

#### **7.5 Theme - Raising Awareness (Action Point 33-39)**

Merton has funded the hosting of the Love Clean Air website until 2024 and is subscribed to airTEXT until 2021. We held successful annual events for both Clean Air Day and Car Free Day and will continue to support these National events.

The profile of Anti-Idling has been raised through our continued commitment to the Mayor of London's Idling Action project and the launch of a dedicated Council webpage. The Communications Team have Air Quality as a regular feature in My Merton and actively promotes campaigns such as the recent Clean Air Challenge.

Closer links have been established with our Public Health colleagues and nearly all initiatives are joint actions between the teams. Regular meetings are ongoing at officer level to explore links between Public Health & Air Quality teams.

#### **7.6 Theme – Working Together (Action Point 40-48)**

A borough-wide steering group has been established using the existing Environment Sub-Group as a foundation.

The Council supports the Mayor's Transport Strategy proposals to clean the bus fleet but believes the target of doing this in outer London by 2041 is not ambitious enough. The Council will continue to lobby to see this target brought forward and for more all-electric buses to be placed on outer London streets sooner.

Briefing sessions for Councillors and Planning colleagues will be an action picked up in February 2020

### **7.7 Theme – Leading by Example (Action Point 49 – 54)**

Parking Services is fundamentally reviewing its fleet of vehicles. This project is aimed at reducing the number of vehicles and move towards the use of public transport. The remaining fleet will be all electric and secured through procurement in 2019/20.

The Team are working with colleagues in Climate Change and fleet managers to ensure that the Councils own vehicles are as clean as possible.

### **7.8 Theme – Innovation & Technology (Action Points 55-58)**

Officers play an active role in the industry annual conference on new monitoring technologies. The Pollution Team will be procuring new portable monitoring equipment which can be deployed anywhere in the borough.

Merton has applied for a number of external grants relating to air quality and are leading on a London wide initiative to reduce emissions from construction sites. There is much interest around reliable low-cost portable sensors (air quality monitors). We will be procuring a market leading portable monitor which is capable of measuring the main pollutants of concern (nitrogen dioxide and particulates) to trial with the view to install at the Harris Academy Site, High Path.

### **7.9 Theme – Tackling Pollution (Action Point 59-64)**

Merton Council is part of the pan-London Idling Action project which is an initiative funded in part through the Mayors Air Quality Fund (MAQF). There are several deliverables including; campaign events, school assemblies and business engagement. The Communications team are a key partner in the call for volunteers to support campaigns and reporting progress via social media channels.

A council based 'anti-idling' webpage was launched in November 2019 to provide information and details on campaign days. It will be a living page to be updated following events to share progress and best practice. A key element on the webpage is an anti-idling pledge form, ten pledges have been made so far.

We are looking for a coordinated approach with communities to tackle idling hot spots in the borough. We have a commitment to deliver several organised anti-idling events each year, training and materials will be provided by the Council. The Communications Team will support the promotion of events via social media channels.

Anti-idling was a main element of Merton's January Clean Air Challenge <https://www.merton.gov.uk/communities-and-neighbourhoods/pollution/air-quality-and-air-pollution/cleanair> .

Three Idling Action school engagement events were held in 2019 and two so far in 2020. Funding is in place through the Idling Action project for a further 10 school events over the next 2 financial years. Additional events will be scheduled by the Air Quality Team on an ad-hoc basis.

In addition to the Idling Action project the council has a joined-up approach across Air Quality, Public Health, Parking Services and Future Merton to engage schools on the topic of idling. An anti-idling banner / poster / leaflets competition is to be offered to primary schools and banners will be provided to schools if they are wanted.

At the end of 2019 we were awarded additional funding for an anti-idling behavioural insights project to improve air quality as part of the LGA behavioural insights programme. The project will deliver a trial to tackle idling vehicles in close proximity to primary schools. The project is being led by the Public Health team, working closely with the Air Quality team within Environment and Regeneration directorate. It is hoped established relationships and local intelligence, together with behavioural science expertise, will generate insights that will inform further work by the council in this area and beyond.

In 2019 around 200 anti-idling signs were installed at schools, taxi ranks and level crossings. Currently around half of all schools in the borough have signs outside or in close proximity, coverage will be increased to every school in the coming months. Signage is due to be improved at Wimbledon Taxi rank and a joint Council/TfL taxi driver engagement event is in discussion.

In December 2019 Civil Enforcement Officers received training to support the dissemination of the anti-idling message at schools. Officers also took part in the two idling events in 2020, a welcome addition to our program.

Initially and due to the limited enforcement options, we are using the anti-idling agenda to raise awareness and change behaviour.

Anti-idling training has been offered to all local councillors. Unfortunately, a session scheduled in January was cancelled due to committee calendar changes and availability following the General Election. A new date will be secured in early 2020.

The anti-idling agenda needs to be pulled together into an overarching strategy to link together communications plans, project actions, community actions, school actions, parking enforcement and behavioural change initiatives. A new strategy will be developed in spring 2020 to be delivered and reviewed throughout the length of the Action Plan.

#### **7.10 Theme – Our Schools (Action Point 65 – 70)**

The Mayors primary school air quality audit programme has concluded. Merton Abbey Primary School successfully installed screening and planting in line with the audit recommendation.

Further school audits are to be considered following air quality monitoring. Nitrogen dioxide diffusion tube monitoring commenced in August 2019 and will be reviewed in early 2020. Schools which are found to be in areas of poor air quality (exceeding the annual air quality objective of 40µg/m<sup>3</sup> nitrogen dioxide) will continue to be monitored and offered an Air Quality Audit.

Three School Safety Zones (formerly referred to as School Streets) have been implemented with a fourth due for implementation in 2020. These zones prohibit non-residential vehicles outside the school during drop-off and pick-up times.

The Air Quality team continue to work with Public Health colleagues on the ‘SNAP’ project, which not only looks at air quality but also includes health and well-being initiatives.

There is much activity around anti-idling at schools.



## 8.0 ADDITIONAL BOROUGH ACTIVITIES IMPROVING AIR QUALITY

8.1 All departments in the Council can and are taking steps to improve air quality in the borough, this includes creating a local environment which is attractive to cycling, walking and active lifestyles.

