

Appendix C

Response to Merton Council call-in request regarding the introduction of a diesel surcharge for all types of resident and business parking permits.

Section 4

1. Proportionality

1.1 Air Pollution is now considered a social, political and health priority and the Mayor of London is currently consulting on urgent measures to address poor air quality and describes the problem as a 'public health emergency' after it was revealed that almost 10,000 Londoners die from long-term exposure to air pollution every year.

1.2 Measures to tackle poor air quality in London are not the sole responsibility of the Mayor and it is expected that every tier of government including local authorities take the action they can to assist, even if this includes difficult and controversial decisions.

1.3 The government has recently been challenged for non-compliance with its own air quality objectives and the new government action plan was recently rejected by the High Court following a further challenge. It is therefore a priority that every tier of government takes the action that it can to help address this urgent problem. Merton, like many local authorities has historically and presently failed to comply with the air quality objectives and the control measures previously taken by the authority have had little impact in driving down pollution.

1.4 The Diesel surcharge is one of a number of measures proposed as part of Merton Council's new Air Quality Action Plan which is currently being drafted and will be subject to public consultation. If people change from the most polluting vehicles it will have a positive impact in reducing air pollution both inside and outside our borough. This approach shows leadership, and indicates a direction of travel for diesel vehicles. In the USA, Volkswagen has announced that they will no longer sell diesel cars. It is reasonable to make the assumption that actions which encourage less diesel car ownership in residential areas will lead to fewer diesel cars in hot spot areas. It is well understood that diesel vehicles contribute more to poor air quality than petrol cars and this fact is recognised by the mayors of four of the world's biggest cities (Paris, Madrid, Athens and Mexico City) who are set to ban diesel

vehicles from their centres within the next decade, as a means of tackling air pollution, with campaigners urging other city leaders to follow suit.

1.5 It is right to say that diesel vehicles in Controlled Parking Zones (CPZs) are one of many sources of vehicle emissions in the borough however it is one of the few sources of emissions which the council has the ability to control. It is correct to say that if everyone who owns a diesel vehicle in a CPZ bought a permit with the surcharge added on, it would not single-handedly reduce air pollution rather, the funds generated would be available to mitigate the pollution created. With regard to the suggestion of a wider levy being applied to all borough residents who are owners of all diesel vehicles, this simply is not possible since local authorities are not required to hold details of vehicle ownership nor do we currently have the legal power. In addition, it should be noted that this is not just a Merton problem as these cars can, it is assumed, drive beyond the borough boundary causing air pollution across London and beyond. By taking this action we are assisting in the Capital's drive to improve quality.

1.6 The behaviour we want to change is the ownership and use of diesel vehicles in London. The proposed surcharge does not go far enough to tackle the massive problem we face but it is incorrect to state that it does not target the behaviour which is causing the borough's air pollution. If this policy encourages motorists to sell or change their cars for less polluting models it will have had a beneficial impact. If residents are not using their diesel vehicles very much then the nudge to change behaviour may be felt more greatly and encourage the changes required more effectively and quickly. We currently do not have the powers or through traffic or off-road parking. What we are seeking to address is those matters within our direct control.

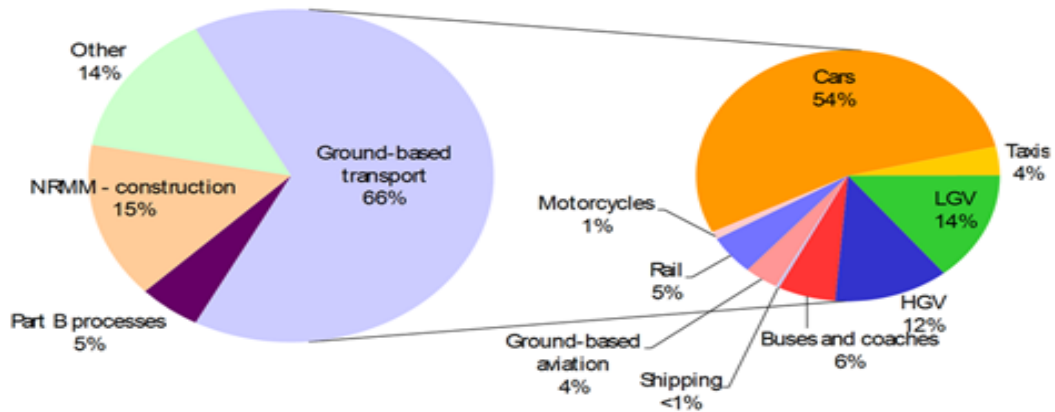
1.7 An estimated 30% of the borough's CPZs are adjacent to the current air quality hotspots within the borough. It should be noted that there are some small sections of main through routes around South Wimbledon/Colliers Wood and Morden Town Centre that are TfL Red Routes but the majority are LB Merton roads.

1.8 Respiratory disease - In 2013, mortality (see Appendix 7) from respiratory disease accounted for 180 (rounded to nearest 10) of recorded deaths; this equates to 15% of all deaths after the age of 28 days. One of the five wards in Merton that has the highest mortality rates from respiratory diseases (data 2011-2014) is Colliers Wood which is located within one of the air quality hotspots within the borough as well as containing a significant number of CPZs.

Emissions source apportionment for London which demonstrates the principal sources of air pollution in Merton

The data below demonstrates that there is a high degree of damaging air pollution from diesel vehicles. It is accepted that there is pollution caused by other vehicles that pass through the borough. However, we have no immediate powers at our disposal to tackle these and so we are focussing on what we can do.

Particulate Matter (PM)



Nitrogen Dioxide (NO2)

