

# Merton Council

## Sustainable Communities Overview and Scrutiny Panel



Date: 1 September 2022

Time: 7.15 pm

Venue: Council chamber - Merton Civic Centre, London Road, Morden SM4 5DX

### AGENDA

Page Number

1	Apologies for absence	
2	Declarations of pecuniary interest	
3	Minutes of the previous meeting	1 - 6
4	Actions log	7 - 8
5	Cabinet Member priorities - Verbal update	
6	Climate Change and Net Zero progress	9 - 16
7	Active Travel: Cycling infrastructure	17 - 24
8	School Streets: Lessons learned review	25 - 34
9	Performance monitoring	35 - 42
10	Work Programme	43 - 50

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## Sustainable Communities Overview and Scrutiny Panel Membership

### Councillors:

Stuart Neaverson (Chair)  
Daniel Holden (Vice-Chair)  
John Braithwaite  
Caroline Charles  
Anthony Fairclough  
Dan Johnston  
Gill Manly  
Stephen Mercer  
Martin Whelton  
James Williscroft  
Victoria Wilson

### Substitute Members:

Edward Foley  
Klaar Dresselaers  
Slawek Szczepanski  
Samantha MacArthur  
Max Austin

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### 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

29 JUNE 2022

(7.15 pm - 9.30 pm)

PRESENT Councillor Daniel Holden, Councillor John Braithwaite,  
Councillor Caroline Charles, Councillor Anthony Fairclough,  
Councillor Dan Johnston, Councillor Gill Manly,  
Councillor Stephen Mercer, Councillor Martin Whelton,  
Councillor James Williscroft and Councillor Victoria Wilson

Charles Baker (Waste Strategy and Commissioning Manager),  
John Bosley (Assistant Director Public Space Contracts and  
Commissioning) and John Morgan (Interim Director, Community  
& Housing)

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

Apologies were received from Cllr Stuart Neaverson.

### 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 were agreed as a true and accurate record.

Matters arising;

The Panel would like to reinstate the action log in order to monitor the progress of recommendations and actions.

A Panel Member suggested, post-election, minutes should be sent to ex Cllrs for accuracy (Scrutiny Officer to pass this feedback to Democratic Services Team).

### 4 CABINET MEMBER PRIORITIES (Agenda Item 4)

The Chair invited Cllr Andrew Judge, Cabinet Member for Housing and Sustainable Development to speak about his priorities for the coming year.

We aim to become an exemplary housing borough, delivering beautiful well-designed low-carbon and truly affordable homes. We will use the land that the Council owns already, and perhaps land that we can assemble, to build homes for social rent and shared ownership and other intermediate forms of ownership of the highest quality.

We aim to set up a housing partnership with housing providers local colleges and firms to promote the retrofit of homes using the London retrofit model aiming, to

share expertise on how to access grant funding, build capacity retrofit and renewable energy technologies and look to establish apprenticeships in green industries.

We are continuing participation in the warmer homes program with grants for home improvements for both homeowners and renters.

In terms of housing needs, we want to maintain the position of having low numbers of homeless households in temporary accommodation and to continue to develop and expand rough sleeper services and work with partners to ensure low numbers of reported rough sleepers in the borough and that rough sleepers get the support they need.

I have been asked to undertake the role of tenant's champion making representations on behalf of tenants and signposting them to agencies who can give legal advice.

I am keen to introduce selective licensing and an empty home scheme.

In response to Panel members questions:

- We'll do our best to approve more affordable housing, seeking to influence developers at an early stage to deliver affordable housing on their sites. We are also seeking to build homes on our own and/or with other housing providers.
- In relation to selective landlord licensing, a paper is anticipated around autumn time.
- With regards to expanding the provision of electrical vehicle charging, currently planning policy only stipulates ten percent of parking spaces need to be EV compatible and we've yet to see what the inspectors will permit in terms of our local development policy. If it proves to be inadequate, then we might have to consider some separate planning measure as the months unfold.
- There's been a considerable backlog in the past with planning enforcement cases and we need to work through that backlog as rapidly as possible and as an administration we'll do our utmost to put sufficient resources in.

The Chair invited Cllr Natasha Irons, Cabinet Member for Local Environment, Green Spaces and Climate to speak about her priorities going forward:

**Waste and our relationship with Veolia** - In the short term we'll be focusing on the delivery of the action plan that was in response to the service improvement notice.

The action plan includes looking at the additional night-time economy staff, tackling the scourge of green sacks and some issues around the fix my street tool.

We are looking at reprofiling some of the street sweeping schedules and we will be looking at having neighbourhood environment officers who will know the wards that they work and will understand where all the hot spots are and will be visible to residents.

Focusing on the fly tipping strategy, a massive priority for me is our treatment of flats above shops and being more focused on communications and engagement.

In the long term that will this municipal year we will need to review our arrangement and our relationship with our waste contractor and consider next steps and officers have been charged with providing us with all options.

A source of pride and a source of joy for me and for most of us is our **parks and our green spaces**.

In the short term:

We're on track to plant over 3000 trees this year.

Phase one of our tree strategy is soon to be published. Phase one is focused on council-owned trees, because we didn't have any management plans for that in place so we're rectifying that and then in phase two we'll look at trees on private property and our policies around that.

We are upgrading our paddling pools so hopefully this summer most of our paddling pools will be upgraded and then

Soon we will launch our trial of alternative methods for weeds killer such as foam or manual extraction, to see how much it costs and see what the practicalities of that are.

In the medium to long term, we'll be looking at um upgrading our play parks and our multi-use games areas and developing a green spaces strategy and biodiversity strategy.

Moving on to the **climate** emergency, I'm committed to delivering on our election pledge around having an environmental impact assessment on our new policies and looking at how green bonds can play a part in Merton's financing of green initiatives. Retrofitting and cutting our emissions from buildings is a huge priority. We know it's going to cost something like £2.7 billion pounds to retrofit every single building in Merton. Now we can't fund that ourselves, but we do have the power to convene people around the table to see what we can do.

In response to questions from Members of the Panel:

- As part of the fly tipping action plan and strategy, we have plans for more cameras and to review the types of signage we have.
- Agreed to look at whether water refill stations could be installed in the parks
- There are several neighbourhood recycling centres - we don't have them everywhere due to the misuse of them for fly tipping.
- South London Waste Partnership are reviewing all of the recycling centres across the partner boroughs to try and make them more accessible
- Birmingham introduced mobile recycling centres which we are looking at
- We are working through the various 'fix my street' reporting issues.

## 5 FLY TIPPING STRATEGY & ACTION PLAN - PRESENTATION (Agenda Item 5)

A presentation was given by the Assistant Director for Public Space, John Bosley, and Charles Baker, Waste Strategy and Commissioning Manager.

In response to questions, the Assistant Director provided further detail.

We are working to improve our relationships with our housing association providers across the borough and tackling the management of communal waste across the borough. We have plans to meet with providers over the course of the year to improve these aspects where we can.

With regards to publicly naming and shaming people in the press for fly tipping - if you are formally prosecuted through the court system, we will take every opportunity

to name and shame correctly. However, we are not allowed to do the same for the issuing of fixed penalty notes. Once a fixed penalty notice is paid off; your responsibility is expunged therefore we can report on the numbers but not on the actual people.

Of the 7,300 FPN's - just in excess of 6000 were issued for littering offenses and the remainder was for activities around fly tipping.

Keen to explore other ways of turning fly tipping hot spots into something beautiful i.e., you put a planter, or you put bike racks or something else that is more useful to the community to signify this is not where you put your rubbish

The Panel moved to discuss recommendations.

Considering lack of access to disposal facilities is a driver, the Panel RESOLVED that *"This panel requests Cabinet consider ways of bringing the collection of waste closer to the community i.e., community skips"*.

The recommendation was seconded, and all Members voted in favour.

## 6 PERFORMANCE MONITORING (Agenda Item 6)

The AD for Public Space commented on a couple of the performance indicators listed.

CRP097 or SP065 - percentage household waste recycled and composted. Looking at an analysis of where we sit from a London wide perspective, in 2020/21 we were ranked six out of the 33 London boroughs in terms of performance. We are quite high performing in terms of the recycling, but we still have an aspirational target that we want to achieve.

CRP124 which is the percentage of street reports rectified within the contract standard time is an area of focus and something that we're addressing through our service improvement plan.

In terms of our leisure activity over the last period, we have seen a positive improvement to SP349 - 14- to 25-year-old fitness centre participation. Target of 15,816 (we're almost at 19,000).

A Panel Member asked why CRP121 is an annual reading and when the latest data can be expected? The AD of Public Space agreed to ask colleagues in regulatory services and report back.

Waste management and cleansing performance management - Outcomes have been improving we've had we're in the region of 91 to 92 percent of inspected streets being at a grade b or are higher upon inspection

## 7 WORK PROGRAMME (Agenda Item 7)

The work programme was agreed with two additions:

- Update to the 'support for renters' item - Note that the recommendations from the February 2022 Panel are to be included.



- Add a written report on affordable housing to February 2023 meeting agenda.

AOB:

### **Task Group**

Panel Members discussed the two options for a task group - how we can turbo charge the roll out of EV charging points or looking at the retrofitting of homes.

Moved to a vote. 8 Members voted in favour of EV charging and 2 Members voted in favour of retrofitting.

### **Site Visits**

The Chair requested the Panel submit any ideas for site visits or expert witnesses appropriate to the agenda.

Following discussions this evening, A Panel Member suggested a site visit to Willow Lane. The AD for Public Space added that officers would be happy to attend a site visit and it is worth noting that we've done our first section of cleansing in the area and we do have others planned in terms of the undergrowth but we have to do countryside assessments to make sure there's no nesting birds etc before we actually undertake more detailed work. The Cabinet Member and officers will provide further background information to the committee prior to a visit.