### 8.2 Car Clubs

There are currently 2 car club providers in the borough. Each uses a different operating model; Enterprise Cars run a traditional car club from dedicated on-street bays with about 200 Merton members and by far the largest is Zip Car Flex with around 70 flex cars operating in the borough on a daily basis plus a round 20 dedicated bays. Launched between April and June 2017 the Flex scheme now has over 7200 Merton members. This so-called floating car club model is proving popular with residents. A third car club Ubeequo is with a third expanded to launch in April 2020. Based on independent survey data car clubs can:

#### a) **Reduce car ownership**

New members owning at least 1 private vehicle has decreased from 43% to 39% and for longer term members, this proportion decreased from 39% to 31%. **Reduce car purchases** - 41% of flexible members said they would have bought a new car had they not joined a car club, which equates to just under 12,000 deferred car purchases by flexible car club members. 53% also reported that they are not less likely to buy a private car in the next few years.

#### b) **Reduce older & diesel vehicles**

The average private car sold by flexible car club members is a seven year old petrol vehicle. Flex also reduced the number of trips made by diesel, with 42% of vehicles sold by flexible car club members being diesel.

#### c) **Reducing car usage**

The average change in annual household car mileage reported by longer-term members after joining was a decrease of 286 miles.

- 85% of members use another shared mobility service alongside their car club reflecting the growth in the shared economy.
- Both Flex and Roundtrip members change their behaviours similarly on joining with both reducing their private car use and slightly increasing walk and cycle trips.
- Flexible car club cars have a higher occupancy of 2.0 people, compared to 1.6 people for private vehicles.

#### d) **Catalysing Electric Vehicle Adoption**

49% of respondents have used an electric car club vehicle, of which 84% rated the experience as 'good' or 'very good'. This shows how car clubs are introducing Londoners to electric driving and working towards normalising electric vehicles by breaking down the barrier to entry that is fear of the unknown in electric driving.

Source - COMOUK annual car club survey.

### 8.3 Electric Vehicle Charging Points

There are currently 143 publicly accessible charge points (7kw) spread across the borough which equates to 0.73 chargers per 1000 residents. These charger are able to charge a typical electric vehicle in 3-4 hours. As part of the Go Ultra Low City Scheme (GULCS) Merton proposes to trial a number of lamp column chargers in 2020 aimed at overnight parking.

#### **8.4 Transport for London**

We are continuing to work in partnership with TfL on a number of joint initiatives aimed at tackling traffic and transport with a view to prioritising active transport and creating an environment attractive to walking and cycling. In partnership with TfL we are supporting a network of 20 rapid chargers (50KW) across Merton which will be capable of charging a vehicle in 15- 30 minutes. TfL have already delivered 5 rapid chargers and a further 2 chargers are planned for St Georges Road and The Broadway, which are currently going through the statutory consultation process. These rapid chargers are mainly aimed at taxi and other high usage vehicles but can be used by any motorist.

#### **8.5 Road Safety Education & Travel plans**

Future Merton Road Safety Education Team provide a range of programmes and training for school children and the local community. Partnership working with schools, Met Police and Cycling Instructor provides events such as Changing Places for pedal cyclists and motorcyclists, advising on blind spots and road positioning. Other road safety training programmes are Kerbcraft, practical on road child pedestrian training modules for year 2 pupils, and Junior Travel Ambassadors and Youth Travel Ambassador projects which promote sustainable travel and healthier lifestyle choices. These are also part of the TfL Stars School Travel Plan Programme. Currently Merton has 33 schools engaged or achieving Stars Accreditation, of which 10 are Gold Level, 8 Silver Level, 11 Bronze Level and 3 are engaged and working toward accreditation. Air Quality is also of concern as it affects children's health i.e. asthma, lung infections and events have been provided in 2 schools to raise awareness of pollution and emissions on health and how to reduce levels by reducing car engine idling and car usage.

#### **8.6 Bikeability**

Cycle training is provided to school children and adults at beginner, improver and commuter levels. Balance Bike is valuable training for younger children who cannot cycle and we provide training bikes in socio-economic areas for school children. Scooter training is a popular pre-cursor to cycle training as it develops balance skills as progression to cycle training. Cycle training for adults increased by 6% in 2017 and numbers in the group training sessions at weekends have also increased.

#### **8.7 School Safety**

As well as supporting schools to develop their school travel plans we have an annual rolling programme to introduce road safety and access improvements outside schools. Interventions include localised 20mph speed limits; vertical deflections such as a speed table and buildouts; review of existing parking restrictions including school keep clear zigzag markings; school children alert lights; other school related road markings etc. Last year we made safety improvements outside nine schools. The Council's wider roll out of 20mph speed limits will help create a street environment where people feel safer to walk and cycle thereby supporting improved health outcomes for everyone.

#### **8.8 Accessibility**

As part of our annual accessibility programme we regularly respond to requests made from vulnerable road users. Last year we introduced safe crossing points such as central islands, zebra crossings and pedestrian phase at existing signals in seven locations across the borough. We have also introduced a number of footway widening schemes and pram ramps.

#### **8.9 Cycle schemes**

In partnership with the Mitcham Common Conservators, last year we introduced a much-needed shared space (pedestrians and cyclists) along Croydon Road and in recent months we completed a similar route along Beddington Lane. Through LIP3, the Council is intending to deliver new safer cycling routes.

#### 8.10 **Controlled Parking Zones (CPZ)**

During last financial year we introduced 9 CPZs across the borough which included new zones and the extension of zones in Wimbledon Village, Raynes Park, Colliers Wood, Mitcham and Morden. Extending the CPZ's means that the borough can apply actions such as the diesel levy to more vehicles in the borough.

#### 8.11 **Morden town centre**

Merton council is working in partnership with TfL to design and deliver public realm improvements with the Mayor's Healthy Streets agenda being a core priority. As part of our shared public realm with TfL in Morden, we are committed to relocating the bus stands at Morden station to drastically improve air quality and provide new public space.