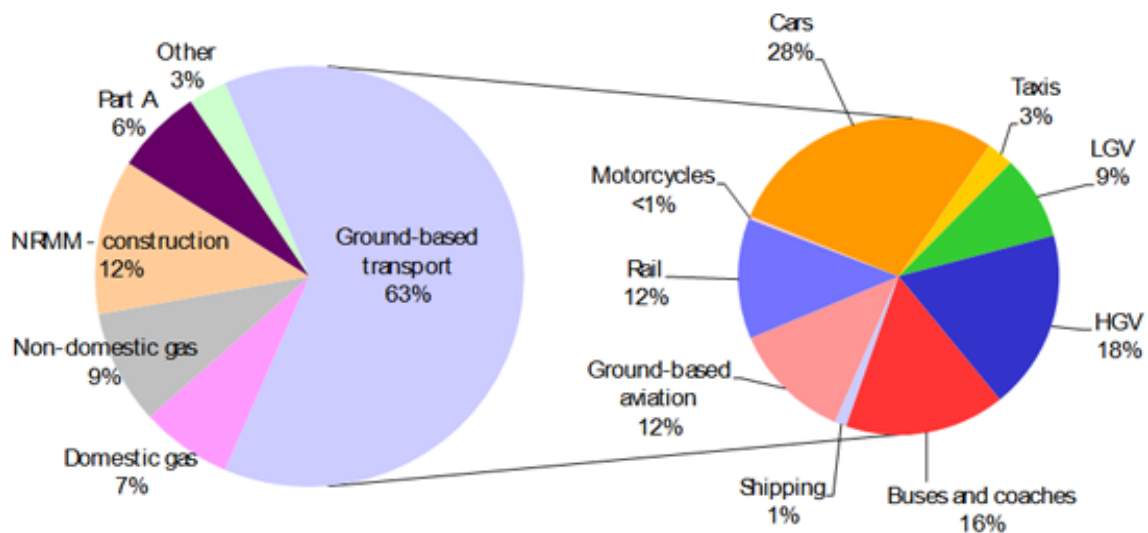


Table 1. Annualised emissions for 2015 from the London Atmospheric Emissions Inventory in Merton in tonnes per year

Vehicle type	Emissions (t/y)		
	CO2	NOx	PM10 exhaust
Motorcycle	1395.7	1.4	0.1
Taxi	1976.6	7.4	0.3
Petrol Car	48566.8	30.1	0.6
Diesel Car	42063.4	141.2	3.3
Petrol LGV	522.9	0.8	0.0
Diesel LGV	13971.1	49.0	1.6
London Bus	8745.4	49.6	0.3
Coach	3100.4	21.7	0.2
Rigid HGV	11484.7	63.6	0.4
Articulated HGV	3396.4	13.8	0.1

1.9 This data shows that the highest emissions are from cars which reflect their dominance in the vehicle fleet. For CO2 emissions, there is a similar contribution from both petrol and diesel cars (around 30-35% each). The next highest contribution is from diesel light goods vans (LGVs) and diesel rigid Heavy Goods Vehicles (HGVs). For NOx and PM10 exhaust emissions, it is the diesel cars that dominate emissions.

Nitrogen Oxides (NOx) and Particulate Matter (PM10) exhaust emissions, It is the diesel cars that dominate emissions in the borough.

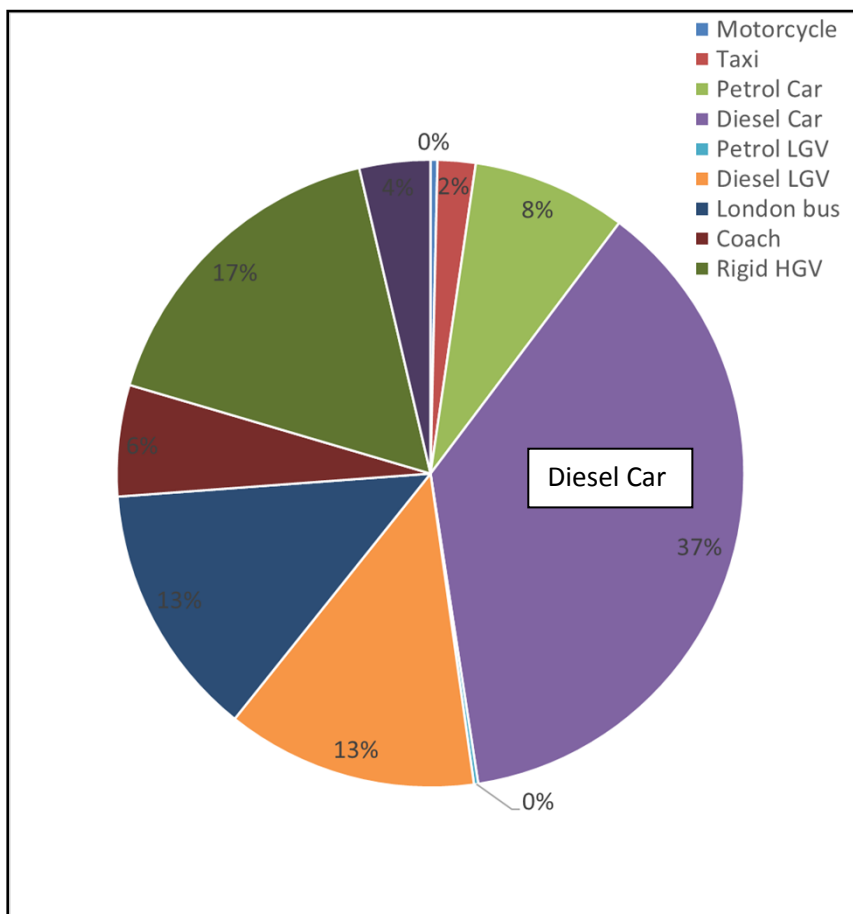


Table 2. Division of current Merton residential permit vehicles into emission bandings.

Vehicle	Engine Size or Gross Vehicle Weight (GVW)	Low emissions			High emissions	
		Band 1	Band 2	Band 3	Band 4	Band 5
Petrol car	<1400 cc	0	1,316	2,449	55	26
Petrol car	1400-2000 cc	0	1,005	3,417	76	48
Petrol car	>2000 cc	0	0	940	127	69
Diesel car	<1400 cc	0	0	1	108	0
Diesel car	1400-2000 cc	0	0	168	2,811	0
Diesel car	>2000 cc	0	0	81	664	959
Petrol car derived van	1400-2000 cc	0	0	1	0	2
Diesel car derived van	<2000 cc	0	0	0	83	0
Petrol Van	<3.5t	0	4	9	0	9
Diesel van	<3.5t	0	0	0	0	264
Electric	Electric	5	0	0	0	0
Grand total						14,697*

1.10 For this part of the study vehicles holding an existing parking permit were divided into the following 5 bandings, based on emissions:

- Band 1 (Zero emission vehicles) Electric
- Band 2 (<10 g/km combined NOx/CO2)
- Band 3 (<90 g/km combined NOx/CO2)
- Band 4 (<170 g/km combined NOx/CO2)
- Band 5 (>170 g/km combined NOx/CO2)

The vehicle bandings were applied to the existing vehicle base case fleet. The chart shows that the most polluting vehicles will be those captured by the levy.

1.11 Imposing the diesel surcharge is one of the few direct influences that local authorities have to change driver behaviour. The model used averaged the usage of a vehicle and this was based upon the assumption of 'normal' driving behaviour. It would have been impractical to contact all owners of diesel vehicle to request and scrutinise their vehicle mileage. The strategy not only helps improve Merton's air quality but it also contributes towards a pan London improvement.