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Sustainable Communities Overview and Scrutiny Panel – Action Log 2022/23

Area	Status (RAG)	Notes	Director/Officer responsible	Meeting date	Cabinet approval date	Implementation timeline
The Panel recommended that the Council's <b>Tree Strategy</b> is reviewed and updated to include how new trees are established and how all trees are maintained	Green	The tree strategy is currently being undertaken. The strategy will be delivered in two parts with the first phase concentrating on Council-owned assets, maintenance regimes and risk management. The second phase will take into context private tree assets, planning considerations and the wider urban forest.	John Bosley	01/09/2020	09/11/2021	The first phase is to be delivered by May 2022.
The Panel recommends that the Council create an overarching <b>Green Spaces strategy</b> in line with the Council's climate commitment and with a focus on community wellbeing	Amber	This is under consideration. There are several Council strategies that touch upon parks and open spaces particularly Local Development Framework documents.	John Bosley	01/09/2020	09/11/2021	March 2023
The panel RESOLVED to request officers produce, for the first session of the new scrutiny term, a lessons learned paper on the implementation of <b>school streets</b> .	Green	Scheduled for 1 September 2022 meeting.	Paul McGarry	18/01/2022	N/A	Scheduled for September 2022 meeting.
The Thames Water independent review of the <b>flooding</b> to be shared with the Panel once received.	Green		James McGinlay	02/09/2021	N/A	

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## Sustainable Communities Overview & Scrutiny Panel

**Date: 1 September 2022**

**Subject: Climate Change and Net Zero Carbon**

Lead officer: Interim Director of Environment and Regeneration, Adrian Ash

Lead member: Cabinet Member for Local Environment, Green Spaces and Climate, Councillor Natasha Irons

Contact officer: Climate Change Officer, Dominique Hill [Dominique.hill@merton.gov.uk](mailto:Dominique.hill@merton.gov.uk)

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### Recommendations:

A. Scrutiny to note the contents of this report.

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## 1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report provides an overview of climate action in Merton towards the delivery of Merton's Climate Strategy & Action Plan and net zero carbon commitments [1].
- 1.2. The Council's progress against Merton's Climate Strategy & Action Plan (adopted by Council in November 2020) is reviewed annually through Merton's Climate Delivery Plan.
  - i. Merton's first Climate Delivery Plan was adopted by Cabinet on 18<sup>th</sup> January 2021 and is publicly available [here](#) [2].
  - ii. The latest Climate Delivery Plan, Merton's Climate Delivery Plan for Year 2, was approved by Cabinet on 7<sup>th</sup> February 2022 and is publicly available [here](#) [3].
  - iii. Progress will be reviewed this autumn/ winter to inform Merton's Climate Delivery Plan for Year 3 which officers intend to take to Cabinet in early 2023.
- 1.3. Despite the difficult and unforeseen circumstances in 2020 and 2021 in response to the Covid-19 Pandemic, on the whole good progress is being made against the actions the Council committed to delivering in its first and second year of delivery, to the credit of officers across the Council, as well as partners in Merton and across London.
- 1.4. The focus in Year 2 of delivery has been embedding climate change in Merton's policies and procedures; developing carbon literacy training for council staff and councillors to raise climate awareness across the organisation; continuing to support community-led projects; increasing climate engagement with less represented groups; supporting residents and housing associations in accessing national retrofit funding schemes; and building capacity within the Council to support the delivery of our carbon reduction commitments.
- 1.5. Within the next six months, councillors will also consider:

- i. Carbon Literacy Training for councillors and staff; and
- ii. Merton's Climate Engagement Strategy.

## 2 DETAILS

- 2.1. In 2019, Merton declared a Climate Emergency and committed to working towards becoming a net-zero carbon borough by 2050 and a net-zero carbon Council by 2030.
- 2.2. Merton's Climate Strategy & Action Plan, adopted by Council in November 2020, sets out the action that's needed to meet these targets and provides a clear direction for the Council, individuals, businesses, organisations and landlords.

- 2.3. The plan covers four key themes:

- i. Buildings & Energy,
- ii. Transport,
- iii. Green Economy, and
- iv. Greening Merton.



- 2.4. Merton's Climate Delivery Plan annually tracks the Council's progress against Merton's Climate Strategy & Action Plan across 8 key workstreams:
  - i. Workstream 1: Sustainable consumption and low carbon economy
  - ii. Workstream 2: Retrofit of the residential and non-residential building stock
  - iii. Workstream 3: Future new build and regeneration
  - iv. Workstream 4: Transport infrastructure and modal shift
  - v. Workstream 5: Green infrastructure
  - vi. Workstream 6: LBM estate and fleet management
  - vii. Workstream 7: LBM procurements and investments
  - viii. Workstream 8: Communication, outreach and LBM corporate procedure
- 2.5. The Climate Delivery Plan for Year 2 [3], approved by Cabinet in February 2022 and publicly available [here](#), sets out what the Council achieved in 2021 as well as priorities for 2022. Some of the key areas of progress in 2021 were:
  - i. Launching Merton's Climate Action Group, a partnership between the Council and the community to foster the development of community-led climate action projects such as Merton Garden Streets, Energy Matters and the Wheel – further details below;
  - ii. Launching a climate comms campaign and Merton's Climate Action Newsletter;

- iii. Developing ambitious climate change policies for Merton's Draft Local Plan to ensure that new development in Merton is compatible with operating at net zero carbon from 2025;
- iv. Working with local and regional partners to promote national retrofit funding schemes such as the Green Homes Grant Local Authority Delivery programmes, and group purchasing schemes such as the Mayor's Solar Together programme, to support the decarbonisation of homes in Merton;
- v. Successfully completing the delivery of Merton's emergency Covid Transport Strategy to help support active travel in the borough (including the delivery of 4 cycle lanes, 5 Low Traffic Neighbourhoods, 28 Schools Streets, 20 Cycle hangar and 20 school cycle shelters) working with partners including Merton's Resident Transport Group;
- vi. The continued implementation of Merton's Air Quality Action Plan which included supporting the world's first Low Emission Zone for Construction, the Wimbledon Clean Air Village, air quality audits and air quality monitoring;
- vii. Installing sustainable infrastructure across the borough, ranging from Sustainable Urban Drainage Systems, cycle hangars, parklets and air quality monitoring locations, shown on [Merton's Sustainable Infrastructure Story Map](#) [4];
- viii. Appointing a solar PV design and installation company to install and expand solar systems wherever feasible across the Council's building portfolio which already includes over 2MWP of generation capacity;
- ix. Developing a set of criteria to prioritise Council buildings for decarbonisation works and securing Public Sector Decarbonisation Scheme funding to deliver carbon saving measures on Council buildings;
- x. Securing funding in the capital programme towards the decarbonisation of Merton's fleet, particularly Merton's waste collection fleet;
- xi. Starting to embed carbon considerations in Merton's procurement policies and procedures including updating Merton's Contract Standing Orders and adopting Merton's new Social Value Toolkit;
- xii. Continuing to decarbonise Merton's Pension Fund investments;
- xiii. Securing funding to increase capacity across the Council to drive carbon reduction and climate adaptation in Merton.

2.6. This section sets out some of the priorities for Year 2 of delivery, highlighting progress in 2022 to date:

- i. Supporting community-led carbon reduction projects, particularly working in partnership with Merton's Climate Action Group and other community groups – *this is addressed later in this report*;

- ii. Recruiting two additional officers to lead on borough-wide retrofit – *recruitment is underway with a closing date for applications of 5<sup>th</sup> September 2022;*
- iii. Continuing to support fuel poor homes and social housing providers in accessing national retrofit funding – *council officers have been working with Housing Associations, other boroughs, the Greater London Authority and others to help residents and social housing providers to access government funding;*
- iv. Supporting the examination in Public of Merton’s draft Local Plan which has ambitious climate change policies – *Stage 1 of Merton’s Local Plan public hearing took place in June 2022, with the second stage of hearing scheduled for October 2022. Merton’s climate change policies seek higher carbon reduction targets for all new buildings than either national Building Regulations or the London Plan;*
- v. Developing medium and long-term plans for walking, cycling and EV charging infrastructure – *successful funding bid for £750,000 to deliver +300 EV charging points in Merton is underway, once this is finished progress to be made on long term strategy;*
- vi. Developing Merton’s Tree Strategy – *Phase 1 of Merton’s Tree Strategy, which focusses on Council-owned trees, has been progressed and stakeholder consultation is planned for autumn 2022 prior to adoption. Phase 2, which will focus on privately owned trees, is planned for 2023;*
- vii. Supporting community planting projects like the Climate Action Group’s Merton Garden Streets initiative; *second year of Merton Garden Streets currently underway, see below.*
- viii. Recruiting additional staff to lead on the decarbonisation of the Council’s buildings and community schools – *recruitment is underway;*
- ix. Considering mechanisms to measure and reduce Merton’s supply chain emissions – *council officers have engaged with London’s Responsible Procurement Network, as well as Merton’s Procurement Board and Operational Procurement Groups to investigate this area of work, and are looking to recruit a new officer to lead on this programme of works in winter 2022;*
- x. Increasing climate engagement within the Council and across the borough, particularly with less represented groups - *Climate Engagement Officer recruited in March 2022;*
- xi. Developing carbon literacy training for council staff and councillors - *due to start in autumn 2022.*

2.7. Since the adoption of Merton’s Climate Strategy & Action Plan, the Council has allocated £4 million towards delivering Merton’s climate commitments.



The first round of funding (£2 million) was primarily allocated in 2021 to increase capacity across the Council to deliver the Climate Strategy & Action Plan. This includes additional capacity to help decarbonise the Council's own activities and to support climate action across the wider borough, such as:

- i. Merton's new Climate Engagement Officer recruited in March,
- ii. Two Community Retrofit Officer roles currently out for recruitment;
- iii. A Climate Emergency Building Surveyor role to lead on the decarbonisation of the Council's estate currently out for recruitment;
- iv. A new Fleet and Transport Manager to lead on the decarbonisation of the Council's fleet which will largely focus on the Council's waste collection vehicles.

2.8. However, many public and private organisations are seeking the same services so increasing Council capacity is subject to the availability of suitable candidates and recruitment has been challenging across the sector in 2022. Some of the initial £2 million funding was also allocated to commission consultancy support on specific programmes of work such as delivering climate training for LBM staff and Councillors, and developing a long-term plan for walking, cycling and EV charging infrastructure in Merton.

2.9. In June 2022, Cabinet allocated an additional £2million. Officers are working with the Cabinet Member for Local Environment, Green spaces and Climate Change and senior officers to allocate this towards further capacity building and programmes which help deliver Merton's Climate Strategy & Action Plan.

2.10. Given that >98% of emissions in Merton are outside the Council's direct control engaging with other stakeholders is key to achieving our borough-wide target. To promote wider climate action across the borough, officers support engagement with residents and a range of partners including community groups, schools, housing associations, etc. A few key examples of climate engagement happening in Merton are described in the sections below. As part of the climate funding highlighted above, the Council recruited a new Climate Engagement Officer in March 2022.

#### *Merton's Climate Action Group*

2.11. In January 2021 the Council launched **Merton's Climate Action Group**, a partnership between the Council and the community, to support the development of community-led projects to accelerate action on climate change across the borough that can't be done by the Council alone, or by individuals alone. The group aims to do this by encouraging positive networks of people from all parts of the borough, whose combined resources, skills and expertise, can successfully develop and implement community-led projects which reduce carbon emissions and/ or build climate resilience.