#### 8.12 **Greener Borough**

Merton is fortunate to have abundant green spaces and parks with a rich biodiversity and mix of trees, including along many of our streets. Trees can help to improve air quality and mitigate climate change and through screening helps to support a more appealing walking environment and improve physical and mental health. The Council will continue to seek ways to maintain and enhance our green infrastructure.

#### 8.13 **Public Health**

A key theme for the Health and Wellbeing Strategy, which is currently being refreshed to cover 2019-24 (led by the Health and Wellbeing Board), is **Healthy Place**. We want to focus on how we can create an environment that allows all Merton residents to flourish. This will include a vision to make walking and cycling easier and more accessible options in the borough.

#### 8.14 **Healthy Streets Everyday**

This is cross London project led by the Cross River Partnership delivering pedestrian-priority healthy streets with a focus on car usage reduction through a range of initiatives such as Car Free Day / Clean Air Day / School Safety Zones (formerly referred to as School Streets).

### **9. FUTURE STEPS AND PRIORITIES**

9.1 The AQAP is a 'live' document that brings together actions that the Council as a whole can and should be taking to tackle air pollution in the borough. It is subject to changes and challenges facing the boroughs need to tackle this public health concern.

9.2 The AQAP will run for the next 3 years and will focus on delivering the actions and reviewing these actions on a regular basis. It will incorporate changes in the air quality agenda and embrace new innovations and technologies.

9.3 The plans to introduce a new extended ULEZ in London although welcomed for tackling polluting vehicles needs to be assessed carefully, we need to ensure that the impact on our borough is positive and that action we take compliment or may even help expand the zone and its ambitions.

9.4 The governments new Clean Air Strategy 2019 suggests new powers for Local Authorities, whilst we warmly welcome greater powers to control air pollution in Merton, the resourcing required to implement and enforce any new legislation will need to be considered. Active discussions are currently underway throughout Councils to define what these powers will look like and how these could be used to address the air quality

agenda. We will continue to lobby for new laws and powers to support the new Environment Bill

9.5 The possibility of Heathrow expansion will impact upon a significant number of London boroughs. In Merton the direct impact of air pollution and noise is significantly less than other boroughs, however we need to ensure that we fully engage in the consultation process and ensure the best outcome for our borough for both air quality and noise. We will encourage residents to have their say on this important subject.

9.6 We intend to actively take those steps available to us as an authority to tackle air pollution rigorously. This will include reviewing and levying polluting activities where we can, reviewing policy and charging mechanisms to incentivise change. We will consider what new regulatory framework is available to us to tackle through traffic in the borough using Clean Air Zones and specifically in our focus areas and locations of poor air quality. Funding from the Local Implementation Plan from 2020 to consider the introduction of Clean Air Zones has been secured and will start with an initial scoping report in the Summer of 2020.

## **10. ALTERNATIVE OPTIONS**

None for the purposes of this report.

## **11. CONSULTATION UNDERTAKEN OR PROPOSED**

None for the purposes of this report. The air quality action plan was subject to public consultation.

## **12. TIMETABLE**

None for the purposes of this report. The progress of the Air Quality Action Plan is set out in this report

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

The profile of air quality has significantly increased over the recent years. Merton's pollution team have been very successful into tapping into funding streams to deliver projects and actions across the Regulatory Partnership and throughout London. That said, this project work and higher demand for actions from boroughs has a significant impact on Revenue staffing for the service. The resource implications of any additional statutory responsibilities will need to be carefully considered and budgeted for to ensure effective action to tackle air quality can be delivered.

## **14. LEGAL AND STATUTORY IMPLICATIONS**

None for the purposes of this report. Air quality management is a statutory duty for local authorities

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

None for the purposes of this report.

## **16. CRIME AND DISORDER IMPLICATIONS**

None for the purposes of this report.

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

None for the purposes of this report.

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

Air Quality Action Matrix February 2020

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## Merton AQAP Action Matrix

No.	Action	Implementation Date	Cost	Funding	RAG Status	Comments
<b>Monitoring Air Quality</b>						
1	Make available on the Council website all monitoring data in an accessible form.	Ongoing	Staffing	Revenue	<b>Green</b>	Annual Status Report (ASR) due in June, preparation of data currently underway. Commitment to adding Citizen science where this data is consistent.
2	Continue to annually review our diffusion tube network and identify additional priority locations.	Ongoing	£3K PA	Revenue Goods and Services	<b>Green</b>	A number of additional tube locations expanded through Citizen Science and will be referred in our ASR. All schools in the borough now covered by diffusion monitoring.
3	Positively encourage and support citizen science activities where these actively contribute to identify and tackling air quality in the borough	Ongoing	£1K PA	Local Implementation Plan	<b>Green</b>	Annual order adjusted to represent additional monitoring used by Groups. Handheld monitors available for loan for projects.
4	Invest in hand-held monitoring equipment that can be used by citizen science groups and schools.	Ongoing	£3K PA	MAQF/Section 106	<b>Green</b>	As above funding in place, PM monitors 2.5 are also available.
5	Seek additional funding for a refresh and update of our monitoring network including grant funding, Section 106 and Community Infrastructure Levy.	Ongoing	£20K	Section 106 CIL	<b>Green</b>	Funding secured through Section 106 agreement at stadium for an automated monitoring station. Quotes being submitted and need to concentrate on PM2.5 as well as NO2. Timeframe determined by access to budget, Location of monitoring will be (Plough Lane) Linked into PM network
6	Produce and update an interactive map of diffusion data that can be contributed to by groups and citizen science activities.	April 2020	Staffing	Revenue	<b>Green</b>	Map refresh underway with GIS team, needs to now change to incorporate Schools monitoring results .