1.12 The GLA (Appendix 6) has applauded Merton's leadership over in introducing this measure and they believe that the approach being taken by Merton and other London boroughs will help broaden its appeal.

2. Due consultation and the taking of professional advice from officers

2.1 The proposal has been included as part of the budget setting process from late 2015 and considered by Sustainable Communities and Transport Scrutiny Panel as well as Overview and Scrutiny Commission as part of the budget setting process before proceeding to Cabinet and Council in early 2016 as part of the budget setting process and MTFS . The proposed policy approach was also covered in pre-decision scrutiny on 7th September 2016.

2.2 We are giving notice that the charge will be £150 in 2 years so that motorists are given time to adjust to this increased charge. As part of this measure we are offering a discounted rate which will increase incrementally over 2 years to allow changes in behaviour / ownership to be made.

2.3 We will undertake public consultation and implement a communications campaign to publicise the changes which will take place via the statutory requirement¹ to advertise any changes to existing Traffic Management Orders.

2.4 These proposed changes would be introduced under Sections 6 and 46 of the Road Traffic Regulation Act 1984, and the Order making process would be carried out using the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (S.I. 1996/No. 2489).

2.5 The statutory consultation process requires the Council to advertise in a local newspaper and, if necessary, in the London Gazette. A minimum of 21 days for representation is required. In addition to this, we would also consult all ward members, resident & business associations and advertise the Council's intentions on its website and in My Merton (subject to publication date).

2.6 Because the health based air quality standards are being exceeded for nitrogen dioxide in parts of the borough, the Council is also statutorily obliged to consult the public in respect of any changes to its Air Quality Action Plan.²

2.7 The surcharge is intended to change residents' behaviour and it is felt that delaying its introduction for one year would not incentivise that change. We intend to review the policy after two years where the numbers of vehicles and their impact can be assessed. At the end of this review period the matter will be referred back to Scrutiny Committee to consider the matter before referring it to Cabinet for

¹ Sections 6 and 46 of the Road Traffic Regulation Act 1984, Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

² Part IV of the Environment Act 1995.

consideration. Options at that time could include: keeping, amending or scrapping the policy.

2.8 Whilst we recognise that this represents an increased charge to some motorists, the £90 initial surcharge needs to be considered in the context of the total cost of running a car as well as the relatively low levels of residents' charges in Merton compared to other boroughs.

2.9 With regards to the 4 points raised by the TTR report we considered the following.

1. A review period of 2 years was agreed as the 5 year period was considered too long,.
2. See section of the TTR report, there will still be an option to address this after the 2 year period.
3. Financial analysis is included in the document
4. This was considered and felt to be impractical, exceptionally costly and counter-productive. The change in behaviours can be assessed during and after the 2 year review period.

3. Respect for human rights and equalities

3.1 An Equality Analysis (Appendix 2) has been carried out which concluded that the policy is robust and shows no potential for discrimination.

4. A presumption in favour of openness

4.1 The policy was trailed in 2015 budget setting process and referred to Scrutiny for pre-decision scrutiny for the purposes of transparency and openness .

4.2 The proposed emissions levy is part of the Council's wider strategy to improve air quality and it is one of a number of control measures contained in the Air Quality Action Plan (AQAP) which we are statutorily obliged to consult residents and businesses on. Part of that consultation will seek to understand the preference of vehicle owners to either pay a higher permit charge or change their vehicle to pay a lower permit tariff. In addition, we also intend to review the policy after two years.

5. Clarity of aims and outcomes

5.1 By law, any revenue generated must be used for transport related purposes including measures to improve air quality. These can include tree planting, promoting sustainable transport and other measures e.g. a contribution to concessionary fares, day-to-day carriageway and footway maintenance.

5.2 It is very difficult to determine the extent of change that this policy will deliver. There are a number of factors that influence car owners to change their vehicles, and these include: personal circumstance, age of the vehicle and efficiency. Therefore any change must be sufficient to drive change and not be easily absorbed as part of normal car ownership.

5.3 With regards to the £25 discounted tariff for electric vehicles, it should be recognised that an Ultra Low Emission Vehicle (ULEV) is still a car and will impact upon roads and congestion and available parking spaces in resident and shared use parking bays where permit holders and others can park. The Council still has to cover its reasonable costs associated with the management of CPZs e.g. staff, pay & display machines and yellow lines. Cycling and walking are still the most desirable modes of transport. The Council is introducing electric charging points at On Street parking locations with the aim to encourage car drivers to move away from combustion engines to electric powered motors.

6. Consideration & evaluation of alternatives

6.1 There are very few alternatives within our control. Consideration was originally given to a wider emission levy to incorporate all vehicles. However, emissions' charging is now to a large extent, overtaken by Vehicle Excise Duty. Recognising this, it was considered more appropriate to focus on diesel cars as they produce disproportionately higher emissions of local air quality pollutants, such as nitrogen oxides and particulates which are most harmful to health. The policy also allows for a change to petrol vehicles as a readily available, low cost option for those residents and businesses currently unable to make the transition straight to zero emissions technologies. The proposed 2 year review period will consider potentially extending the charge to incorporate all vehicles subject to residential parking fees as well as allowing a broader review of emissions based charging as an option.

6.2 Recent research undertaken by the Department for Transport shows that on average Euro 6 diesel NO₂ emissions are 6 times higher than the limit for Euro 6. The new drive cycles which include an element of real world emissions testing have not been agreed yet and at best will impact on vehicles sold from 2019 onwards. This can be addressed in the two year policy review period.

6.3 A Euro 4 petrol vehicle has similar Nitrogen Oxide (NOx) emissions standard as a current Euro 6 diesel based on the current drive cycle. Petrol vehicles are much cleaner than diesel, when you take into account the deeply flawed nature of the emissions testing on diesel cars, the case for excluding diesel is even stronger.

6.4 There is little difference from a NOx point of view between a Euro 6 petrol and an electric vehicle (EV). This is because Euro 6 petrol has such low NOx levels. EVs should be promoted for CO2 reasons. Before Merton encourage the on street parking of EVs there would need to be a mechanism for charging them. At present there is no such mechanism in Merton for developing an on street charging network. Perhaps a few years into the Go Ultra Low Cities research, when more is known about the needs of EV users this could be explored. At present it is fair to say that there are still some unknowns about how On Street residential charging should be supported.