# Merton's Climate Action Group

Theme	Projects
Funding & Engagement	<ul style="list-style-type: none"> <li>Schools Climate Action Conference</li> <li>Canons Summer Fair</li> </ul>
Buildings & Energy	<ul style="list-style-type: none"> <li>Energy Matters</li> <li>Merton Green Building Awards</li> </ul>
Transport	<ul style="list-style-type: none"> <li>The Big Pedal</li> <li>Car Free Day</li> <li>Cycle Buddies</li> </ul>
Green Economy	<ul style="list-style-type: none"> <li>The Wheel Circular Economy Hub</li> <li>Packshare</li> </ul>
Greening Merton	<ul style="list-style-type: none"> <li>Merton Garden Streets</li> <li>Urban Re-Leaf</li> </ul>



2.12. In 2021, the Climate Action Group secured Neighbourhood CIL funding for three projects which are being delivered with partners (Centre for Sustainable Energy and Sustainable Merton) this year:

- i. **'Energy Matters'** which aims to empower the younger generation with knowledge to drive behavioural change around energy use in their home and school, in order to help residents save money and lower their carbon footprint.
- ii. **'The Wheel'** which aims to promote waste reduction and the circular economy in the borough.
- iii. **'Merton Garden Streets'** which aims to encourage Merton residents and businesses to plant up their front gardens, window boxes, streets, etc. to provide climate adaptation and biodiversity benefits, and physical and mental well-being benefits.

2.13. In addition to these projects, officers and the Climate Action Group supported a **Climate Action Conference for Schools** in November 2021, and a community fair at Canons House this summer (**Canons Summer Fair** on 18<sup>th</sup> June), to showcase local climate initiatives and promote sustainable behaviours, through activities, workshops, and information stands. The Council is also working with the Climate Action Group to organise **Car Free Day** activities in September across the borough.

## *Merton's Environment and Climate Sub-Group*

2.14. In July 2022, in partnership with Sustainable Merton, climate change officers re-launched **Merton's Environment & Climate Sub-Group** of the Sustainable Communities & Transport Partnership to promote collaboration

and knowledge sharing with key partners in the borough across the four key themes of Merton's Climate Strategy & Action Plan.

- 2.15. Organisations attending include the Climate Action Group, Housing Associations (e.g. Clarion, Moat, Wandle etc), Business Improvement Districts, the voluntary sector, Sustainable Merton and others depending on the theme of the meeting. The following meetings have taken place or are scheduled:
- i. Greening Merton (July 2022);
  - ii. Green Economy (week commencing 26<sup>th</sup> September 2022);
  - iii. Buildings & Energy (January 2023); and
  - iv. Transport (May 2023).

### *Climate Engagement Strategy*

- 2.16. Officers are working with the Cabinet Member for Local Environment, Green spaces and Climate Change to develop a Climate Action Engagement Strategy to map out the Council's approach to climate engagement in the borough. Principles guiding this strategy include:
- i. **Positively and proactively communicating climate change** – highlighting the opportunities from a low carbon future (cleaner air, lower energy bills, better thermal comfort, job opportunities)
  - ii. **Encouraging and enabling greater participation from groups underrepresented in climate change to date.** Inclusivity and an acceptance that certain groups will need more support to adapt to climate change is central to creating a fairer borough and enabling a just transition to net zero.
  - iii. **Encouraging Action** – Taking a place-based approach to empowering residents to take action. Co-designing projects with residents, working with organisations that know their communities best e.g., schools, local NHS practices, community and youth centres, libraries.

## **3 ALTERNATIVE OPTIONS**

- 3.1. None for the purposes of this report.

## **4 CONSULTATION UNDERTAKEN OR PROPOSED**

- 4.1. As summarised in the body of this report and committee reports recommending the approval of Merton's Climate Strategy & Action Plan [1] and Merton's Climate Delivery Plan for Year 2 [3].

## **5 TIMETABLE**

5.1. As summarised in the body of this report.

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

6.1. As summarised in the body of this report.

## **7 LEGAL AND STATUTORY IMPLICATIONS**

7.1. None for the purposes of this report.

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

8.1. None for the purposes of this report.

## **9 CRIME AND DISORDER IMPLICATIONS**

9.1. None for the purposes of this report.

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

10.1. None for the purposes of this report.

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

11.1. None for the purposes of this report.

## **12 BACKGROUND PAPERS**

12.1. [1] Merton Climate Strategy and Action Plan  
(<https://democracy.merton.gov.uk/ieDecisionDetails.aspx?AllId=14464>)

12.2. [2] Merton Climate Delivery Plan – Year 1  
(<https://democracy.merton.gov.uk/mglIssueHistoryHome.aspx?lId=22525>)

12.3. [3] Merton Climate Delivery Plan – Year 2  
(<https://democracy.merton.gov.uk/ieDecisionDetails.aspx?ID=1324>)

12.4. [4] Merton’s Sustainable Infrastructure Story Map  
(<https://storymaps.arcgis.com/stories/12050fded6c64aa7ad8317cf74526a9c>)

## Sustainable Communities Overview & Scrutiny Panel

Date: 1 September 2022

### Subject: Cycling Infrastructure

Lead officer: Paul McGarry, Head of Future Merton

Lead member: Cllr Stephen Alambritis, Cabinet Member for Transport

Contact officers: Paul Miles, Cycle Engineer

Louisa Green, Transport Planning and Projects Officer

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#### Recommendations:

- A. Members to note the update on the existing cycling strategy and infrastructure in Merton.
- B. Members to consider the overview of potential options, opportunities and challenges to the further development of cycling infrastructure and provide comments on priorities to feed into the development of a cycling strategy.

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## 1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. Cycling is an environmentally friendly, cheap and reliable form of transport that provides a realistic alternative to the car for many short trips. The Council places a high priority on increasing rate of cycling which will support several cross cutting strategic objectives including, reducing congestion, cutting climate change emissions, improving local air quality and better health and well-being outcomes.
- 1.2. The purpose of this report is to:
  - set out a high level overview of the latest Council, Government and TfL strategies and policies in relation to Cycling.
  - summarise the existing cycle infrastructure in Merton and progress in the delivery of cycle schemes in recent years, including schemes delivered as part of the emergency Covid response.
  - set out potential opportunities for the further development of the cycling network and the main challenges and barriers including lack of adequate funding and the need to balance limited road space amongst different road users.
- 1.3. The Climate Change Strategy and Action Plan sets out a commitment to developing a Cycling Strategy by 2023. This report provides Scrutiny and Overview Committee Members with an opportunity to provide comments that can be fed into the development of the cycling strategy at an early stage.

## 2 DETAILS

### Cycling Strategy and Policy

- 2.1. The Government has set out a strategic approach to transport and cycling in a number of recent strategies. The [decarbonising transport](#) plan, sets out a strategy to increase walking and cycling and includes the overarching objectives of delivering a world class cycling and walking network by 2040 and increasing the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030.
- 2.2. In 2020, The Department for Transport released "[Gear Change](#) – a bold vision for walking and cycling" and also published new detailed design standards for cycle infrastructure, [Cycle](#)

infrastructure design LTN 1/20. Recently published amendments to the [Highway Code](#) to include a road user's hierarchy that prioritises pedestrians and cyclists over car users.

- 2.3. The [Mayor's Transport Strategy](#) sets out the transport policy framework for London and has the overarching goal that by 2041, 80% of journeys are to be made by walking, cycling and public transport. Other cycling targets set out in the MTS are that by 2041, all Londoners get 2 x 10 minutes of active travel each day and 70% of Londoners will live within 400 metres of the London-wide cycle network.
- 2.4. TfL's [Cycling Action Plan](#) sets out that this will be achieved through three key strands of delivery; streets that enable cycling, making it easier to get around by cycle (through route planning, signage, cycle hire and cycle parking) and promotion of cycling to all Londoners through cycle training and school travel plans.
- 2.5. TfL have published a range of guidance documents to support the delivery of cycling measures including The Healthy Streets Approach, London Cycling Design Standards, [Streetscape Guidance](#) and the [Cycle Parking Implementation Plan](#).
- 2.6. The Council's [Sustainable Transport Strategy \(Local Implementation Plan 3\)](#), has been developed to align with and contribute toward to the delivery of the Mayor's Transport Strategy/ Objectives.
- 2.7. Increasing cycling will also make a vital contribution toward Merton's strategic objectives and policies as set out in the borough's [Health and Wellbeing Strategy](#), [Air Quality Action Plan](#), and the [Climate Strategy and Action Plan](#). The Climate Change Strategy and Action Plan sets out a commitment to developing a Cycling Strategy by 2023.

### **Cycling in Merton**

- 2.8. The Government's decarbonising transport strategy sets out the aim that half of all journeys in towns and cities will be cycled or walked by 2030. Approximately 30% of Merton residents' daily trips are already conducted by walking but less than 2% by bicycle. TfL research indicates that a significant number of existing short car journeys in Merton could potentially be made by walking or cycling.
- 2.9. The Mayor's Transport Strategy sets a target for all Londoners to do at least 20 minutes active travel to stay healthy each day by 2041. However, only around a third of Merton residents do 20 minutes of active travel a day and worryingly, there has been a slight decline over the last five years.

### **Cycle Network and Routes**

- 2.10. Merton's existing cycle network comprises of a mix of types of cycle infrastructure of varying quality. The network includes some sections of high quality fully segregated or off-carriageway cycle lanes as well as sections where cycle lanes are only marked on the carriageway. Existing cycle infrastructure in Merton is shown on the map in Appendix A.
- 2.11. The network contains some cross boundary links to neighbouring boroughs, including the cycleways into Central London from Colliers Wood and from Raynes Park to New Malden.
- 2.12. There are some pleasant, traffic free walking and cycling routes though the Borough's parks and open spaces that enable active travel choices by connecting key destinations via convenient shortcuts. In particular the Wandle Trail provides a major active travel route across the borough that connects neighbourhoods including Morden and Colliers Wood and forms part of the National Cycle Network route 20 (NCN20).
- 2.13. Transport schemes such as 20mph speed limits, school streets and low traffic neighbourhoods also contribute toward improving conditions for cycling by reducing car dominance and creating safe and pleasant street environment. The majority of roads in Merton (borough roads) are subject to 20mph speed limits with some TfL roads also to become 20mph over the next 2-3 years. Merton is the leading borough in London for the number of schools located in a school street with 30 schools within school streets. A relatively large proportion of Merton is already

subject to long standing and successful low traffic neighbourhoods particularly around Colliers Wood and South Wimbledon.

- 2.14. Merton's Transport Strategy (LIP3) set outs a delivery plan for the installation of cycle routes for the plan period up to 2025. Some of these schemes have now been implemented but others have not yet been delivered in accordance with the proposed timetable due to lack of TfL funding or other complex issues.
- 2.15. Some additional schemes that were not included within the LIP were delivered through emergency Covid streetscape funding and / or other funding sources. This included 5 LTNs, 28 school streets; segregated cycle lanes on Haydon's Road bridge, along some sections of Church Road, Mitcham and Merton High Street. Cycling improvements were also introduced as part of the reconstruction of Mitcham Bridge (previously known as Bishopsford Rd bridge) with linking segregated cycle lanes provided on London Rd and Bishopsford Road.

