

WIMBLEDON COMMUNITY FORUM
23 SEPTEMBER 2020

(7.15 pm - 9.00 pm)

PRESENT Councillors Councillor James Holmes (in the Chair),

1 WELCOME AND INTRODUCTIONS (Agenda Item 1)

The meeting was held via Zoom, and chaired by Councillor James Holmes. Seven residents and nine councillors attended on Zoom with 61 additional views on YouTube. The Chair welcomed everyone to the meeting and explained how the meeting would work.

2 EMISSIONS BASED PARKING CHARGES (Agenda Item 2)

Chris Lee, Director of Environment and Regeneration introduced the item and explained why Merton is consulting on changes to charges and why now. Introducing emissions based charging was always planned, but in the last consultation the proposed changes did not include emissions as the technology to deliver it was not available.

Covid-19 has meant that public transport not available so during the lockdown we saw a move nationally to encourage much more active travel. In outer London car use now at 150% of previous levels so this is an issue that still needs addressing. We have delayed this consultation due to lock down, as the proposal was originally agreed to go out to consultation in the spring.

The proposed approach builds on the previous consultation. We do not have control over vehicles passing through the borough so we know the proposals do not take into account movement of vehicles. However, it is important to take a proportionate approach to the tools we have

Ben Stephens, Head of Parking Services gave a presentation on the details of the proposals and the presentation is attached to this report. Ben explained that more than half of London boroughs either have or are introducing some form of emissions based charging. It is proposed that a supplementary charge based on the approach in the London ULEZ scheme will replace the current diesel levy. The consultation will remain open until 23 October 2020.

FOLLOWING THE MEETING: the consultation was extended to 26 October.

A resident asked when this new system would come into effect. Ben said a decision would be taken by Cabinet later in autumn / early 2021 so nothing would be implemented until 2021. Ben also explained what modelling has been done, we know roughly what cars are owned in Merton but this is changing all the time so as a result we have not modelled the likely revenue impact. We do not know yet what impact the last round of changes has had on car owner's behaviour. Any income from parking charges can only be spent on transport, so we would look to improve public transport and active travel. Largest cost to the Council is the Freedom pass, highways repairs, and administration of CPZs. If there is surplus active travel would be one of the priorities.

Residents can check their car by using Transport for London's [ULEZ checker](#), and emissions on the [Government website](#). The Mayor of London has launched a [car and motorcycle scrappage scheme](#) to help low income and disabled Londoners scrap older, more polluting cars and motorcycles in favour of cleaner vehicles and greener forms of transport. We also expect use of public transport to return to normal once the pandemic has settled down.

Councillor Martin Whelton, Cabinet Member for Regeneration, Housing and Transport, summed up the discussion. He said that Merton wants to improve air quality and make sure the scheme is fairer. The scheme will be a success if fewer people have cars on the road. Cllr Whelton encouraged responses to the consultation and these will be considered by Scrutiny and the Cabinet.

3 OPEN FORUM (Agenda Item 4)

Sandra Ash from KOSSH raised concerns about Improving Health Together. Merton Council and Croydon Council have rejected this plans and asked the Secretary of State to intervene. There is a need for additional beds nationally and locally with COVID-19 social distancing requirements also restricting the number of available beds.

Friends of Wimbledon Town Centre has asked in advance of the meeting about changes to planning rules. A report to [Planning Applications Committee](#) in August 2020

One end of Graham Road was closed at short notice to assist the developer of the hotel being built by allowing equipment and materials to be delivered. Chris Lee said the council has instructed the developer to review and remove the closure. Once the review has taken place, they will then inform residents with sufficient notice.

4 NOTICES AND UPDATES (Agenda Item 3)

Kris Witherington gave a presentation updating the meeting on local issues including the COVID-19 Champions; COVID-19 response hub; consultations on the borough character study and South London Waste Plan; and the introduction of new school streets and low traffic neighbourhoods. The presentation is attached to this report.

5 DATE OF NEXT MEETING (Agenda Item 5)

Councillor Holmes thanked everyone for attending and closed the meeting.

The next meeting will take place on Tuesday 1 December 2020 at 7.15pm via Zoom.

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Consultation on emission-based parking charges

A strategic approach to parking charges

Community engagement
September/October 2020

This meeting :

- What is being proposed ?
- Why is it being proposed ?
- How the proposals will work ?
- Where to find our more and have your say?

What is being proposed

An emission based charging policy for all vehicles in the borough.

Polluter pays principle

- The principle of emission-based charging is that the less polluting your vehicle is, the less you pay, and the more polluting, the more you pay.
- Applies to all Permit charges and paid for parking in and off street.

Why is this being proposed ?

In a recent Merton survey 57% of respondents agreed lesser polluting cars should be charged less than more polluting cars.

Merton has committed to considering emissions based charging to help tackle the following issues:

Climate Change

The use of petrol and diesel vehicles in the borough makes up 19% of Merton's carbon emissions

Air Quality

- Emissions of NOx and PM is associated with a range of adverse health impacts
- More than 9,000 premature deaths attributed to poor air quality in London
- Transport emissions account for approximately 60% of Merton's NOx emissions

Public Health

- Active travel is one of easiest ways to exercise
- 30 minutes of moderate exercise four to five days a week can halve the risk of a heart attack.
- One third of Merton Children are obese by the end of primary school.