6.5 The Council currently has no legal power to levy a borough wide surcharge outside of the Controlled Parking Zones.

7. Documents requested (see appendices)

Appendix 1 – Equality Analysis

Appendix 2 – Risk Analysis

Appendix 3 – Financial Analysis

Appendix 4 - Comparison with other London boroughs emission schemes

Appendix 5 - Letter from the GLA

Appendix 6 – Respiratory Disease

Appendix 7 - Emails

Appendix 8 - Notes of meetings



Equality Analysis

06 E&R Parking Services (Ref No. TBC)

What are the proposals being assessed?	Development of an emissions based charging Policy for resident/business permits
Which Department/ Division has the responsibility for this?	Envf & Regeneration /Public Protection/Parking and CCTV Services

Stage 1: Overview	
Name and job title of lead officer	Paul Walshe Head of Parking and CCTV Services
1. What are the aims, objectives and desired outcomes of your proposal? (Also explain proposals e.g. reduction/removal of service, deletion of posts, changing criteria etc)	To encourage cleaner air quality and contribute to the public health agenda
2. How does this contribute to the council's corporate priorities?	To improve the health of the Community.

3. Who will be affected by this proposal? For example who are the external/internal customers, communities, partners, stakeholders, the workforce etc.	Residents and Businesses who purchase a parking permit
4. Is the responsibility shared with another department, authority or organisation? If so, who are the partners and who has overall responsibility?	The responsibility is not shared with any other department. The section will work closely with the Shared Regulatory Service Pollution Team when implementing the proposal.

Stage 2: Collecting evidence/ data

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

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

- It is not believed that levels of vehicle emissions have a correlation with motorists with protected characteristics. If, during the implementing of the policy, it becomes evident that this is not the case, this assessment will be reviewed.
- Residents in possession of a “Blue Badge” will be exempt from the surcharge.

Stage 3: Assessing impact and analysis

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

Protected characteristic (equality group)	Tick which applies		Tick which applies		Reason Briefly explain what positive or negative impact has been identified
	Positive impact		Potential negative impact		
	Yes	No	Yes	No	
Age		X		X	
Disability		X		X	No surcharge will be applied to a vehicle used by a Blue Badge holder
Gender Reassignment		X		X	
Marriage and Civil Partnership		X		X	
Pregnancy and Maternity		X		X	
Race		X		X	
Religion/ belief		X		X	
Sex (Gender)		X		X	
Sexual orientation		X		X	
Socio-economic status		X		X	

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

This action plan should be completed after the analysis and should outline action(s) to be taken to mitigate the potential negative impact identified (expanding on information provided in Section 7 above).

Negative impact/ gap in information identified in the Equality Analysis	Action required to mitigate	How will you know this is achieved? e.g. performance measure/ target)	By when	Existing or additional resources?	Lead Officer	Action added to divisional/ team plan?
N/A						
N/A						
N/A						

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

Stage 4: Conclusion of the Equality Analysis

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

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

OUTCOME 1

OUTCOME 2

OUTCOME 3

OUTCOME 4

Stage 5: Sign off by Director/ Head of Service

Stage 5: Sign off by Director/ Head of Service

Assessment completed by	Paul Walshe Head of Parking and CCTV Services	Signature:	Date: 10th Nov 2015
Improvement action plan signed off by Director/ Head of Service	John Hill Head of Public Protection	Signature:	Date:

Appendix 2

Risk Analysis

Service/Section	Parking Services	2017/18 Saving £000	2017/18 Risk Status (RAG)
Description	Development of emissions based charging policy for resident/business permits recognising the damage particularly from diesel engined motor vehicles.	250	A
Service Implication	Will have no impact on service - same volume of permits will still be issued but greater variety. Links with DVLA will provide information.		
Staffing Implications	Initially resource intensive to develop policy, but there after little impact expected.		
Business Plan implications	Will encourage cleaner air quality and contribute to public health agenda.		
Impact on other departments	Potential impact initially on EH (P) team during development of policy.		
Equalities Implications	None anticipated as vehicle emissions has no known correlation with equalities groups.		

Appendix 3

Financial Analysis

Permit Type	Number of permits currently issued	Number of Diesel vehicles	Current first permit charges PA	Phased Introduction at £100			Phased Introduction at £90		
				Surcharge 2017/18 £100	Surcharge 2018/19 £125	Surcharge 2019/20 £150	Surcharge 2017/18 £90	Surcharge 2018/19 £115	Surcharge 2019/20 £150
Resident Parking Permit	16,136	5,486	£65	£548,600	£685,750	£822,900	£493,740	£630,890	£822,900
Business Parking Permit	523	182	£752 inner zones £662 outer zones	£18,200	£22,750	£27,300	£16,380	£20,930	£27,300
Trades Permit	211	73	£900 (Full Year) £600 (6 months) £375 (3 months) £150 (1 month) £50 (1 week)	£7,300	£9,125	£10,950	£6,570	£8,395	£10,950
Total	16,870	5,741		£574,100	£717,625	£861,150	£516,690	£660,215	£861,150

Appendix 4

Comparison with other London boroughs' emissions schemes

Borough	Emissions permit price range (per annum)	Diesel surcharge
Islington	£17 to £449	£96 flat rate
Camden	£85.80 to £282.47	£20.60 to £59.73 depending upon emissions band
Kensington & Chelsea	£78 to £214	£40 flat rate

Appendix 5
Letter from the GLA

GREATERLONDONAUTHORITY
Development, Enterprise and Environment

Chris Lee

5th December 2016

Director of Environment & Regeneration

London Boroughs of Merton and Richmond upon

Thames

Civic Centre

London Road

Morden

SW 5DX

Dear Chris,

I am writing regarding Merton's plans to introduce a residential parking permit surcharge for diesel vehicles and heavy discounts for electric vehicles.

Addressing London's pollution problem is a key priority for the Mayor, which is why he is proposing the boldest set of air quality measures of any major city, including:

- **Implementing an Emissions Surcharge (dubbed the 'T-charge') on older polluting vehicles entering central London in Congestion Charging hours from 2017.**
- **Bringing forward the introduction of the Ultra Low Emission Zone (ULEZ) in central London from 2020 to 2019.**
- **Extending the ULEZ beyond central London in 2019 or later: for motorcycles, cars and vans, to the North and South Circular roads; for lorries, buses and coaches, London-wide.**

TfL are currently consulting on these proposals, including a statutory consultation on the T-charge,

and I would invite you to contribute via www.tfl.gov.uk/airquality-consultation by 18th December 2016.

The Mayor also expects TfL to lead by example with a comprehensive plan to transform the capital's bus fleet. This includes:

- Making sure all double decker buses operating in the central Ultra Low Emission Zone comply a year earlier by 2019, meaning each of the 3,100 double-deck buses operating in the zone will be Euro VI hybrid and roughly 300 single-deck buses will be zero emission at tailpipe.
- Expanding the ULEZ retrofit programme to 5,000 buses in total, so all buses meet the Euro VI standard.
- Aiming to procure only hybrid or zero-emission double-deck buses from 2018.
- Introducing Low Emission Bus Zones tackling the worst pollution hotspots by concentrating cleaner buses on the dirtiest routes.