### **Cycle strategy and future network development**

- 2.16. It is recognised that cycle infrastructure in Merton requires improvement in many areas and there are significant gaps in the network that create barriers to cycle journeys. In 2012 Transport Initiatives was commissioned by London Borough of Merton Council to carry out a [Cycle Skill Network Audit](#) of the whole borough, which is a detailed survey of all roads and motor traffic free paths in an area, to assess the skill level needed to cycle on them in relative safety. Whilst there have been a number of improvements in the last decade it is recognised that there is further work to do to create a coherent and comprehensive cycle network.
- 2.17. To inform the long-term development of Merton's cycle route network, the Council proposes to develop a detailed cycling strategy for publication in 2023. The cycling strategy will provide an updated assessment of existing routes in accordance with latest design standard and identify where improvements are needed. The strategy will identify gaps in the network and develop detailed feasibility options for schemes.
- 2.18. Potential schemes will be costed and prioritised to better enable the Council to make future bids for available funding from TfL or Government or to seek funding contributions from developers.
- 2.19. A substantial amount of investment and funding will be required to develop a high quality cycle route network which is a significant barrier to the delivery of the required improvements.
- 2.20. The Government has recently announced the formation of Active Travel England, but it is not clear yet what the remit in London will be and whether Government funding for cycle schemes will be available to London Boroughs directly.
- 2.21. The majority of Merton's transport funding during pre-pandemic years, was received from TfL via the Local Implementation Plan (LIP). This included funding of £1.4 million per annum for the delivery of sustainable transport initiatives, with additional funding available for specific cycle schemes under the "borough cycling programme".
- 2.22. The reduction in TfL finances as a result of the Covid pandemic has had a severe impact on the ability of TfL and London Boroughs to deliver schemes that support active travel. Over the last 2 financial years TfL funding to boroughs has significantly reduced and has been allocated on a drip feed basis with extremely tight deadlines which has had a severe impact on the delivery of cycle schemes.
- 2.23. TfL have recently released guidance to boroughs on the development of a LIP delivery plan and funding application for the next two financial years, 23/24 and 24/25. However, considerable uncertainty remains around the likely amount of TfL funding that will be available and allocated to boroughs for cycling for the remainder of 2022/23 and from 2023/24 onwards.
- 2.24. TfL have also introduced a more strategic approach to the LIP delivery plans and have set out that they will prioritise the allocation of funding to cycling schemes that are identified as priority routes in their strategic cycling analysis. In order to receive funding all cycling schemes will be

required to demonstrate that they meet TfL's Cycle Route Quality Criteria based on London Cycle Design Standards best practice guidance.

- 2.25. However, there are some major challenges in providing cycle infrastructure of adequate standard due to the constrained physical road space available and the need to balance the competing needs of road users including pedestrians, those with disabilities and buses.
- 2.26. Some routes which are key cycling desire lines including several identified in TfL's strategic cycling analysis, are on busy and constrained routes that lack the physical space required to accommodate cycle routes. This includes Wimbledon Hill Road and Western Road where there are also no easy alternative parallel routes. On other routes, providing cycle lanes would require the reallocation of road space from other uses, particularly the removal of on carriageway parking and loading provisions which will be controversial and some may consider as determinantal to some users and local businesses.
- 2.27. Wimbledon, Raynes Park and Morden town centres are dominated by heavily trafficked gyratory road systems, which create a barrier to cycling. Major schemes to remodel the road networks would be required to accommodate high quality cycle infrastructure.
- 2.28. Despite the number of challenges in improving the cycle infrastructure in some areas, there are also some potential opportunities that can improve conditions for cyclists.
- 2.29. This includes the removal of physical barriers such as chicane barriers that are located on many of the off-road paths in the borough and which can create a hostile environment and inconvenience for cyclists as well as for pushchairs and wheelchair users. LTN 1/20 sets out that access control measures, such as chicane barriers and dismount signs, should not be used. In 2015 Merton commissioned a review of pedestrian and cycle route barriers and many of the recommendations in this report could be implemented relatively quickly and cheaply in the coming years. On appropriate routes this could involve the replacement of chicane barriers and the introduction of signage and public messaging that supports a "share with care" approach to cyclists using the route. On some routes the path could potentially be enhanced or widened to better accommodate shared use with cyclists. Historically barriers were introduced to prevent cyclists from using PRWs. To allow cyclists to use such paths would have legal implications. Removal of barriers may adversely impact pedestrians particularly children, those with mobility issues and more specifically the visually impaired. There is a great deal to be done to modify behaviour of pedestrians and cyclist when using shared areas. Removal of barriers could also encourage the use of the paths by mopeds, which has become a common nuisance over the last year. There is always a fine balance when considering the various competing needs and level of acceptable risk.
- 2.30. There may also be opportunities to introduce additional low traffic areas that could form part of the cycle network. However, these can be controversial and would be subject to comprehensive assessment and consultation with residents; such measures can be resource intensive and costly.
- 2.31. There are also significant opportunities to progress a number of major cycling schemes on TfL's road network and the Council is keen to work with TfL to further explore this. Potential schemes include an extension of Cycle Way 7 along the A24, which could incorporate a healthy streets scheme on Merantun Way and link to the proposed major redevelopment of the road network in Morden Town Centre. It is worth noting that for some years the Council has been campaigning to TfL to consider the introduction of a footway, cycle lane and bus stops along Merantun Way.
- 2.32. There are also opportunities for the cycle network to be improved through a number of development proposals in the borough. The new Local Plan sets out the requirements for development proposals to give priority to pedestrian and cycle movements; maximise opportunities to improve cycling and walking networks through financial contributions and/ or providing new routes across development sites and to fully protect and upgrade any existing routes.



## **Cycle Parking**

- 2.33. To enable cycling it is important that secure and convenient cycle parking facilities are provided at or near homes, schools, stations, workplaces, other public buildings, parks and other destinations. A lack of convenient and secure bicycle storage facilities leaves bicycles vulnerable to theft, vandalism and weather damage, which creates a significant barrier to the uptake of regular cycling.
- 2.34. Many homes in Merton do not have adequate space to accommodate secure cycle parking facilities and this can act as a significant barrier to cycling. Some of the areas in the Borough with the highest potential for increased cycling rates also coincide with housing types that lack space for the storage of bicycles, such as terraced housing and flats. The provision of on-street secure cycle storage units also known as cycle hangers, can better support cycling in these areas. Cycle hangers are designed to protect the cycles from vandalism, theft and the weather and have self-lifting doors and are easy to open.
- 2.35. In 2020/ 2021 the Council installed 20 bicycle hangers around the borough but Merton is currently far behind other boroughs such as Lambeth and Wandsworth in the number of cycle hangers provided. All 21 existing cycle hangers in Merton are fully occupied with many on the waiting list for spaces in these existing units. In addition, over 200 requests have been received by the Council for additional hangers in new locations, indicating that there is substantial demand in the borough.
- 2.36. However, there are several key challenges to the provision of additional cycle hangers including the high costs and lack of available funding. The cost of supply and installation of a unit has increased significantly due to increase in costs of materials and labour and is now £4-5k per unit. The Council has made several recent applications to TfL for cycle parking funding, but this has not been allocated due to the ongoing funding situation at TfL. Some SCIL funding is available but this will only fund a maximum of 10 additional hangers, although it may be possible to apply for additional SCIL funding in future years.
- 2.37. The cost of the ongoing management and maintenance of the cycle hangers are also a consideration. The cost of this service per space is at least £70 per year, which is substantial if fully passed onto residents in rental fee.
- 2.38. This year, the Council has allocated some parking income to subsidise the management and maintenance costs to reduce the annual rental fees payable by residents to £20, in line with the cost of an EV parking permit. The financial implication of continuing this subsidy in future years will have to be considered in light of budget availability, particularly if more hangers are provided, which would increase the total maintenance costs. The Council must, therefore, be mindful of the annual maintenance costs.
- 2.39. A further challenge to the provision of additional cycle hangers is the lack of available road space. Often the only realistic option for provision of hangers in residential streets is the reallocation of existing car parking spaces. Each car parking space can accommodate 2 cycle hangers and a total of 12 bicycles. However, the loss of parking bays in some areas can be controversial and result in objections from residents which means that difficult decisions would need to be taken in terms of priorities.
- 2.40. The Council also installed 20 cycle shelters at 15 schools across the borough during 20/21 and a further 5 in 21/22, but there are still outstanding requests for cycle and scooter storage from a number of schools.

## **Other Cycling Support Measures**

### **Cycle Training**

- 2.41. Cycle training for all is an important aspect of enabling cycling and thus far Merton has provided a comprehensive cycle training service through an external cycle training provider

which have been subject to the appropriate procurement process. This includes offering bikeability cycle training for all school children in the borough and one to one or group training opportunities for adults. The cycle training provider also provides additional support services such as Dr Bike maintenance sessions.

- 2.42. Cycle training is normally fully funded through TfL, but unfortunately TfL announced in July that funding for face-to-face cycle training has been paused pending reaching a long-term funding settlement with Government. Merton has made funding available through the income generated via school streets and LTNs that were implemented using TfL funding. This has ensured continued cycle training; however, due to the limited available funding, one to one cycle training for adults has now been put on hold until further funding is made available.

### **Cycle Hire**

- 2.43. Dockless e-bike hire schemes are expanding across London and becoming an increasingly popular option for cycle trips. A number of neighbouring boroughs already have formal e-bike hire schemes and Kingston and Sutton are planning to launch a scheme in September 2022. Merton is currently in discussions with a number of Operators exploring options for launching a scheme. Setting up formal arrangements with Operators will allow us to better manage any nuisance safety and parking issues, particularly the accumulation of bikes in busy town centre areas.

## **3 ALTERNATIVE OPTIONS**

- 3.1. Not developing a cycle strategy or delivering inadequate improvements to cycle infrastructure would be contrary to the aim of the Council to encourage cycling and will impact on Merton's ability to achieve its strategic objectives in relation to transport, public health, air quality and climate change.

## **4 CONSULTATION UNDERTAKEN OR PROPOSED**

- 4.1. The Cycling Strategy will be subject to the consultation process including engagement with residents, cycling groups, equalities groups and Members and will be subject to approval by Cabinet.
- 4.2. Individual cycle schemes will be subject to the relevant statutory consultation and democratic approval processes.
- 4.3. There is an established relationship between the Council, Merton Cycling Campaign and Merton Residents Transport Group.

## **5 TIMETABLE**

- 5.1. Cycle Strategy to be developed by 2023 for long term implementation up to 2040.

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

- 6.1. The financial implications for delivering the Government's aim of a "world class cycling network by 2040" will be significant. It is not clear at this stage what level of funding will be available to the borough from TfL and/ or the Government to deliver these ambitious aims. The cycling strategy will develop costed scheme options to better inform decisions around funding priorities.

## **7 LEGAL AND STATUTORY IMPLICATIONS**

- 7.1. Individual cycle schemes will be subject to a Traffic Management Order (TMO) statutory consultation.
- 7.2. The provision of Dockless e-bike hire schemes would be subject to the appropriate procurement process.

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

- 8.1. The Cycling Strategy will be subject to an equalities assessment which will include engagement with relevant consultees including the various user and equalities groups and representatives.

## **9 CRIME AND DISORDER IMPLICATIONS**

- 9.1. The Cycling Strategy and all proposed schemes will give consideration to crime and disorder implications. The Police Designing Out Crime Officers are statutory consultees on all schemes which will require a Traffic Management Order.