7	Assess and incorporate new technology in the world of air quality.	Ongoing	Staffing	Revenue	Green	Annual monitoring conference meeting held. Working with Kings Colleague on a list of cheap monitors and accuracy.
8	We will commission modelling of air quality in the borough up to 2022, by Kings College London, including predicted trends and contributing sources.	Delayed until July 2020 and to be reviewed	£7K	TBC	Amber	New LAEI Maps available (base year 2016), seek funding in 2020 to complete model.
9	Map Focus Areas & air quality 'hotspots' on planning GIS mapping to ensure these areas are highlighted	April 2019	Staffing	Revenue	Green	Map currently produced by GIS team see above
<b>Reducing Emissions from Building &amp; Developments</b>						
10	Ensure that air quality is a vital part of the Council's New Local Plan.	November 2018	Staffing	Revenue	Green	Response made to consultations AQ now in Local Plan. Commitment made to bring forward a Supplementary Planning Guidance for Air Quality in the Borough.
11	Adoption of New AQ Supplementary Planning Guidance to ensure emissions from new development are minimised and effective mitigation is integrated into the scheme of design.	Now moved to March 2020	£1K Design	MAQF	Amber	We now have a commitment to bring forwards the plan New Year, SDP is in Draft form and we will work with Colleagues in Planning to put this out to consultation in April.
12	Ensure air-quality-neutral development is required, and request where applicable an air quality assessment	Ongoing	Staffing	Revenue	Green	Part of business as normal.
13	Work with key partners in the GLA to explore the feasibility and delivery of air-quality-positive development particularly around our Focus Areas.	April 2019	Staffing	Revenue	Green	Ongoing, this has formed Part of the New London Plan and awaiting feedback from Inspectorate.
14	Ensure that new development contributes to funding air quality measures in the borough through Section 106 and CIL payments.	January 2019	Staffing	Revenue	Green	Ongoing and will be formalised in the Supplementary Planning Documentation. To date we have secured £115K from development and will look at including the costs of regulation in Section 106 contributions.



						New Supplementary Planning Guidance being developed to incorporate funding
15	Ensure that new development have a scheme of mitigation for tackling air quality including traffic reduction and low emissions strategies.	Ongoing	Staffing	Revenue	Green	Ongoing
16	Produce and promote guidance to homeowners on what they can do to their homes to help reduce pollution in the borough.	Deferred	£2K	Unknown	Amber	This needs to a joint climate change initiative discussions on partnership underway.
17	Consider how we can extend the provision of vehicle charging to smaller residential development to ensure the borough is ready for electric vehicles.	Part of new SPD	Staffing	Revenue	Green	Part of the new SPD and awaiting adoption of local plan
18	Continue to run our NRMM Project across the south of London and extend this to other boroughs.	April 2019	£889K	MAQF	Green	Project fully funded LGC Awards finalist. discussions about roll-out throughout the contrived, Work is also linked to C40 Worldwide Cities Initiatives.
19	Seek additional funding from DEFRA/GLA/Construction Industry to promote good practice on construction sites.	April 2019	£5K	MAQF	Green	Funded as part of above
20	Request adoption of new techniques that have proven to be beneficial to air quality, such as Construction Logistics and Delivery and Service Planning.	Ongoing	Staffing	Revenue	Green	All introduced as part of New AQ Post
21	Review the Council's allocation of the Section 106 and CILs budget to see if this can provide funding to benefit air quality measures	Ongoing	Staffing	Revenue	Green	Internal meetings underway funding streams identified
22	Continue to request robust and enforceable measures to minimise the impact of developments during the construction phase	Ongoing	Staffing	Revenue	Green	Now ongoing conditions are being firmed up as part of the new teams initiatives.

Reducing Emissions from Road Transport							
23	Commitment to a cycle Quiet-way between Clapham Common & Wimbledon forming the Merton section of the Wandle trail.	Ongoing				Amber	Update required.
24	Review funding available through Section 106 and CILs around transport and travel infrastructure.	November 2018	Staffing	Revenue		Green	Discussions ongoing and open funding stream
25	Carryout a borough wide cycling network audit to review and update the network.	Ongoing	Staffing	LIP (£1.5m)		Amber	£1.5m is currently being spent on 18 initiatives with a focus on Cycling, Walking and Pedestrian safety. New LIP confirmed, needs to link into and update the AQAP 2019 onwards
26	Programme of installing bicycle infrastructure	April 2019	Staffing	LIP		Green	As above
27	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.	Deferred due to funding allocation	£250K	Local Implementation Plan		Red	Funding secured for the project over the next 2-3years. Initial scoping report tenders submitted.
28	Air Quality Audit traffic and congestion in our three air quality focus areas.	April 2019	£10K	LIP		Red	Linked to above and now funded from April 2020
29	Support and promote the use of a cleaner vehicle checker to inform the public of cleaner vehicle choice.	November 2018	Staffing	Revenue		Green	Now promoted
30	Lobby for Cleaner Buses and Taxis	November 2018/Ongoing	Staffing	Revenue		Green	Leader has written to TFL and officers continue to raise this as an issues during liaison meetings.
31	Introduce Air Quality initiatives, benefits and monitoring in the new South Wimbledon Junction design and build.	March 2020	Staffing	LIP		Amber	Awaiting update on project
32	Review the impact of our diesel levy* and consider a review of parking and charges to help reduce combustion engine vehicle use and the consequent emissions.	November 2019	Staffing	Parking Account		Green	Large piece of work ongoing around emissions charging and diesel levy.

	<i>*Note: The Sustainable Communities and Transport Overview and Scrutiny Panel to conduct pre-decision scrutiny on the scope of any reviews on parking levies.</i>					
<b>Raising Awareness</b>						
33	We will continue to support, fund and promote airText and other health based initiatives in the borough.	Ongoing/2023	£2K PA	Grant underspends	Green	Funded for another 2 years for Merton from LIP
34	We will continue to support and update information on our Love Clean Air Website.	Ongoing/2023	Staffing	Revenue	Green	Ongoing and will be expanded
35	We will review and update our own corporate website to include themed initiatives.	Ongoing/2023	Staffing	Revenue	Green	Ongoing
36	We will play an active and co-ordinating role in national and regional campaigns such as National Clean Air Day.	Ongoing/2023	Staffing	Revenue	Green	Campaigns now planned for CAD, Clean Air Day and Idling.
37	Continue to aspire to London's Cleaner Air Borough status award.	June 2018 - 2023	Staffing	Revenue	Green	Ongoing and new criteria issued
38	Ensure that the good work and best practice we are delivering is publicised and disseminated to colleagues in the air quality industry.	Ongoing	Staffing	Revenue	Green	Cluster group and GLA meetings and presentations given.
39	Work closely with our Public Health colleagues around joint health benefits.	Ongoing	Staffing	Revenue	Green	Public Health and EP links are well established and working on a number of initiatives and projects.
<b>Working Together</b>						
40	Establish a borough-wide air quality group.	September 2018	Staffing	Revenue	Green	Group now formed