However, air quality is such a major health crisis that these bold measures alone will not deliver the necessary reductions in pollution. We need all tiers of Government to play their part; the Mayor has recently written to the Secretary of State for Environment, Food and Rural Affairs detailing a list of action and support that is required at the national level.

Local authorities also have a key role to play. Through the new London Local Air Quality Management (LLAQM) framework boroughs are required to monitor pollution and take action to reduce it. Parking is one of the key levers that local authorities have at their control, and differential parking charges are a way in which councils can send a message to drivers to purchase cleaner vehicles. Your plan to take this step highlights your commitment to LLAQM.

We have learned from feedback from other boroughs who have delivered these kinds of interventions that it is important to clearly communicate the reasons for the revised charges to residents, and that it is also important to ensure that the price differential is significant enough to impact on behaviour. I look forward to hearing from you about the impact of initiative once implemented.

If you have any questions or would like any further information please contact my colleague poppy.lyle@london.gov.uk, who looks after our LLAQM framework.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Elliot Treharne', written over a light grey grid background.

Elliot Treharne
Air Quality Manager

Appendix 6 Respiratory Disease Data

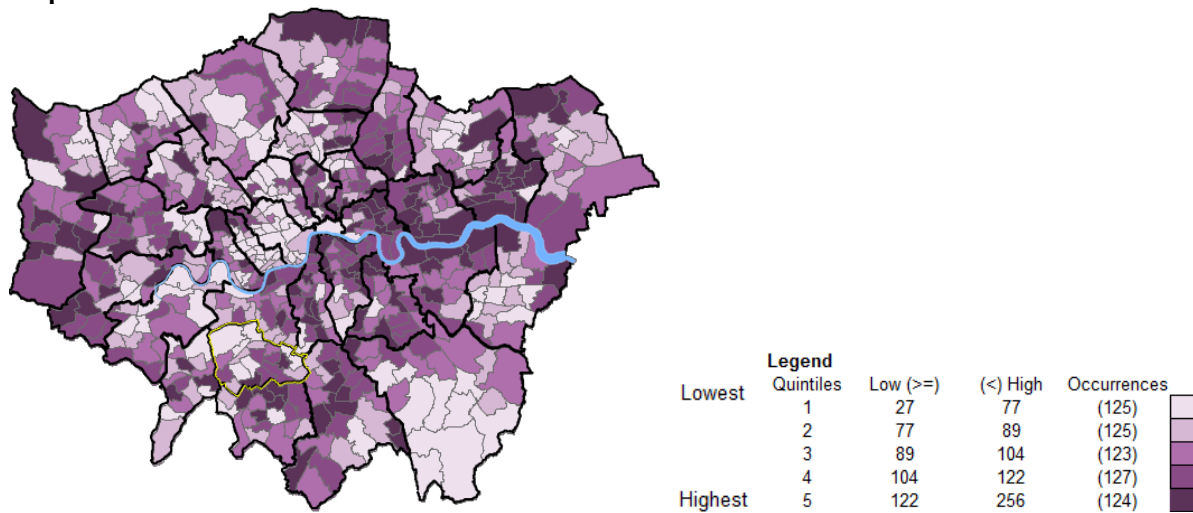
December 10th, 2015

Respiratory disease

In 2013, mortality from respiratory disease accounted for 180 (rounded to nearest 10) of recorded deaths; this equates to 15% of all deaths after the age of 28 days.

Standardised mortality ratio for respiratory diseases (ICD10 J00-J99), all ages, persons (2008 – 2012), by ward in London

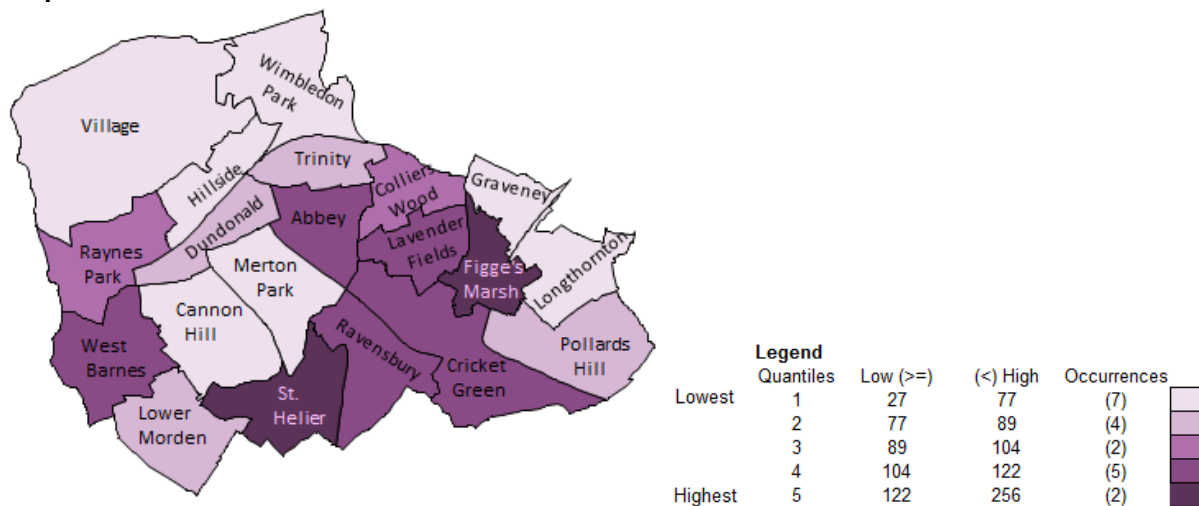
Map 1



Source: Public Health England, Local Health (www.localhealth.org)

Standardised mortality ratio for respiratory diseases (ICD10 J00-J99), all ages, persons (2008 – 2012), by ward in Merton

Map 2



Source: Public Health England, Local Health (www.localhealth.org)