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

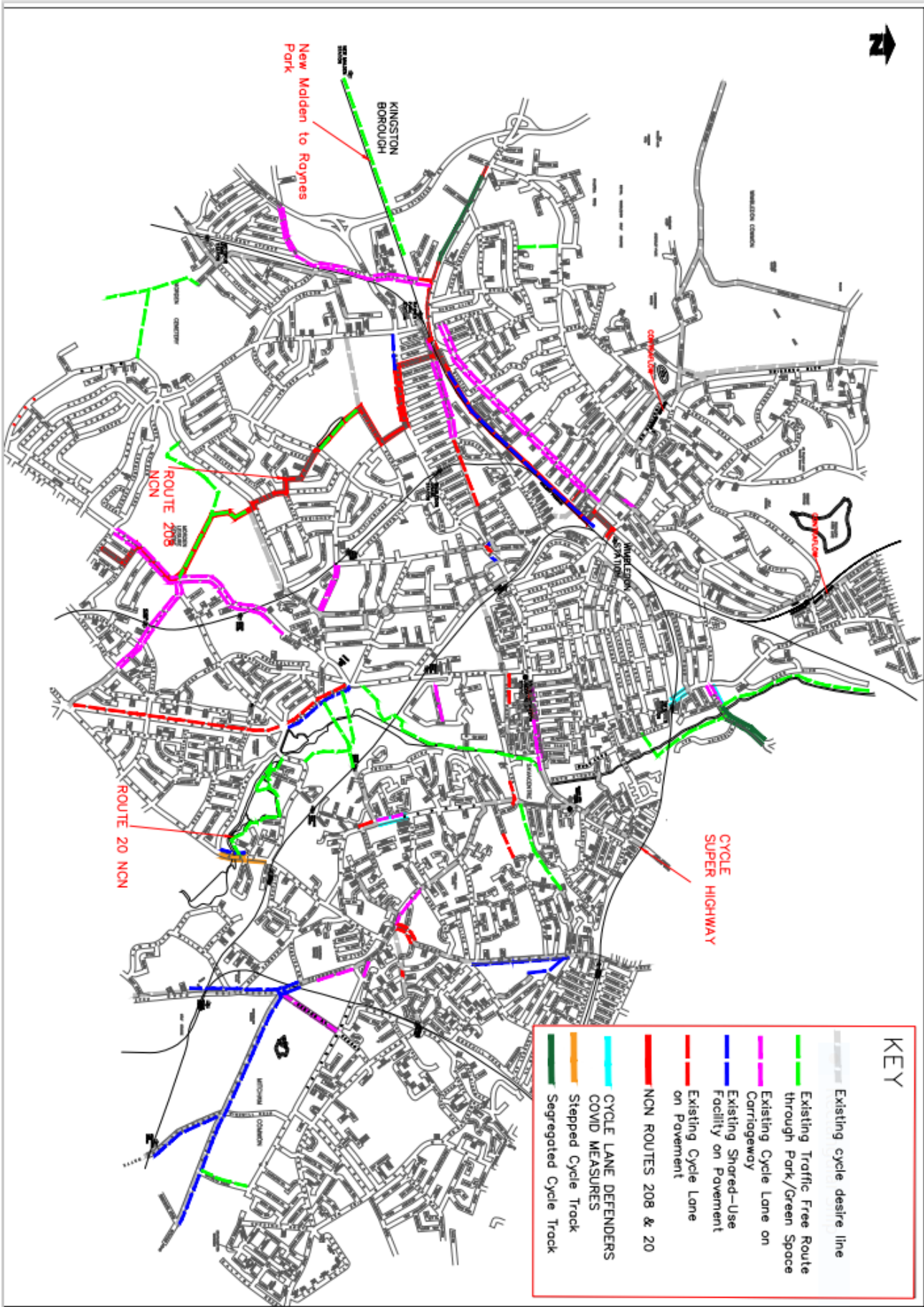
- 10.1. The Cycling Strategy will give consideration to risk management and the appropriate level of assessment and any health and safety implications. Most individual cycle schemes will be subject to an independently conducted road safety audit.

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

- 11.1. Appendix A – Map of existing cycle infrastructure

## **12 BACKGROUND PAPERS**

- [Decarbonising transport](#): a better, greener Britain, Department for Transport July 2022
- [Gear Change](#), Department for Transport, 2020
- [Cycle infrastructure design LTN 1/20](#) Department for Transport, 202
- [Mayor's Transport Strategy](#), TfL, 2018
- [Cycling Action Plan](#), TfL, 2018
- [Cycle Parking Implementation Plan](#), TfL, July 2019
- London Borough of Merton's [Sustainable Transport Strategy \(LIP3\)](#) June 2019
- London Borough of Merton's [Air Quality Action Plan 2018-2023](#)
- London Borough of Merton's [Climate Strategy and Action Plan](#)
- London Borough of Merton's [Health and Wellbeing Strategy](#)
- [Cycle Skill Network Audit](#)- Merton, Transport Initiatives, 2012



**Date: 1 September 2022**

**Subject: School Streets**

Lead officer: Adrian Ash. Interim Director of Environment & Regeneration

Lead member: Councillor Stephen Alambritis, Cabinet Member for Transport

Contact officer: Mitra Dubet, Commissioning Manger [mitra.dubet@merton.gov.uk](mailto:mitra.dubet@merton.gov.uk)

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## **Recommendations:**

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That the Sustainable Communities Overview and Scrutiny Panel consider the information provided within this report which sets out the delivery of the school street programme during 2020 / 2021 and 2022 financial years.

Merton is the leading borough in London for the greatest number of schools located in a school street with 30 schools within school streets. There are 2 schools within the same school street.

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

1.1. The report sets out the background and the various aspects of how school streets were delivered, particularly during 2020/21; its benefits; objectives; impact and financial implications.

## **2 DETAILS**

2.1. A school street is a road that accommodates a school's pedestrian gate whereby motorised access is restricted during the drop-off and pick-up times. The restricted area was previously called a school safety zone.

2.2. As part of the Council's objective to reduce congestion, pollution, collisions, risk and provide a safe environment within the vicinity of schools, pre pandemic, the Council had a rolling road safety and accessibility programme. Measures that were often implemented include 'school keep clear' zig-zag road markings to prevent drivers parking close to the school gates and to improve sightlines; 20mph speed limits / zones with some accompanying traffic calming measures and road safety education. Historically these measures have been very successful in most areas, as there has been an improvement in perception of safety with a reduction in risk of injury. Although these measures have been successful in ensuring access and safety, the level of congestion, risk and air quality outside schools remain a concern. The contributing factor is the high- localised volume of vehicular traffic and obstructive parking within the vicinity of schools often generated by parents / carers of pupils attending the school.

2.3. In general School streets allow and encourage children to safely walk, cycle and scoot to and from school. Reducing motorised journeys and reducing traffic congestion immediately outside schools is important for improving road safety, air quality, and can help toward addressing climate change whilst encouraging a change in behaviour and attitude toward the use of private motorised vehicles and toward sustainable and active modes of travel.

2.4. During the school street restricted periods, the road is predominately a 'pedestrian and cycle only' zone. Residents who live in the directly affected roads are allowed access as are teachers and those with special needs children (blue badge holders) who need to be

driven to school. Those who may qualify for an exemption are required to register with the Council via Ringo and renew their registration annually.

- 2.5 In September 2019, under our School Safety Zone programme, the Council introduced restricted access outside three of its schools and by all accounts they have been operating well and at the time it was always the Council's intentions to introduce more of such measures using the Borough's annual LiP funding on a rolling programme. However, due to the pandemic all Borough's LIP funding was paused for 2020. In 2020, during tranche 1 of the TfL/DfT funding process, DfT and TFL provided funding specifically for COVID19 active travel measures. One of these initiatives was School Streets (new branding for what was previously School safety zones). This funding was subject to successful bids to both TfL and DfT.
- 2.6 As part of Merton's commitment, a report dated 3<sup>rd</sup> August 2020 titled 'School Streets– Restricted Vehicular Access Experimental Traffic Management' was submitted to the Cabinet Member for approval to implement a number of school streets. Cabinet Member decision was made to implement the school street programme under Experimental Orders.
- 2.7 The school street programme was rolled out across the borough during September and October 2020 under individual Experimental Orders, all but one came into effect on 8<sup>th</sup> October 2020. An Experimental Order is valid for 18 months and it allowed the Council to introduce and enforce the scheme during the statutory consultation period which is normally 6 months. However due to the various lock downs the statutory consultation remained active until 31<sup>st</sup> July 2021. This allowed residents and the schools sufficient time to experience the restrictions prior to making an informed comment. However, across the board, it was noted that many had commented before allowing the scheme to settle.
- 2.8 All the signs (the legal signs as well as the advance signs) were erected during September 2020 and all the residents who are directly affected by the restrictions were informed via newsletters.
- 2.9 At the time of implementation, the restricted hours were based on the schools' then opening / closing hours. Being mindful of the fact that parents often arrive earlier than the starting and finishing times, it was considered necessary to extend the initial proposed hours by at least 15 minutes. However, since then, feedback and observations have revealed that across the board some parents are arriving just prior to the start or after the restricted times. At some schools, this has led to children being dropped off late or picked up late. For some of those schools, the additional periods have been increased.
- 2.10 Following the conclusion of the Experimental Orders, between November 2021 and January 2022, all representations for each School Street along with Officer's recommendations were submitted to the Cabinet Member for Housing, Regeneration and the Climate Emergency in individual reports for each School Street. It was recommended that each school street be made permanent and a statutory consultation be undertaken to change the hours of the restrictions so that they would be in line with the school's new core hours. Following Cabinet Member's approval, separate statutory consultations were undertaken for each affected school street. After the start of the statutory consultation, on the 4<sup>th</sup> February 2022, the Council learned that the previously approved hours of operation for some schools were no longer appropriate and it became necessary to abandon the statutory consultation and undertake new statutory consultations for the appropriate change in hours for each relevant school.
- 2.11 On 22<sup>nd</sup> April 2022 the outcome of these consultations were reported to the Cabinet Member for Housing, Regeneration and the Climate Emergency who agreed to implement

the necessary changes. These changes will be in place for schools' September 2022 term time. Table 1 in Appendix 1 sets out the school street restrictions.