41	Establish an internal steering group within the local authority.	September 2018	Staffing	Revenue	Amber	Needs to be reviewed in liner with Climate emergency
42	Provide internal training sessions on air quality to internal partners and Cllrs	November 2018 – 6monthly	Staffing	Revenue	Red	Planning ties strengthened, need to arrange for member sessions and include Climate change.
43	Co-ordinate air quality funding and lobby national government to provide further financial and strategic support for local authorities to improve air quality.	Ongoing	Staffing	Revenue	Green	Feedback through consultations and initiatives including London Councils network.
44	Lobby TFL for action on cleaner buses and taxis in our Air Quality Focus Areas.	Ongoing	Staffing	Revenue	Green	Continuing action
45	The Director of Public Health (DPH) to be kept fully updated on air quality status and initiatives.	Ongoing	Staffing	Revenue	Green	
46	Public Health teams to support engagement and projects aimed at local stakeholders (businesses, schools, community groups and healthcare providers).	Ongoing	Staffing	Revenue	Green	SNAP project
47	All air quality policies to be signed off by the DPH and to form close links to Public Health objectives.	Ongoing	Staffing	Revenue	Green	Joint working and linking to sustainability
48	Make air quality part of The Health & Wellbeing Strategy / Joint Strategic Needs Assessment (JSNA) – the DPH to be retained as a member of the AQ steering group.	Ongoing	Staffing	Revenue	Green	Review for 2020
<b>Working Together</b>						
49	Review our procurement contracts for outsourced transport services and incorporate policies to establish the best and most cost effective fleet possible.	April 2019 - Annually	Staffing	Revenue	Green	Parking commissioning of new fleet underway Move to electric. Fleet meeting with procurement manager and Climate Change
50	Review our maintenance and servicing arrangements for our buildings to ensure that these are as energy efficient and cost effective as possible.	April 2019 - Annually	Staffing	Revenue	Needs update from commissioning	

51	Ensure all new build and extensions within the council portfolio are to the highest, most efficient standards possible within the allocated budget.	Ongoing	Staffing	Revenue	Needs update from commissioning	
52	Encourage more walking, cycling and use of public transport for council business and review active travel plan for all staff.	December 2018 - ongoing	Staffing	Revenue	Green	
53	Review staff parking to reduce the use of personal vehicles.	April 2019	Staffing	Revenue	Amber	Project currently underway to reduce use of private vehicles by staff. Will include the diesel charge/emission charging for staff permits.
54	Recruit an Air Quality Officer, funded by our Diesel Surcharge.	September 2019	£50K PA	Diesel Levy	Green	Miar now in place, 2 new officers in place and project funding brings establishment to 15
<b>Innovation &amp; Technology</b>						
55	We will work closely with our Public Health colleagues to keep up-to-date with the latest research relating to air quality and health.	Quarterly Meetings	Staffing	Revenue	Green	Meeting monthly
56	We will work closely with Kings College, GLA and APRIL (Air Quality Expert Group) to review the latest monitoring techniques	6 Monthly	Staffing	Revenue	Green	Underway
57	Apply for grant schemes and incorporate new technologies and best practice.	December 2018 - Annually	Staffing	Revenue	Green	Grant awards announced
58	Disseminate and publicise our ground-breaking work around schools, NRMM and wood burning appliances.	Ongoing	Staffing	Revenue	Green	4 Awards bids to be submitted for air quality work across London. Finalist in LGC 2020
<b>Tackling Pollution</b>						
59	Anti-idling to be adopted as an enforcement action in the borough with associated signage in problem areas.	June 2018 – Enforcement	£3K for signage	Revenue	Amber	Many activities underway but kept amber due to Taxi rank,

		September				new signage to be installed and joint action needed with TFL and Parking colleagues.
60	Start partnership working with the GLA and surrounding boroughs on anti-idling campaigns.	April 2019	Staffing	Revenue	Green	London bid successful
61	Work with neighbouring boroughs to consider tighter restrictions on bonfires.	April 2019 - 2020	Staffing	Revenue	Green	Through Cluster Group bid
62	Conduct campaigns relating to wood burning appliances and seek additional funding from DEFRA to carry out an impact assessment and explore further controls	April 2019	Staffing	Revenue	Green	Need to review this as not a borough specific issue
62	Deliver cleaner construction throughout South London through our NRMM project and extend this nationally.	Ongoing	£889K	Revenue	Green	Funded by MAQF/GLA and Match funding from London Boroughs
64	Assess and inspect newly installed CHPs to ensure compliance with planning conditions	September 2018	Staffing	TBC	Red	No staff for this function. Awaiting new structure 2020
<b>Our Schools</b>						
65	Maintain our ongoing commitment to school travel plans and the STARS review.	Ongoing	Staffing	Revenue	Green	Charmaine to update
66	Carry out audits of schools in the most polluted areas of the borough and help provide a scheme of mitigation where necessary and possible.	Ongoing and will commit to three per year FROM April 2019	Staffing	Revenue	Green	New structure and staffing arrangements in April 2019 Deciding on Schools
67	Review and assess annually the necessity for audits at schools and nurseries in areas subject to high levels of pollution.	September 2018	Staffing	Revenue	Green	Linked to new monitoring arrangements
68	Incorporate schools in areas of poor air quality into our monitoring network and regime.	Ongoing	Staffing	Revenue	Green	All in place

69	Joint working arrangements with Public Health partners around schools to deliver joint health benefits.	Ongoing	Staffing	Revenue	<b>Green</b>	SNAP Pilot underway Business Case submitted, Schools chosen
70	Work with and provide specialist advice and support to schools around air quality issues.	Ongoing	Staffing	Revenue	<b>Green</b>	On going through audits to be expanded by Forum.