Metric

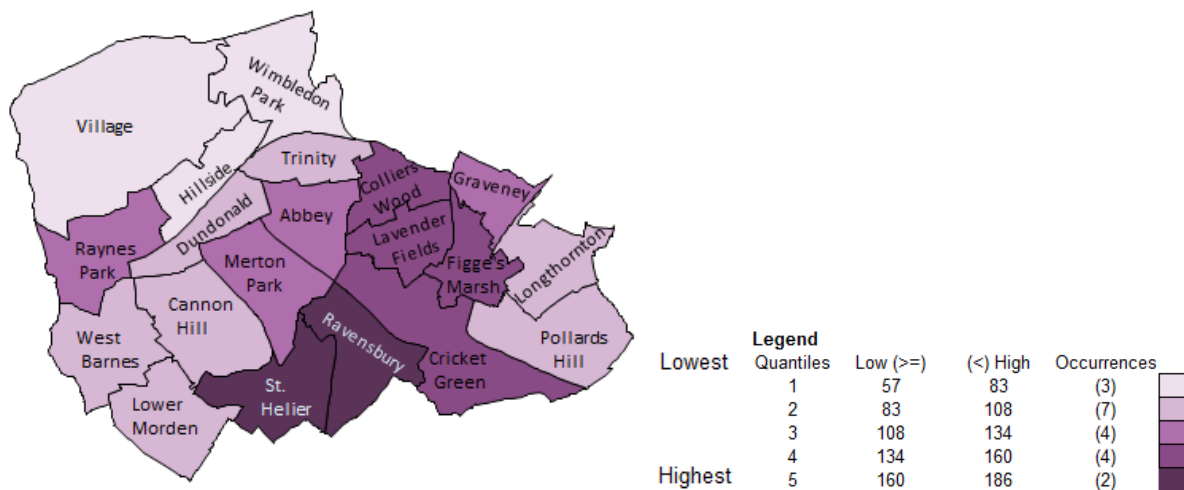
Mortality data by sex and five-year age group were extracted from annual files supplied to Public Health England (PHE) by the Office for National Statistics (ONS). The deaths were registered in the calendar years 2008-12 and allocated to the deceased's output area (OA) of usual residence using the November 2013 version of the National Statistics Postcode Lookup. Counts of deaths for years up to and including 2010 were adjusted to take account of the ICD-10 coding change introduced in 2011. Population data are mid-year population estimates for OAs, by sex and quinary age group, supplied by ONS. OA deaths and population estimates were aggregated to higher geographies using standard geographical lookup tables obtained from ONS Geography.

Expected deaths were calculated by applying age-specific death rates for England in 2008-12 to each area's population.

$$SMR = (\text{Observed total deaths in the area} / \text{Expected deaths}) \times 100$$

Directly standardised mortality ratio for respiratory diseases (ICD10 J00-J99), all ages, persons (2011 – 2014), by ward in Merton

Map 3



Source: Primary Care Mortality Database (PCMD) via Open Exeter

Metric

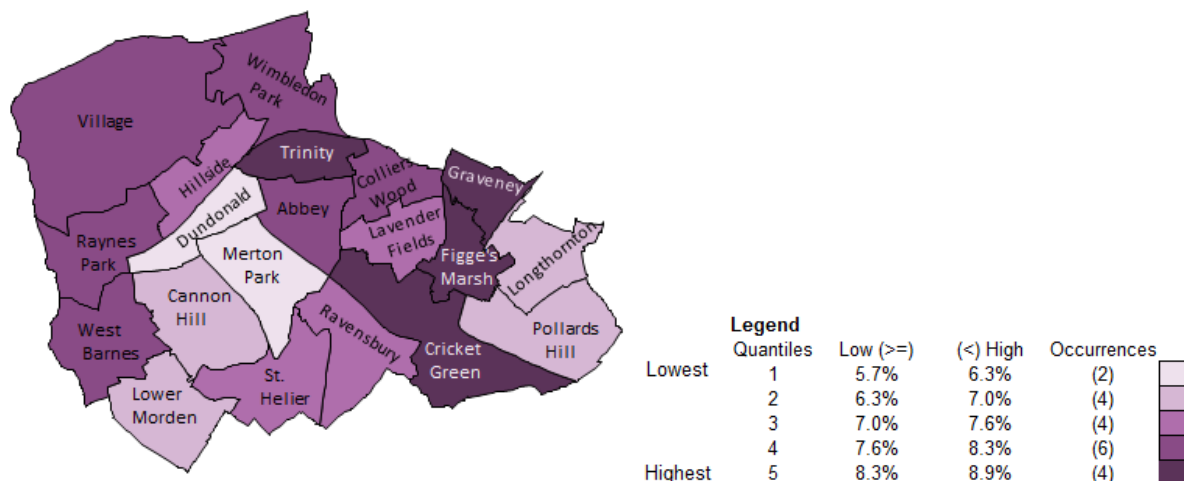
Mortality data by age and sex were extracted from the PCMD. The deaths occurred in the calendar years 2011 to 2014 and allocated to the deceased’s ward of usual residence. The population estimates used in the calculation were the Greater London Authority 2013 round of estimates for wards by quinary age group for the years 2011 to 2014.

The age-specific mortality rates were calculated for each quinary age-band.

$$\text{DSR per 100,000} = \text{Sum of (age-specific mortality rate} \times \text{European standard population)}$$

The proportion of the ward's elective + emergency admissions for respiratory diseases (ICD10 J00-J99), all ages, persons (2013/14 and 2014/15), by ward in Merton

Map 4



Source: SUS extract

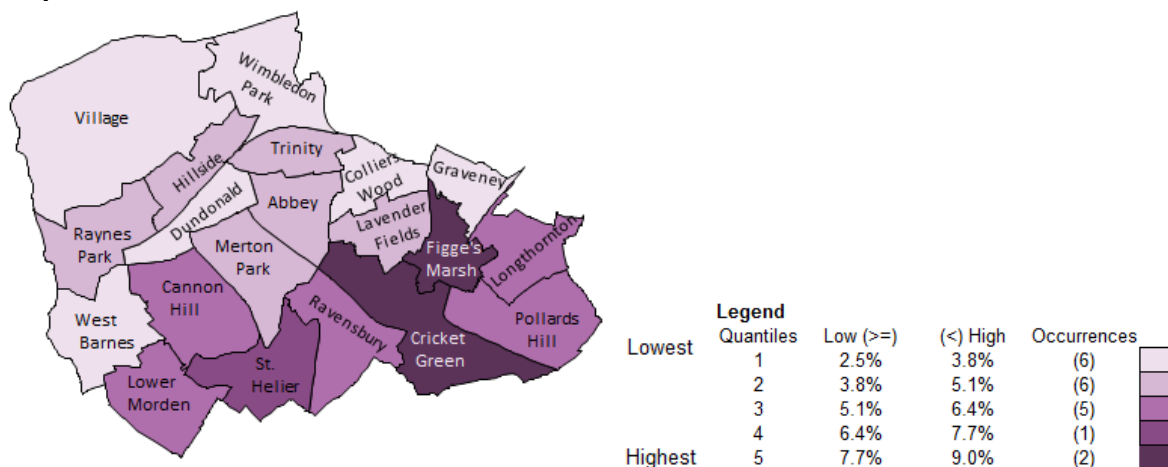
Metric for ward

The proportion of elective and emergency admissions for respiratory conditions (ICD10 J00-99) 2013-14 to 2014/15 (2-year pooled) as a percentage of all elective and emergency admissions in the ward.