- 2.12 Throughout the process, all Ward Councillors were fully engaged and updated during each phase. Newsletters were delivered to all those properties within the catchment area which detailed updates after each stage. Schools were also contacted with updates.
- 2.13 In terms of publicising the school streets programme there was an article on School Streets in My Merton magazine [the Winter 2020 edition](#). This copy was distributed to all households in Merton from 19 November 2020. There was also a news article in [the Spring 2021 edition](#) which was published on 25 March 2021.
- 2.14 Each school was provided with a banner to be attached to the school gate. The banner set out the details of the restrictions and affected roads. The school was also requested to inform and remind parents of the restrictions.
- 2.15 Due to the extremely tight time frame and allocated budgets as set by DfT / TfL, effective enforcement was not possible; the restrictions were enforced by the very few mobile cameras the Council had at the time and each school street was enforced on a rota basis. As more funding became available, following further successful negotiations, TfL provided some funding for permanent ANPR cameras and following a successful internal bid, the Council was able to provide further ANPR cameras. There were also cases where some existing ANPR cameras were used from elsewhere in the Borough.
- 2.16 Throughout the entire process, concerns and objections have been considered and where possible have been addressed by reviewing and updating the exemption policy; for example, the need for visitors and carers and local businesses have been accommodated. The exemption policy that has been developed through addressing the feedback from residents is one of the most generous exemption policies in London and highlights that the scheme is not aimed at disadvantaging residents, but purely to reduce vehicle movements and concentrations of poor air quality caused by the school-run at school times.
- 2.17 It is considered that the benefits of the scheme outweigh some of the inconveniences some residents / motorists may experience; particularly with reference to the generous exemption policies that have been put in place. School streets are a strategic fit in line with other policies and initiatives across the borough and London, seeking to address road safety, congestion, mitigating poor air quality outside schools and promoting better public health through walking and active travel.
- 2.18 Benefits include improved safety / perception of safety; the removal of the school-associated obstructive parking; reduced risk to all road users; reduced pollution, including noise pollution; improved air quality in the restricted road as well as reduced traffic in general, after all if parents or other visitors are discouraged to drive during the peak periods, there will be reduced traffic on route to and from schools with less vehicular traffic directly adjacent to schools.
- 2.19 It is appreciated that the restrictions may cause some inconvenience to some residents, and where possible the Council has and will endeavour to accommodate residents and schools. For the scheme to be a success, the Council would require the continued cooperation of the school, parents and residents.
- 2.20 **Issues**
- 2.20.1 Across a number of school streets, there have been some displacement into neighbouring roads causing obstructive parking. Obstructive parking and illegal parking within CPZ areas can be addressed by effective enforcement; however, this cannot be enforced by

ANPR and due to extremely limited available enforcement officers, it is not possible to address these issues effectively. Currently parking enforcement is undertaken on a rota basis but given the number of school streets, other schools not within school streets that also require enforcement and other parking contraventions throughout the borough, there are insufficient resource available to provide a meaningful and effective enforcement. In the absence of enforcement, instilling change in behaviour will continue to be slow and residents suffering the obstructive parking by parents will continue to remain dissatisfied.

- 2.20.2 Those who qualify for an exemption are required to register via Ringo on an annual basis. There have been a number of complaints from residents, schools and some Councillors regarding the difficulty in using this system. This in turn has placed pressure on Council officers, particularly those within Parking Services. There are some schools who do find the system problematic and burdensome and Parking services have been providing additional support but again this places additional pressure on limited available resources.
- 2.20.3 There continues to be demands for more users to be added to the exemption list but compared to other boroughs, Merton does have a generous exemption policy. For the scheme to remain effective, it is essential that the number of exemptions are kept to a minimum and although there may be a desire to accommodate every eventuality and need, it would not be prudent to accommodate every request. Merton has an extremely generous exemption matrix which does require a full review.
- 2.20.4 School Streets are only in operation during school term times. One common complaint has been that many motorists are not aware of the school term times and therefore these should be advertised on signs. Having term times available on a sign is not a possibility as term times vary each year for each school and there is a fine balance of having too much information for motorists to observe whilst driving prior to making a decision (a common complaint the Council receives about too many signs and too much information). With the London wide publicity and increase in the number of school streets and LTNs, many drivers are now fully aware of their existence. All drivers are obligated to be fully aware of their surroundings, plan their routes and adhere to the various traffic and parking regulations.
- 2.20.5 There have also been demands for installation of amber flashing signs when the school streets are in operation. Amber flashing signs are used primarily on main roads on approach to schools and many motorists associate these amber flashing signs to mean children crossing the road / beware of children etc, they simply would not associate it with a school street and its restrictions. Additionally in the event of equipment failure, motorists will assume that the restrictions are not in place which would make enforcement ineffective and an increase in appeals. It will also cause confusion in areas where there are amber flashing lights when there is no school street restriction. There has also been suggestions that the actual signs would have amber flashing signs. Given the number of school streets, these would have enormous cost implications (installation and maintenance) and again there would be the issue of failed flashing signs and enforcement implications and any deviation from the legally required signs would require DfT approval which is something that has not been forthcoming with at least one borough attempting to obtain one.
- 2.20.6 Consideration was given to covering the signs during school holidays; however given the number of school street signs including advance warning signs it would not be cost effective nor best use of limited available funding. This would require an on-going funding which is not available and given many other priorities it would not be the best use of limited available funding the Council may have. It would also be resource intensive as it would require a reasonable number of staff to simultaneously cover and uncover all the signs at the start and end of each term. Additionally, this too would be subject to



vandalism as there may be those who may cover the signs within term times which has been experienced elsewhere.

2.20.7 There have been some vandalism of the signs which has incurred additional maintenance costs.

2.20.8 The Council has been reactive toward changing the restrictions to be in line with the school's core hours; and there have been some school who do change their core hours. However, this would involve a statutory consultation and change in all the signs. This can be costly and certainly resource intensive.

### **3 ALTERNATIVE OPTIONS**

3.1. None for the purpose of this report.

### **4 CONSULTATION UNDERTAKEN**

4.1 The Experimental Orders were made under Section 9 of Road Traffic Regulation Act 1984 (as amended). The permanent Traffic Management Orders were made under Section 6 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the experimental order.

4.2 All those residents within the catchment / affected areas were kept informed and updated at every stage via newsletters. Residents were encouraged to submit their feedback on the Council's website using specific on-line feedback link. All available information was also posted and updated on the website [Introducing new school streets | Merton Council](#)

4.3 As per statutory requirement, street notices were erected on lamp columns and Council's intentions were published in the local papers and the London Gazette. As per adopted practice, all those within the affected roads have received newsletters through out the whole process.

### **5 TIMETABLE**

5.1. None for the purpose of this report.

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

6.1. None for the purpose of this report.

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

7.1. None for the purpose of this report.

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

8.1. None for the purpose of this report.

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

9.1. None

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

10.1. None for the purpose of this report.

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

### **12 BACKGROUND PAPERS**

Cabinet Member report - School Streets – EMTO results- All Saints C of E Primary School dated 1/12/21 & Cabinet Member decision dated 03/12/21

Cabinet Member report - School Streets – EMTO results- Aragon Primary School dated 19/11/21 & Cabinet Member decision dated 09/11/21

Cabinet Member report - School Streets – EMTO results- Garfield Primary School –dated 17/12/21 & Cabinet Member decision dated 23/12/21

Cabinet Member report - School Streets – EMTO results- Gorringe Park Primary School dated 9/12/21 & Cabinet Member decision dated 16/12/21

Cabinet Member report - School Streets – EMTO results- Holy Trinity C of E Primary School dated 21/01/22 & Cabinet Member decision dated 26/01/22

Cabinet Member report - School Streets – EMTO results- Merton Park Primary School dated 16/11/21

School Streets – EMTO results- Pelham Primary School dated 19/01/22 & Cabinet Member decision dated 26/01/22

Cabinet Member report - School Streets – EMTO results- Stanford Primary School dated 15/12/21

School Streets – EMTO results- St Mark's Primary School dated 14/12/21 & Cabinet Member decision dated 16/12/21

Cabinet Member report - School Streets – EMTO results- St Teresa's RC Primary School dated 13/12/21 & Cabinet Member decision dated 16/12/21

Cabinet Member report - School Streets – EMTO results- The Sherwood Primary School dated 16/12/21 & Cabinet Member decision dated 17/12/21

Cabinet Member report - School Streets – EMTO results- St Matthews Primary School dated 17/12/21 & Cabinet Member decision dated 17/12/21

Cabinet Member report - School Streets – EMTO results- Wimbledon Park Primary School dated 14/01/22 & Cabinet Member decision dated 18/01/22

Cabinet Member report - School Streets – EMTO results- Poplar Primary School dated 7/12/21 & Cabinet Member decision dated 16/12/21

Cabinet Member report - School Streets – EMTO results- Rutlish School dated 12/01/22 & Cabinet Member decision dated 18/01/22

Cabinet Member report - School Streets – EMTO results- St Mary's RC Primary School dated 19/01/22 & Cabinet Member decision dated 19/01/22

Cabinet Member report - School Streets – EMTO results- William Morris Primary School dated 16/12/21 & Cabinet Member decision dated 17/12/21

Cabinet Member report - School Streets – Change of hours- Amendment to previous Cabinet Member decisions dated 8<sup>th</sup> February 2022

Cabinet Member report - School Streets – amended hours - various dated 22<sup>nd</sup> April 2022

**School Streets & operational periods**

**Appendix 1**

School	Restricted roads	Restricted periods Term times only
All Saints C of E Primary School	Hanover Rd Deburgh Rd (between Norman Rd & Hanover Rd)	8.00 - 9.15am 2.45 - 4.00pm Mon-Fri
Aragon Primary School	Aragon Rd (between Kingsbridge Rd & Cleveland Rise) Aragon Place	8.00 - 9.15am 2.45 - 4.00pm Mon-Fri
Beecholme Primary	Beecholme Ave	8.15– 9.15am 2.45 – 3.45pm Mon-Fri
Benedict Academy	Benedict Road	8.00– 9.15am 2.45 – 3.45pm Mon-Fri
Bishop Gilpin C of E Primary School & Ricards Lodge High School	Lake Rd (between Leopold Rd & Church Hill) Ricards Rd; Leopold Ave; Helme Close	8.00- 9.00am 2.45 -4.00pm Mon-Fri
Date Valley	Cricket Green (cul-de sac section)	8.00 -9.15am 2.45 –3.45pm Mon-Fri
Garfield Primary	Garfield Rd (between Tennyson Rd & Milton Rd) & Dryden Rd	8.15 - 9.15 am 2.45 - 3.45 pm Mon-Fri
Gorringe Park Primary School	Sandy Lane (between Fernlea Rd & Streatham Rd) Harbour Close; Tide Close; Summerhill Way; Spring Grove	8.00– 9.00am 3.00- 3.45pm Mon-Fri
Harris Primary Academy 2019	Ivy Gardens	8.00-9.30am 2.30-4.00pm Mon-Fri
Hillcross Primary School	Ashridge Way (between Leamington Ave & Hillcross Ave) Woodland Way Monkleigh Rd (between Hillcross ave & Northernhay Walk) Shaldon Drive (between Monkleigh Rd & Northernhay Walk)	8.00 – 9.15am 2.30 – 3.30 pm Mon-Fri
Holy Trinity C of E Primary School	Effra Rd (between Evelyn Rd & Trinity Rd) Faraday Rd (between Evelyn Rd & Trinity Rd)	8.00 -9.15 am 2.45 -3.45 pm Mon-Fri
Hollymount Primary School	Cambridge Rd, SW20 (between Pepys Rd & Lambton Rd)	8.15 – 9.15am 2.45 -4.00pm Mon-Fri
Links Primary School 2019	Frinton Road & Gunton Road	8.00-9.30am 2.45-4.00pm Mon-Fri