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## E&R Public Protection performance report

PI Code & Description	Jan 2020					2019/20				
	Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
<b>Parking</b>										
CRP 044 Parking services estimated revenue (Monthly)	1,793,301	1,746,448				15,430,300	15,509,791			
SP 258 Sickness- No of days per FTE from snapshot report (parking) (Monthly)	2.5	0.67				17.04	6.66			
SP 509 NEW FOR 2019/20 % of Permits applied/processed online (Monthly)	81%	55%				75%	55%			
SP 510 NEW FOR 2019/20 % of PCN Appeals received online (Monthly)	65%	55%				60.6%	55%			
SP 511 NEW FOR 2019/20 Blue Badge Inspections (Monthly)	0	81				0	81			
SP 512 NEW FOR 2019/20 Total cashless usage against cash payments at machines (Monthly)	61%	60%				57.35%	60%			
SP 513 NEW FOR 2019/20 Percentage of cases 'heard' and won at ETA (Quarterly)	Measured quarterly					77.1%	73%			
<b>Regulatory Services</b>										
LER 060 Income generation by Regulatory Services (Monthly)	£16,273	£30,120				£340,108	£491,220			
SP 111 No. of underage sales test purchases (Quarterly)	Measured quarterly					68	76			
SP 255 % licensing applications determined within 28 days (Quarterly)	Measured quarterly					88.7%	98%			
SP 316 % Inspection category A,B & C food premises (Annual)	Annual						100			
SP 418 Annual average amount of Nitrogen Dioxide per m3 (Annual)	Annual						40			
SP 420 Annual average amount of Particulates per m3 (Annual)	Annual						40			

PI Code & Description	Jan 2020					2019/20				
	Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
SP 494 Nitrogen Dioxide Diffusion Tube Monitoring Sites in the Borough exceeding National Levels (Quarterly)	Measured quarterly					43	0			
SP 519 NEW FOR 2019/20 Total % of broadly compliant food establishments rated A-E (Annual)	Annual						95%			
SP 520 NEW FOR 2019/20 Schedule B Prescribed Premises due for inspection completed (Annual)	Annual						100%			
SP 521 NEW FOR 2019/20 Total % compliance of non-road mobile machinery on major construction sites with GLA emissions standards (Annual)	Annual						85%			
SP 522 NEW FOR 2019/20 % of noise and nuisance complaints received from residents receiving a frontline response (visit/advice) within one week of receipt (Quarterly)	Measured quarterly					84.26%	90%			

## E&R Public Spaces

PI Code & Description	Jan 2020					2019/20				
	Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
<b>Street Cleansing</b>										
CRP 048 / SP 455 % of sites surveyed on local street inspections for litter that are below standard (Monthly)	13.3%	8%				14.79%	8%			
LER 058 % Sites surveyed on street inspections for litter (using NI195 system) that are below standard (KBT) (Quarterly)	Measured quarterly					16.57%	8%			
SP 062 % Sites surveyed below standard for graffiti (Quarterly)	Measured quarterly					5.67%	5%			
SP 063 % Sites surveyed below standard for flyposting (Quarterly)	Measured quarterly					0.95%	1%			
SP 139 % Sites surveyed below standard for weeds (Quarterly)	Measured quarterly					9.21%	11%			
SP 140 % Sites surveyed below standard for Detritus (Quarterly)	Measured quarterly					20.72%	9%			

PI Code & Description	Jan 2020					2019/20				
	Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
SP 269 % Residents satisfied with street cleanliness (Annual) (ARS)	Annual					?	?	?	?	?
<b>Waste Service</b>										
CRP 093 / SP 478 No. of refuse collections including recycling and kitchen waste missed per 100,000 (Monthly)	80.00	40.00				74.20	50.00			
CRP 094 / SP 485 No. of fly-tips in streets and parks recorded by Contractor (Monthly)	1,277	700				11,138	7,000			
SP 064 % Residents satisfied with refuse collection (Annual) (ARS)	Annual					?	?	?	?	?
SP 065 % Household waste recycled and composted (Monthly in arrears)	41.18 %	48%				43.51%	48%			
SP 066 Residual waste kg per household (Monthly in arrears)	41.37	39.5				376.18	395.5			
SP 067 % Municipal solid waste sent to landfill (waste management & commercial waste) (Monthly in arrears)	5%	10%				7%	10%			
SP 262 % Residents satisfied with recycling facilities (Annual) (ARS)	Annual					?	?	?	?	?
SP 354 Total waste arising per households (KGs) (Monthly in arrears)	70.34	75				665.97	750			
SP 407 % FPN's issued that have been paid (Monthly)	70%	75%				68.1%	75%			
SP 454 % of fly-tips removed within 24 hours (Monthly)	99%	95%				82.44%	95%			
<b>Parks</b>										
LER OS 01 Parks Quality Management Score (PQMS)		5				4.98	5			
SP 026 % of residents who rate parks & green spaces as good or very good (Annual) (ARS)	Annual					?	?	?	?	?
SP 027 Young peoples % satisfaction with parks & green spaces (Annual) (ARS)	Annual					?	?	?	?	?
SP 032 No. of Green Flags (Annual)	Annual					?	6	?	?	?