Note: the denominator is the number of all elective and emergency admissions in each individual ward in Merton.

The proportion of Merton's elective + emergency admissions for respiratory diseases (ICD10 J00-J99), all ages, persons (2013/14 and 2014/15), by ward in Merton

Map 5



Source: SUS extract

Metric

The proportion of elective and emergency admissions for respiratory conditions (ICD10 J00-99) 2013-14 to 2014/15 (2-year pooled) as a percentage of all elective and emergency admissions for respiratory conditions in Merton.

Note: the denominator is the number of all elective and emergency admissions in Merton as a whole.

The ward of Graveney had the lowest number of admissions (103 = 2.5%) and the ward of *Cricket Green* had the highest number of admissions (368 = 9.0%).

Conclusion

The five wards in Merton that have the highest mortality rates from respiratory diseases (data 2011-2014) are:

St Helier, Ravensbury, Colliers Wood, Figge's Marsh, and Lavender Fields

The five wards in Merton that have the highest mortality rates from respiratory diseases (via *Local Health* data 2008-2012) are:

St Helier, Figge's Marsh, Ravensbury, Abbey, and Lavender Fields

London boroughs



Appendix 7

Emails

From: Chris Lee

Sent: 08 November 2016 09:16

To: John Hill; Paul Walshe

Subject: RE: Reports for LSG Diesel emission surcharge

Thanks , the surcharge columns on 2nd table add nothing nor does the final column really so I suggest deleting those

Simplify first table by only including the 3 permits we will actually only add surcharge to

Comms needs to deal with the council fleet as well

Chris

From: John Hill

Sent: 07 November 2016 18:32

To: Chris Lee; Paul Walshe

Subject: FW: Reports for LSG Diesel emission surcharge

Chris/Paul,

Just checked back to the 7th September O&S agenda and can confirm that the appendix 2 which details a whole range of options was part of the papers for that meeting. This means that the revised schedule that we are now tabling tonight is amended from that considered at O&S on 7th September. I think unless it was already explained at the meeting on the 7th, we simply say that the original appendix 2 was intended to give members an idea of the level of charge that could be applied to all categories of permit, including the 3 that we are now proposing.

John (H)

From: Paul Walshe
Sent: 08 November 2016 08:09
To: Chris Lee; John Hill
Cc: Sophie Poole
Subject: RE: Diesel surcharge

Chris

Noted we also need to meet with Paul Mc to discuss changing the TMOs as this will need some considerable lead in time.

Paul

----Original Message-----

From: Chris Lee

Sent: Tuesday, November 08, 2016 07:54 AM GMT Standard Time

To: John Hill; Paul Walshe

Cc: Sophie Poole

Subject: Diesel surcharge

Could you please finalise the report and clear via Cllr Garrod today .

In particular :

- Make clear in the report that the surcharge applies to the specific permits we discussed
- Bring the 2 charge options into the recommendations so members can select either a or b in the recs
- In appendix 2 amend to show just the permit prices for the other boroughs - I am not sure what the surcharge columns are for but they don't add anything .
- Discuss with Sophie the comms messages and whether we issue a press statement or just react to press inquiries

I am in meetings till 12 then most of pm .happy to discuss

Thanks

Chris

From: Paul Walshe
Sent: 04 October 2016 09:31
To: Councillor Ross Garrod
Cc: John Hill; Chris Lee
Subject: RE: Diesel Emissions Vehicles
Attachments: Diesel surcharge OS Report FINAL august 26 16.doc; TTR Merton Parking Project DIESEL report v110 ja.docx

Councillor,

I have left a copy of the borough map in your post box in the majority room, the map shows CPZ's and over laid are the ward boundaries. It should be noted that the map was up to date as of the 30th September but new CPZ's will continue to come on line between now and March 2017 and into the 2017 2018 financial year.

From the information in the attached TTR report it shows that 34% of Resident parking permits are for diesel vehicles, another point worth noting is that the number of resident permits have increased from 14,703 to the current number of 16,575 the difference in numbers is due to the increase in CPZ's since this report was commissioned.

Using the figure 34% of 16,575 then the average for each of the current 43 CPZ's is 5,635 for all CPZ's with an average of 131 for each CPZ.

I have attached for your information the **TTR** report and the OS report that went to Overview and Scrutiny.

Hope that helps any further questions please let me know.

Paul.

Paul Walshe

Head of Parking and CCTV Services

London Borough of Merton

0208 545 4189

Paul.Walshe@Merton.Gov.UK

From: Councillor Ross Garrod

Sent: 03 October 2016 13:20

To: Paul Walshe

Cc: John Hill; Chris Lee

Subject: RE: Diesel Emissions Vehicles

Thank you Paul for this. A rough estimate would suffice.

Best wishes

Ross

-----Original Message-----

From: Paul Walshe

Sent: Monday, October 03, 2016 11:59 AM GMT Standard Time

To: Councillor Ross Garrod

Cc: John Hill; Chris Lee

Subject: Diesel Emissions Vehicles

Councillor,

Thanks for your phone call last week, I have as requested obtained a drawing showing the CPZ's overlaid with the ward boundaries.

The area I am struggling with is the exact number diesel vehicles in each of the ward/CPZ boundaries the reason was that when this report was commissioned from external sources they

took a copy of the Parkings permit data using only the VRM (car registrations) the reason was that because of data protection we excluded personal details such as names and addresses.

The best I can achieve in the time frame (this week) is just to average the number of vehicles affected across all wards, is that sufficient.

I have attached the latest response from the consultants regarding this matter.

Paul.

Paul Walshe

Head of Parking and CCTV Services

London Borough of Merton

0208 545 4189

Paul.Walshe@Merton.Gov.UK

From: Paul Walshe

Sent: 04 October 2016 09:31

To: Councillor Ross Garrod**Cc:** John Hill; Chris Lee

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I have attached for your information the TTR report and the OS report that went to Overview and Scrutiny. Hope that helps any further questions please let me know.

Paul.

Paul Walshe

Head of Parking and CCTV Services

London Borough of Merton

0208 545 4189

Paul.Walshe@Merton.Gov.UK

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Sent: 03 October 2016 13:20

To: Paul Walshe

Cc: John Hill; Chris Lee

Subject: RE: Diesel Emissions Vehicles

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Best wishes

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To: Councillor Ross Garrod
Cc: John Hill; Chris Lee
Subject: Diesel Emissions Vehicles

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I have attached the latest response from the consultants regarding this matter.

Paul.