Malmesbury Primary School	Malmesbury Rd Newminster Rd Neath Gardens	8.15 – 9.00 am 2.45 – 3.45 pm Mon-Fri
Merton Park primary	Erridge Rd (from its junction with Poplar Rd to its junction with Stratton Close) Stratton Close; Stratton Road; Keswick Ave Church Lane (cul de sac)	8.30– 9.15am 3.00 – 3.45pm Mon-Fri
Pelham Primary School	Southey Rd, SW19 (between Pelham Rd & Kingston Rd)	8.15 -9.15 am 2.45 – 4.00 pm Mon-Fri
Poplar Primary School	Poplar Rd South (between Cranleigh Rd & Crown Lane)	8.00 - 9.15am 2.30 - 4.00pm Mon-Fri
Rutlish school	Watery Lane, Manor Gardens	8.00 – 8.45 am 2.30 – 3.45 pm Mon-Fri
St Marks Primary School	St Marks road (between St Mark's Rd & Armfield Crescent) Chalkley Close	8.00 -9.15 am 2.45 -3.30 pm Mon-Fri
St Mary's RC Primary School	Russell Rd, SW19 (between Pelham Rd & car Park entrance)	8.00 - 9.15am 2.45 - 4.00pm Mon-Fri
St Matthews primary	Cottenham Park Rd, SW20 (between Burdett Ave & cul de sac)	8.15 -9.15 am 2.45 -3.45 pm Mon-Fri
St Teresa's RC Primary	Montacute Rd (between Middleton Rd & Lillishall Rd) Newminster Rd	8.00 - 9.15 am 2.45 – 3.45 pm Mon-Fri
St Thomas of Canterbury Catholic Primary School 2019	Commonside East (access / spur Rd)	8.00-9.30am 2.30-3.30pm Mon-Fri
Singlegate	North Gardens; South Gardens; Valley Gardens (between South Gardens & No 5 Valley Gdns)	8.00 – 9.15am 2.30 – 3.45pm Mon-Fri
Stanford Primary School	Chilmark Rd, SW16 Hassocks Rd Oxtoby Way Byards Croft	8.00 – 9.15 am 2.30 - 3.45 pm Mon-Fri
The Sherwood Primary	Abbots Rd (between Sherwood Park Rd & Commonside East) Castleton Rd Hadley Rd	8.15 -9.15 am 2.45 -3.45 pm Mon-Fri

Ursuline High School	Crescent Road Southdown Drive	8.00 -9.00 am 2.45-3.30 pm Mon-Thursday
William Morris primary	Recreation way, Mitcham Between the roundabout and Huntington Close	8.00 - 9.15am 2.30 - 3.45pm Mon-Fri
Wimbledon Park primary	Havana Rd SW19 Wellington Rd	8.15 -9.15 am 2.45 -3.45 pm Mon-Fri

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## E&R Public Protection performance report

Dept.	PI Code & Description	Jul 2022					2022/23				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
<b>Parking</b>											
Parking	CRP 044 Parking services estimated revenue (Monthly)	1,332,071	1,927,022				6,145,129	7,708,088			
Parking	SP 258 Sickness- No of days per FTE from snapshot report (parking) (Monthly)	1.27	0.66				4.95	2.64			
Parking	SP 509 % of Permits applied/processed online (Monthly)	98%	98%				97.25%	98%			
Parking	SP 510 % of PCN Appeals received online (Monthly)	82%	83%				81.75%	83%			
Parking	SP 511 Blue Badge Inspections - cumulative (Monthly)	21	44				56	110			
Parking	SP 512 Total cashless usage against cash payments at machines (Monthly)	88%	75%				85.5%	75%			
Parking	SP 513 Percentage of cases 'heard' and won at ETA (Quarterly)	Quarterly measure					85%	79%			
<b>Regulatory Services</b>											
Regulatory Services	CRP 120 / SP 562 % of Regulatory Services service requests with an initial response within the "defined timescale" (Quarterly)	Quarterly measure					79%	90%			
Regulatory Services	CRP 121 / SP 565 Number of monitoring stations that meet annual Particulate air quality objectives (Annual)	Annual measure					N/A	1	N/A	N/A	N/A
Regulatory Services	CRP 122 / SP 566 Number of monitoring stations measuring below the Nitrogen Dioxide air quality objectives (Annual)	Annual measure					N/A	50	N/A	N/A	N/A
Regulatory Services	DATA 010 Safeguarding older people - number of cases investigated and intervene in cases of residents being targeted by financial scams and abuse (Quarterly)	Quarterly measure					29	Data only			

Dept.	PI Code & Description	Jul 2022					2022/23				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
Regulatory Services	DATA 011 Number of new high risk massage and special treatment premises inspections carried out within 20 working days of the premises being ready to trade (Quarterly)	Quarterly measure					100	Data only			
Regulatory Services	DATA 012 Number of Air Quality Audits (using GLA toolkit) of schools, prioritising those in the highest pollution areas (Quarterly)	Quarterly measure					0	Data only			
Regulatory Services	DATA 017 PREVIOUSLY SP 563 Safeguarding young people - carry out age restricted sales physical interventions for knives, alcohol, fireworks, tobacco and e-cigarettes (Annual)	Annual measure					N/A	Data only	N/A	N/A	N/A
Regulatory Services	SP 521 Total % compliance of non-road mobile machinery on major construction sites with GLA emissions standards (Annual)	Annual measure					N/A	95%	N/A	N/A	N/A
Regulatory Services	SP 561 Percentage of alcohol and regulated entertainment licences issued within 10 working days of the conclusion of the 28 day consultation period, excluding those that are subject to a licensing hearing (Quarterly)	Quarterly measure					100%	95%			
Regulatory Services	SP 564 High risk A & B and non-compliant C-rated food establishments due for inspection completed (Annual)	Annual measure					N/A	100%	N/A	N/A	N/A

## E&R Public Spaces

2 performance measures are DNR (did not receive) – due to staff working at the BECC.

Dept.	PI Code & Description	Jul 2022					2022/23				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
<b>Waste management and Cleansing</b>											
Waste Management & Cleansing	CRP 097 / SP 065 % Household waste recycled and composted (Monthly in arrears)	43.09%	50%				43.52%	45%			
Waste Management	CRP 103 / SP 454 % of fly-tips removed within 24	84.71%	95%				83.02%	95%			



Dept.	PI Code & Description	Jul 2022					2022/23				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
& Cleansing	hours (Monthly)										
Waste Management & Cleansing	CRP 123 / SP 567 % of sites surveyed on local street inspections for litter that meet the required standard (Monthly) and quarterly in line with NI 195 reporting	85.7%	87%				85.22%	87%			
Waste Management & Cleansing	CRP 124 / SP 568 % of street reports rectified within the contract standard time frame (Monthly)	47.7%	90%				44.71%	90%			
Waste Management & Cleansing	CRP 125 / SP 570 % of sites surveyed that meet the required standard for detritus (Quarterly)	Quarterly measure					82%	80%			
Waste Management & Cleansing	CRP 126 / SP 573 Number of refuse collections including recycling and kitchen waste (excluding garden waste) missed per 100,000 (Monthly)	129	80				117.75	80			
Waste Management & Cleansing	DATA 013 Number of street cleansing site inspections undertaken by Client team (target 868 per month, 10,416 per year) (Monthly)	701	Data only				3,312	Data only			
Waste Management & Cleansing	DATA 016 Number of Environmental Enforcement incidents formally (NOT formerly) processed (Monthly)	DNR	Data only	DNR	DNR	DNR	1,050	Data only			
Waste Management & Cleansing	SP 064 % Residents satisfied with refuse collection (Annual) (ARS)	Annual measure					N/A	75%	N/A	N/A	N/A
Waste Management & Cleansing	SP 066 Residual waste kg per household (Monthly in arrear)	42.22	39.5				122.97	119			
Waste Management & Cleansing	SP 067 % Municipal solid waste sent to landfill (waste management & commercial waste) (Monthly in arrear)	4%	6%				3%	6%			
Waste Management & Cleansing	SP 262 % Residents satisfied with recycling facilities (Annual) (ARS)	Annual measure					N/A	75%	N/A	N/A	N/A
Waste Management & Cleansing	SP 269 % Residents satisfied with street cleanliness (Annual) (ARS)	Annual measure					N/A	57%	N/A	N/A	N/A
Waste Management & Cleansing	SP 354 Total waste arising per households (KGs) (Monthly in arrear)	74.19	75				217.74	225			

Dept.	PI Code & Description	Jul 2022					2022/23				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
Waste Management & Cleansing	SP 407 % FPN's issued that have been paid (Monthly)	DNR	70%	DNR	?	?	58.69%	70%	🛑	⬇️	⬇️
Waste Management & Cleansing	SP 485 No. of fly-tips in streets and parks recorded by Contractor (Monthly)	1,530	1,500	⚠️	⬆️	⬇️	6,357	6,000	🛑	⬆️	⬆️
Waste Management & Cleansing	SP 569 % of sites surveyed that meet the required standard for weeds (Quarterly)	Quarterly measure					88%	90%	🛑	⬇️	⬇️
Waste Management & Cleansing	SP 571 % of sites surveyed that meet the required standard for graffiti (Quarterly)	Quarterly measure					92.5%	95%	🛑	⬇️	⬇️
Waste Management & Cleansing	SP 572 % of sites surveyed that meet the required standard for flyposting (Quarterly)	Quarterly measure					99.13%	97%	✅	⬆️	⬆️
Waste Management & Cleansing	SP 574 Resident satisfaction with the Household Re-use and recycling facility (Garth Road) (Annual)	Annual measure					N/A	75%	N/A	N/A	N/A
<b>Parks and Green Spaces</b>											
Parks and Green Spaces	CRP 119 / SP 558 Average Performance Quality Score (Litter and Cleansing Standards) (Quarterly)	Quarterly measure					4.94	4.95	🛑	⬆️	⬇️
Parks and Green Spaces	SP 026 % of residents who rate parks & green spaces as good or very good (Annual) (ARS)	Annual measure					N/A	79%	N/A	N/A	N/A
Parks and Green Spaces	SP 027 Young peoples % satisfaction with parks & green spaces (Annual) (ARS)	Annual measure					N/A	87%	N/A	N/A	N/A
Parks and Green Spaces	SP 032 No. of Green Flags (Annual)	Annual measure					6	7	🛑	N/A	N/A
Parks and Green Spaces	SP 318 No. of outdoor events in parks (Monthly)	10	48	🛑	⬇️	⬇️	57	115	🛑	⬇️	⬇️
Parks and Green Spaces	SP 514 Income from outdoor events in parks (Annual)	Annual measure					N/A	£560,000	N/A	N/A	N/A
Parks and Green Spaces	SP 515 Average Performance Quality Score (Grounds Maintenance Standards) (Annual)	Annual measure					N/A	4.9	N/A	N/A	N/A
Parks and Green	SP 517 Number of street trees planted (Annual)	Annual measure					N/A	245	N/A	N/A	N/A