PI Code & Description	Jan 2020					2019/20				
	Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
SP 318 No. of outdoor events in parks (Monthly)	0	0	✓	↓	↓	222	136	✓	↓	↑
SP 514 NEW FOR 2019/20 Income from outdoor events in parks (Annual)	Annual					?	£531,230.00	?	?	?
SP 515 NEW FOR 2019/20 Average Performance Quality Score (Grounds Maintenance Standards) (Annual)	Annual					?	5	?	?	?
SP 516 NEW FOR 2019/20 Annual basal & epicormic growth programme completion by 31 Aug each year) (Annual)	Annual					?	100%	?	?	?
SP 517 NEW FOR 2019/20 Number of street trees planted (Annual)	Annual					?	235	?	?	?
<b>Leisure</b>										
SP 251 Income from Watersports Centre (Monthly)	£251	£0	✓	↓	↓	£402,705	£361,500	✓	↓	↑
SP 325 % Residents rating Leisure & Sports facilities Good to Excellent (Annual) (ARS)	Annual					?	?	?	?	?
SP 349 14 to 25 year old fitness centre participation at leisure centres (Monthly)	5,974	10,000	⊘	↑	↓	78,941	84,400	⊘	↓	↓
SP 405 No. of Leisure Centre users (Monthly)	99,768	95,000	✓	↑	↑	932,417	896,000	✓	↓	↓
SP 406 No. of Polka Theatre users (cumulative) (Quarterly)	Measured quarterly					7,532	7,500	✓	↓	↓
<b>Transport</b>										
SP 136 Average % time passenger vehicles in use (transport passenger fleet) (Annual)	Annual					?	85%	?	?	?
SP 137 % User satisfaction survey (transport passenger fleet) (Annual)	Annual					?	97%	?	?	?
SP 271 In-house journey that meet timescales (transport passenger fleet) (Annual)	Annual					?	85%	?	?	?
SP 526 NEW FOR 2019/20 % of Council fleet using diesel fuel (Annual)	Annual					?	80%	?	?	?
SP 456 Average days lost to sickness absence - Transport (Monthly)	2.06	0.79	⊘	↑	↑	34.24	7.92	⊘	↑	↓

## E&R Sustainable Communities

PI Code & Description	Jan 2020					2019/20				
	Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
<b>Development and Building Control</b>										
CRP 045 / SP 118 Income (Development and Building Control) (Monthly)	133,898	157,166				1,653,655	1,571,660			
CRP 051 / SP 114 % Major applications processed within 13 weeks (Monthly)	100%	68%				76%	68%			
CRP 052 / SP 115 % of minor planning applications determined within 8 weeks (Monthly)	83.78%	71%				78.97%	71%			
CRP 053 / SP 116 % of 'other' planning applications determined within 8 weeks (Development Control) (Monthly)	76.74%	82%				84.94%	82%			
SP 040 % Market share retained by LA (Building Control) (Monthly)	53.75%	54%				50.72%	54%			
SP 113 No. of planning enforcement cases closed (Monthly)	160	43				910	433			
SP 117 % appeals lost (Development & Building Control) (Quarterly)	Measured quarterly					37.43%	35%			
SP 380 No. of backlog planning enforcement cases (Monthly)	555	849				555	849			
SP 414 Volume of planning applications (Monthly)	290	365				3,447	3,650			
<b>Future Merton</b>										
SP 020 New Homes (Annual)	Annual						1,328			
SP 260 % Streetworks inspections completed (Quarterly)	Measured quarterly					45.48%	37%			
SP 327 % Emergency callouts attended within 2 hours (traffic & highways) (Monthly)	100%	98%				99.34%	98%			
SP 328 % Streetworks permitting determined (Monthly)	100%	98%				99.9%	98%			
SP 389 Carriageway condition - unclassified roads defectiveness condition indicator (annual)	Annual						75%			

PI Code & Description	Jan 2020					2019/20				
	Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
SP 391 Average number of days taken to repair an out of light street light (Quarterly)	Measured quarterly					1.18	3			
SP 475 Number of publically available Electric Vehicles Charging Points available to Merton Residents (Annual)	Annual						49			
SP 476 Number of business premises improved (Annual)	Annual						10			
SP 508 NEW FOR 2019/20 Footway condition - (% not defective, unclassified road) (Annual)	Annual						75%			
<b>Property</b>										
SP 024 % Vacancy rate of property owned by the council (Quarterly)	Measured quarterly					1%	3%			
SP 025 % Debt owed to LBM by tenants inc businesses (Quarterly)	Measured quarterly					3.14%	7.5%			
SP 386 Property asset valuations (Annual)	Annual						150			
SP 518 NEW FOR 2019/20 Number of completed Rent Reviews (Quarterly)	Measured quarterly					17	15			



## Sustainable Communities Work Programme 2019/20

This table sets out the Sustainable Communities Panel Work Programme for 2018/19; the items listed were agreed by the Panel at its meeting on 27 June 2019. This Work Programme will be considered at every meeting of the Panel to enable it to respond to issues of concern and incorporate reviews or to comment upon pre-decision items ahead of their consideration by Cabinet/Council.

The work programme table shows items on a meeting-by-meeting basis, identifying the issue under review, the nature of the scrutiny (pre-decision, policy development, issue specific, performance monitoring, partnership related) and the intended outcomes.

**Chair:** Cllr Natasha Irons

**Vice-chair:** Cllr Daniel Holden

### Scrutiny Support

For further information on the work programme of the Sustainable Communities Scrutiny Panel please contact: -

Rosie McKeever, Scrutiny Officer

Tel: 020 8545 4035; Email: [rosie.mckeever@merton.gov.uk](mailto:rosie.mckeever@merton.gov.uk)

For more information about overview and scrutiny at LB Merton, please visit [www.merton.gov.uk/scrutiny](http://www.merton.gov.uk/scrutiny)

**Meeting date:** 27 June 2019 (**Deadline for papers:** 12pm, 18 June 2019)

Scrutiny category	Item/issue	How	Lead member and/or lead officer	Intended outcomes
<b>Holding the executive to account</b>	Parking Consultation	Written update report	Cathryn James, Interim Assistant Director, Public Protection	
<b>Performance management</b>	Performance monitoring	Basket of indicators plus verbal report	Chris Lee, Director of Environment and Regeneration Steve Langley, Head of Housing Needs	To highlight any items of concern and for the Panel to make any recommendations or to request additional information.
<b>Setting the work programme</b>	Sustainable Communities Overview and Scrutiny Panel work programme 2019/20	Written report	Rosie Mckeever, Scrutiny Officer	To agree the work programme and select a subject for task group review.