Why is this being proposed ?

It is hoped that the proposals will support the following outcomes:

- Increased use of sustainable modes of travel
- Improved health outcomes – less diabetes , obesity , heart and lung related disease etc
- Improved air quality
- Reduced carbon emissions
- Increased uptake of ultra-low emission vehicles
- Reduced car journeys and car ownership
- Increase use of Car clubs

Key elements of emission based charging?

The proposed model for all permits will be based on the following criteria:

Removal of the current diesel levy and a new approach

1. Location.

Location-based charging has been in operation since January 2020. Charges are based on the location of the controlled zone and public transport accessibility, also how long each day the zone is operational.

2. Carbon dioxide (CO₂) emissions.

Our proposals will build on the current model and include CO₂ emissions which contribute towards climate change. This is based on Vehicle Excise Duty (VED) 'car tax' bands

3. ULEZ-based surcharge.

Our proposals include a surcharge for some vehicles based on their nitrogen oxides (NOx) and particulate matter (PM) emissions. These emissions contribute to local air pollution which can damage health. This is based on the Transport for London Ultra Low Emission Zone (ULEZ) model. This will replace the existing diesel levy that has been in operation since 2017.

4. *ULEZ-based surcharge for Pay and Display parking.* *A single one off payment is being proposed for each parking session to vehicles exceed the minimum emission levels.*

Example of Emission based charging

Permits -

Example 1. (Audi A1 1L 2017)

1. **Location** - Tier 2. Controlled Zone is only enforced for part of the day,.
2. **CO2 Emissions** The vehicle also emits only 97 (g/km) CO2 Emissions and is in band E of the Governments tax bands and liable for a £90 Permit charge.
3. **(NOx)** The vehicle is manufactured in 2017 with a Euro rating of 6, therefore NOT liable to the £150 ULEZ based charge.

Total Charge £90. This is £20 cheaper than the current Permit price

Example 2. On street Parking and Car Parks -

A proposed one off charge of £1.50 for each parking event if the vehicle does not meet minimum ULEZ **(NOx)** based standard.

Other boroughs who charge based on Emissions

- **At least half of all London boroughs use a form of emission based charging.**

(Examples right)

- **Transport for London have the Ultra Low Emission Zone.**

- There was a 65% reduction in the number of older, more polluting, noncompliant vehicles detected in the zone in the first 6 months

- **Government Vehicle Tax bandings are based on emissions.**

Barking and Dagenham

Barnet

Brent

Camden

Croydon

Ealing

Enfield

Haringey

Hounslow

Hackney

Islington

Kensington and Chelsea

Lambeth

Sutton

Waltham forest

Westminster

Covid 19 issues

- Limits on public transport at present but this will not be permanent and we will expect to get back to full capacity
- Traffic is now at or above pre-covid levels [110% of previous in Outer London]

How can I support or make representation on this proposal?

We welcome your comments

Any person wishing to make representation or object on the proposals should visit: www.merton.gov.uk/parkingconsultation2020

We have an online survey and opportunity to submit representations

or

In writing to Parking Services, the London Borough of Merton, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX quoting reference **Parking Consultation 2020** or by email to parkingconsultation2020@merton.gov.uk, no later than **23rd October 2020**.

Notices and Update

Wimbledon Community Forum

23 September 2020

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COVID Champions

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Merton COVID-19 Community Champions Weekly drop-in meeting

Every Wednesday 12pm-1pm and 7pm-8pm (starts 23rd of September).

Who are the COVID-19 Community Champions?

- Anyone who lives or works in Merton can become a COVID-19 Community Champion
- Opportunity for residents, workplace reps, voluntary sector and community groups to help stop the spread of COVID-19 by sharing clear and consistent messages
- Key part of our approach to working with the community to understand and tackle the impact of COVID-19 in Merton

How does it work?

- Register to become a Champion
- We will provide Champions with the latest campaign materials on COVID-19
- Champions will share this information with their friends, family and communities through appropriate communication channels
- Champions can feedback what is and isn't working and their ideas for future engagement

To register please complete our online form <https://consult.merton.gov.uk/survey/795> or for more information please email Public.Health@merton.gov.uk



Community Response Hub

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Merton COVID-19 Community Response Hub

Are you isolated, at risk from COVID-19 and need help with any of the following?

- Support with shopping and basic supplies
- Access to prescription and medication
- Telephone befriending
- Advice and practical help to stay active
- Support to stay independent at home

How do I get help?

Email help@mvsc.co.uk or call 020 8685 2272
Between 10am and 4pm, Monday to Friday



Consultations:

merton.gov.uk/consultations

- Merton Character Study:
 - The [survey](#) will be live until 5th October 2020
- South London Waste Plan:
 - [Representations and comments](#) will be accepted from until 5pm on 22 October 2020

Transport:

merton.gov.uk/covid-19-transport-projects

- Low Traffic Neighbourhoods / School Streets

- [Consultations](#) open for six months

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- [Wimbledon Village High Street](#)

- part time pedestrianisation

- changes from 4 October to accommodate the farmers market making the restrictions Sunday 9am-4pm

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