Dept.	PI Code & Description	Jul 2022					2022/23				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
Spaces											
Parks and Green Spaces	SP 557 Average Performance Quality Score (Grass Verge Standards) (Quarterly)	Quarterly measure					4.77	4.5			
Parks and Green Spaces	SP 560 Number of friends and similar groups volunteering within Merton's parks and open spaces	Annual measure					N/A	30	N/A	N/A	N/A
<b>Transport</b>											
Transport	SP 456 Days lost to sickness absence - Transport (cumulative) (Monthly)	6.94	0.75				20.42	3			
Transport	SP 136 Average % time passenger vehicles in use (transport passenger fleet) (Annual)	Annual measure					N/A	85%	N/A	N/A	N/A
Transport	SP 137 % User satisfaction survey (transport passenger fleet) (Annual)	Annual measure					N/A	97%	N/A	N/A	N/A
Transport	SP 271 In-house journey that meet timescales (transport passenger fleet) (Annual)	Annual measure					N/A	85%	N/A	N/A	N/A
Transport	SP 526 % of Council fleet using diesel fuel (Annual)	Annual measure					N/A	80%	N/A	N/A	N/A
<b>Leisure</b>											
Leisure	SP 251 Income from Watersports Centre (Monthly)	£121,875	£127,000				£190,732	£219,500			
Leisure	SP 349 14 to 25 year old fitness centre participation at leisure centres (Monthly)	9,377	7,949				37,829	30,705			
Leisure	SP 405 No. of Leisure Centre users (Monthly)	91,138	76,938				369,989	307,751			
Leisure	SP 406 No. of Polka Theatre users (cumulative)	Quarterly measure					15,997	3,219			

## E&R Sustainable Communities

1 performance measure is DNR (did not receive) – due to staff working at the BECC

Dept.	PI Code & Description	Jul 2022					2022/23				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
<b>Development and Building Control</b>											
Development and Building Control	CRP 045 / SP 118 Income (Development and Building Control) (Monthly)	83,721	166,036				449,017	664,144			
Development and Building Control	CRP 051 / SP 114 % Major applications processed within 13 weeks or within agreed timescales (Monthly)	100%	81%				91.67%	81%			
Development and Building Control	CRP 052 / SP 115 % of minor planning applications determined within 8 weeks or within agreed timescales (Monthly)	96%	73%				75.68%	72%			
Development and Building Control	CRP 053 / SP 116 % of 'other' planning applications determined within 8 weeks or within agreed timescales (Development Control) (Monthly)	88.11%	84%				84.16%	83%			
Development and Building Control	DATA 007 /SP 414 Volume of planning applications (Monthly)	286	Data only				1,269	Data only			
Development and Building Control	SP 040 % Market share retained by LA (Building Control) (Monthly)	39.57%	55%				40.54%	55%			
Development and Building Control	SP 113 No. of planning enforcement cases closed (Monthly)	31	45				234	180			
Development and Building Control;	SP 117 % appeals lost (Development & Building Control) (Quarterly)	Quarterly measure					20%	35%			
Development and Building Control	SP 380 No. of backlog planning enforcement cases (Monthly)	520	300				520	300			
<b>Future Merton</b>											
Future Merton	CRP 096 / SP 020 New Homes (Annual)	Annual measure					N/A	918	N/A	N/A	N/A
Future Merton	CRP 101 / SP 389 Carriageway condition - unclassified roads, % not defective (annual)	Annual measure					N/A	75%	N/A	N/A	N/A
Future Merton	CRP 108 / SP 475 Number of publicly available Electric Vehicles Charging Points available to Merton Residents (Annual)	Annual measure					N/A	250	N/A	N/A	N/A

Dept.	PI Code & Description	Jul 2022					2022/23									
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend					
Future Merton	DATA 008 Streetworks - number of utility works overrun incidents (FPN issued) (Monthly)	6	Data only				24	Data only								
Future Merton	DATA 009 £ fines from Streetworks FPNs (Monthly)	11,900	Data only				46,960	Data only								
Future Merton	SP 327 % Emergency callouts attended within 2 hours (traffic & highways) (Monthly)	DNR	98%	DNR			100%	98%								
Future Merton	SP 328 % Streetworks permitting determined (Monthly)	100%	98%				100%	98%								
Future Merton	SP 391 Average number of days taken to repair an out of light street light (Quarterly)	Quarterly measure					0.86	3								
Future Merton	SP 476 Number of business premises improved (Annual)	Annual measure					N/A	10	N/A	N/A	N/A					
Future Merton	SP 508 Footway condition - (% not defective, unclassified road) (Annual)	Annual measure					N/A	75%	N/A	N/A	N/A					
<b>Property</b>																
35	Property	SP 024 % Vacancy rate of property owned by the council (Quarterly)					Quarterly measure					0%	3%			
	Property	SP 025 % Debt owed to LBM by tenants inc businesses (Quarterly)					Quarterly measure					7.5%	7.5%			
	Property	SP 386 Property asset valuations (Annual)					Annual measure					N/A	150	N/A	N/A	N/A
	Property	SP 518 Number of completed Rent Reviews (Quarterly)					Quarterly measure					1	4			

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## Sustainable Communities Work Programme 2022/23

This table sets out the draft Sustainable Communities Overview and Scrutiny Panel's Work Programme for 2022/23 following discussions at the topic workshop on 7 June 2022.

The work programme will be considered at every meeting of the Panel to enable it to respond to issues of concern or to request new 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 Stuart Neaverson  
**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:** 29 June 2022 (**Deadline for papers:** 5pm, 22 June 2022)

<b>Item/issue</b>	<b>How</b>	<b>Lead member and/or lead officer</b>	<b>Intended outcomes</b>
Cabinet Member Priorities	Verbal update with Q&A	Cabinet Members for: Housing and Sustainable Development, Local Environment, Green Spaces and Climate	To understand current priorities in relation to Panel work programme
Fly tipping strategy and Action Plan review		John Bosley Cabinet Member for Local Environment, Green Spaces and Climate	
Performance monitoring	Basket of indicators plus verbal report	AD for Public Space, AD for Sustainable Communities	To highlight any items of concern and/or request additional information
Work programme 2022/23	Written report	Rosie McKeever, Scrutiny Officer	To agree the work programme.



**Meeting date:** 1 September 2022 (*Deadline for papers: 5pm, 23 August 2022*)

<b>Item/issue</b>	<b>How</b>	<b>Lead member and/or lead officer</b>	<b>Intended outcomes</b>
Cabinet Member Priorities	Verbal update with Q&A	Cabinet Member for Transport	To understand current priorities in relation to Panel work programme
Climate Change and Net Zero progress	Report	Dominique Hill; Amy Mallet	Receive update on the Climate Change action plan and the Council's Net Zero progress
Active Travel: Cycling infrastructure and facilities in the borough, including cycle lanes and storage spaces/hangars.	Report	Louisa Green; Paul McGarry, Head of FutureMerton  Cabinet Member for Transport	
School Streets – Lessons learned review	Report	Mitra Dubet; Paul McGarry, Head of FutureMerton	The panel RESOLVED in January to request officers produce a lessons learned paper on the implementation of school streets.
Performance monitoring	Basket of indicators plus verbal report	Adrian Ash, Director of Environment and Regeneration	To highlight any items of concern and/or request additional information
Work programme 2022/23	Written report	Rosie McKeever, Scrutiny Officer	To agree the work programme.

**Meeting date:** 3 November 2022 (*Deadline for papers: 5pm, 25 October 2022*)

<b>Item/issue</b>	<b>How</b>	<b>Lead member and/or lead officer</b>	<b>Intended outcomes</b>
Clarion: Repairs and Maintenance	Written report	Representatives from Clarion will be invited to attend the session	Monitor progress of recommendations
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
Clarion Housing: Estate Regeneration – including climate elements of building	Written report		
Performance monitoring	Basket of indicators plus verbal report	Adrian Ash, Director of Environment and Regeneration	To highlight any items of concern and/or request additional information
Work programme 2022/23	Written report	Rosie McKeever, Scrutiny Officer	To agree the work programme.

**Meeting date:** 19 January 2023 (*Deadline for papers: 5pm, 10 January 2023*)

<b>Item/issue</b>	<b>How</b>	<b>Lead member and/or lead officer</b>	<b>Intended outcomes</b>
Budget and business planning (round 2)	Report	Caroline Holland, Director of Corporate Services	To comment on the budget and business plan proposals at phase 2 and make any recommendations to the Commission
Tree Strategy development	Written report to include Nature based solutions to pollution – pocket parks, hedgerows; Polluted hotspots in borough where hedgerows and tress could mitigate.	John Bosley; Cabinet Member	Consider hotspots from session on air quality - Request recommend hotspots get hedgerows. Polluted hotspots in borough where hedgerows and tress could mitigate.
Idverde	Focus on sustainability and best practice.	John Bosley, Andrew Kauffman	
Performance monitoring	Basket of indicators plus verbal report	Adrian Ash, Director of Environment and Regeneration	To highlight any items of concern and/or request additional information
Work programme 2022/23	Written report	Rosie McKeever, Scrutiny Officer	To agree the work programme.

**Meeting date:** 23 February 2023 (**Deadline for papers:** 5pm, 14 February 2023)

<b>Item/issue</b>	<b>How</b>	<b>Lead member and/or lead officer</b>	<b>Intended outcomes</b>
Air Quality	Tracking poor air quality hotspots & HGV traffic and pollution hotspots in the borough	Jason Andrews Cabinet Member	Consider nature-based solutions
Flooding issues	Report	Tom Sly, Flood Management Officer	Thames Water independent review on flooding events in the borough
Housing: Support for renters / Housing enforcement	Report	Elliot Brunton, Head of Housing and Strategy	Include any updates from Panels Feb 2022 recommendations
Performance monitoring	Basket of indicators plus verbal report	Adrian Ash, Director of Environment and Regeneration	To highlight any items of concern and/or request additional information
Work programme 2022/23	Written report	Rosie McKeever, Scrutiny Officer	To agree the work programme.

**Meeting date:** 8 March 2023 (*Deadline for papers: 5pm, 27 February 2023*)

<b>Item/issue</b>	<b>How</b>	<b>Lead member and/or lead officer</b>	<b>Intended outcomes</b>
Disability Access	Written report		Include accessibility at stations
Council Retrofitting Plans	Written report	Dominique Hill; Amy Mallet	
Planning enforcement	Written report	Cabinet member, James McGinlay, Lesley Barakchizadeh	Invite Officers to report back on the backlog of cases
Performance Monitoring	Basket of indicators plus verbal report	Adrian Ash, Director of Environment and Regeneration	
Topic suggestions 2022/23	Written report	Rosie McKeever, Scrutiny Officer	To seek suggestions from the Panel to inform discussions about the Panel's 2022/23 work programme

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