**Meeting date:** 3 September 2019 (~~**Deadline for papers:** 12pm, 26 August 2019~~)

Scrutiny category	Item/issue	How	Lead member and/or lead officer	Intended outcomes
<b>Holding the executive to account</b>	Cabinet Members priorities	Verbal update	Cabinet Members for Commerce, Leisure and Culture; Regeneration, Housing and Transport; Adult Social Care, Health and the Environment	To understand current priorities in relation to Panel work programme.
<b>Holding the executive to account</b>	Waste, recycling and street cleaning: performance update:	Written update report	John Bosley, Assistant Director, Public Space Scott Edgell, Veolia	To monitor performance and to seek resident feedback on the service.
<b>Scrutiny reviews</b>	Environmental Enforcement: Fly Tipping Strategy	<ul style="list-style-type: none"> <li>Written report</li> </ul> Presentation	John Bosley, Assistant Director, Public Space	Opportunity to understand the team's remit in more detail and give feedback on new strategy
<b>Performance management</b>	Performance monitoring	<ul style="list-style-type: none"> <li>Basket of indicators plus verbal report</li> </ul>	Councillor Ben Butler Chris Lee, Director of Environment and Regeneration	To highlight any items of concern, make recommendations and/or request additional information
<b>Setting the work programme</b>	Work programme 2019/20	Written report	Rosie McKeever, Scrutiny Officer	Standing item

**Meeting date:** 30 October 2019 (**Deadline for papers:** 12pm, 22 October 2019)

Scrutiny category	Item/issue	How	Lead member and/or lead officer	Intended outcomes
<b>Budget scrutiny</b>	Budget/business plan scrutiny (round 1)	Written report	Caroline Holland, Director of Corporate Services	To discuss and refer any comments to the O&S Commission
<b>External scrutiny</b>	Clarion Housing Group: regeneration	Responses to members' questions to be printed as part of the agenda	Representatives from Clarion Housing Group will be invited to attend the session and answer member questions.	This session will be used to focus on Clarion's estates regeneration.
<b>Holding the executive to account</b>	Town centre regeneration	Presentation	Paul McGarry, Head of <i>futureMerton</i>	Progress update
<b>Scrutiny review</b>	Single use plastics – Action plan	Written report	Task Group Chair; Mark Humphries; Stella Akintan	
<b>Performance management</b>	Performance monitoring	Basket of indicators plus verbal report	Councillor Ben Butler Chris Lee, Director of Environment and Regeneration	To highlight any items of concern, make recommendations and/or request additional information
<b>Holding the executive to account</b>	Bishopsford Road Bridge	Update report		Added to agenda as requested
<b>Setting the work programme</b>	Work programme 2019/20	Written report	Rosie McKeever, Scrutiny Officer	Standing item

Meeting date: 6 February 2020 (**Deadline for papers: 12pm, 29 January 2020**)

Scrutiny category	Item/issue	How	Lead member and/or lead officer	Intended outcomes
<b>Budget scrutiny</b>	Budget and business planning (round 2)	Written report	Caroline Holland, Director of Corporate Services	To comment on the budget and business plan proposals and make any recs to the Commission to consider and co-ordinate a response to Cabinet.
<b>Holding the executive to account</b>	Annual Review (and other matters relating to the Veolia Street cleaning and waste contract)	Written report	Chris Lee, Director of Environment and Regeneration	Additional item added to update the Panel on progress against the recommendations
<b>Holding the executive to account</b>	Fly Tipping Strategy update	Written report	John Bosley, Assistant Director Public Space	Additional item added to update the Panel on progress against the recommendations
<b>Scrutiny review</b>	Local Implementation Plan	Written report	James McGinlay	Update report
<b>Performance management</b>	Performance monitoring	Basket of indicators plus verbal report	Councillor Ben Butler Chris Lee, Director of Environment and Regeneration	To highlight any items of concern, make recommendations and/ or request additional information
<b>Setting the work programme</b>	Work programme 2019/20	Written report	Rosie McKeever, Scrutiny Officer	Standing item

Meeting date: 25 February 2020 (**Deadline for papers: 12pm, 17 February 2020**)

Scrutiny category	Item/issue	How	Lead member and/or lead officer	Intended outcomes
External scrutiny	Clarion Housing Group: repairs and maintenance	Verbal update	Representatives from Clarion Housing Group will be invited to attend the session and answer member questions.	This session will be used to focus on repairs and maintenance work
Holding the executive to account	Diesel levy implementation	Written report	Ben Stephens	Update report
Holding the executive to account	Air Quality Action Plan	Written report	Jason Andrews	Update report
Holding the executive to account	Design Review Panel	Written report	Paul McGarry	Update on performance of the service
Performance management	Performance monitoring	Basket of indicators plus verbal report	Councillor Ben Butler Chris Lee, Director of Environment and Regeneration	To highlight any items of concern, make recommendations and/or request additional information
Setting the work programme	Work programme 2019/20	Written report	Rosie McKeever, Scrutiny Officer	Standing item

Meeting date: 17 March 2020 (**Deadline for papers: 12pm, 9 March 2020**)

Scrutiny category	Item/issue	How	Lead member and/or lead officer	Intended outcomes
<b>Holding the executive to account</b>	Cabinet Members priorities	Verbal update	Cabinet Members for Commerce, Leisure and Culture; Regeneration, Housing and Transport; Adult Social Care, Health and the Environment	To understand current priorities in relation to Panel work programme.
<b>Holding the executive to account</b>	Housing Strategy	Written report	James McGinlay, Steve Langley,	Update report
<b>Scrutiny reviews</b>	Support for private renters	Written report	Steve Langley, Head of Housing Needs	
<b>Holding the executive to account</b>	Merton Adult Education	Written report	Anthony Hopkins, Head of Library, Heritage and Adult Education Service	Update on performance of the service
<b>Holding the executive to account</b>	Libraries and heritage annual report	Written report	Anthony Hopkins	Update on performance of the service
<b>Holding the executive to account</b>	London Borough of Culture	Written report	Christine Parsloe, Leisure and Culture Development Manager	Update on performance of the service
<b>Performance management</b>	Performance monitoring	Basket of indicators plus verbal report	Councillor Ben Butler	To highlight any items of concern
<b>Setting the work programme</b>	Topic suggestions 2020/21	Written report	Rosie McKeever, Scrutiny Officer	To seek suggestions from the Panel to inform discussions about the Panel's 2020/21 work programme

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