Paul Walshe
Head of Parking and CCTV Services
London Borough of Merton
0208 545 4189
Paul.Walshe@Merton.Gov.UK

From: Councillor Ross Garrod
Sent: 13 October 2016 12:31
To: Paul Walshe
Cc: John Hill; Jim Rogers; Paul Foster; Jason Andrews
Subject: RE: Diesel Car Proposal

Dear Paul

Thank you for the response.

Could you let me know if at all possible the current percentage of permits that are renewed in Feb, March, April, May and June please.

Best wishes

Ross

-----Original Message-----

From: Paul Walshe

Sent: Thursday, October 13, 2016 11:21 AM GMT Standard Time

To: Councillor Ross Garrod

Cc: John Hill; Jim Rogers; Paul Foster; Jason Andrews

Subject: RE: Diesel Car Proposal

Councillor,

Yes that is correct resident permits are renewed based upon the length of time purchase which can be 6 monthly or 12 monthly for example if you purchase your permit to run from the 29th August then it would be up for renewal 6 or 12 months from that date dependant upon the time purchased.

The same rationale applies to business permits except you can only purchase them for a period of 6 months.

Hope that helps

Paul.

Paul Walshe

Head of Parking and CCTV Services

London Borough of Merton

0208 545 4189

Paul.WalsheaMerton.Gov.UK

From: Councillor Ross Garrod
Sent: 13 October 2016 10:08
To: Paul Walshe
Subject: Diesel Car Proposal

Dear Paul,

It may not be your area so I apologise in advance if this is the case. But my understanding is that resident permits are renewed at differing times - they are not all renewed say on 1st April. Is this a correct assertion?

Best wishes

Ross

From: Chris Lee
Sent: 21 September 2016 12:34
To: Paul Foster; Paul Walshe
Subject: Diesel surcharge

I spoke today with Cllr Garrod , he is asking that we defer this to Nov Cabinet as he wants to better understand the impact on car owners and their geographical distribution.

Can you advise what the implications of a month's delay are asap so that I can quickly advise him if it is not feasible for an April introduction.

Thanks

Chris Lee I Director of Environment & Regeneration

London Borough of Merton

Merton Civic Centre, London Road, Morden, Surrey SM4 5DX

Direct: 020 8545 3050 I Switchboard: 020 8274 4901

From: Chris Lee
Sent: 16 August 2016 11:14
To: Jason Andrews; Paul Foster; John Hill; Paul Walshe
Subject: RE: Deisel Levy

Thanks , Would it be possible for us to look at the options for surcharge and a draft report for Scrutiny with the recommended option at next week's DMT alongside the science.

Thanks

Chris

From: Jason Andrews
Sent: 16 August 2016 10:29
To: Chris Lee; Paul Foster; John Hill; Paul Walshe

i Chris

The revenue raising part of the levy is very simple we know the numbers of vehicles so can calculate potential income.

What we can't provide is the information at what rate of Levy will change behaviour, the model in the document looks at behavioural change in Islington which is the only one that has been established long enough.

The influences for change behaviour are too complex to properly assess as these involved individual decision making by vehicle owners. The report does cover this and says that the only real way of doing this is to carry out impact surveys of diesel owners throughout this borough. Having spoken to colleagues that have been through this process the rate of Levy was agreed through the consultation process, where residents, members and businesses have a chance for their say.

Does this help clarify?

What the report does very well is to say we have a problem with these vehicles and paves the way for the introduction of the Levy charge

Kindest regards

Jason Andrews

From: Chris Lee

Sent: 15 August 2016 17:35

To: Jason Andrews; Paul Foster; John Hill; Paul Walshe

Subject: RE: Deisel Levy

Thanks, I have skim read this and the case for change is made and the report is very helpful in that regard. However, it needs to sit alongside the financial case — what level of surcharge creates behaviour change and what are we recommending . I would like this alongside the science when we discuss at DMT otherwise the report is not complete . Could you arrange please.

Many thanks

Chris

From: Jason Andrews

Sent: 15 August 2016 16:48

To: Chris Lee; Paul Foster; John Hill; Paul Walshe

Subject: Deisel Levy

Hello

Please find a re-write for discussion prior to DMT. The important parts are the Executive Summary and Conclusion. I have moved most references to the appendices for ease of reading.

In my view this provides sound justification for the introduction of a diesel levy in Merton, but omits the revenue information which I felt needed to be separate from the pollution case.

Please let me know your thoughts.

Kindest regards

Jason Andrews

EH Pollution Manager

Regulatory Services Partnership

London Boroughs of Merton and Richmond upon Thames

Civic Centre, London Road, Morden SM4 5DX

Tel. 0208 5453859

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From: Chris Lee
Sent: 13 June 2016 09:51
To: Paul Walshe; Jason Andrews; John Hill
Subject: RE: Emissions based parking

Thanks for copying to me .

Whilst I accept that all [non electric] vehicles are polluters , diesel vehicles are the current bete noir and there is growing public awareness and concern about the problems they create and as such a public appetite that we need to do more to .

I am impressed by the Islington results , though it is difficult to isolate cause and effect .

Our permit charges are already very low [worth comparing in any report to show how they compare to others across London] and as such any surcharge has less of an effect on an already modest annual fee .

The report does not say enough about what changes behaviour — which is what this is all about , and I would like a little more input on what level of surcharge would actually drive a change in behaviour and vehicle type . If Islington managed it at £95 on top of an already high feed why do we believe 50 pounds will create any behaviour change here ?

I suggest the report is modelled for 75 and 100 surcharges on diesel vehicles only with zero rated for elec[and hybrid ?]

Any covering report to Members will want to recommend a level of surcharge but give some analysis on different levels and the impact on vehicle owner behaviour .

Perhaps the report [covering] could also talk about extension of the ULEZ as well as possible diesel scrappage as other means by which we can change behaviour .

Happy to discuss

Thanks

Chris

From: Jason Andrews

Page 35 of 59

Sent: 08 June 2016 10:41

To: John Hill; Paul Foster; Paul Walshe

Subject: Emissions based parking

Importance: High

Hi all

Please find draft report, in general it looks at the present thinking about parking and emissions charging, the state of AQ in the borough, the make-up of vehicles and provides a number of scenarios and potential impacts (based upon assumptions).

If we go either way; diesel surcharge or banding based, we will need to consider the charge rates, this will be a political decision as to what's considered palatable.

In my view a banding system is fairer and doesn't isolate the large portion of diesel vehicle owners but unless considered carefully by the accountants this could reduce revenue and increase administration.

I would suggest this is limited circulation until you chaps are happy. Any final report you need to be happy with before it goes public.

Kindest regards

Jason Andrews

EH Pollution Manager

From: Paul Walshe
Sent: 01 February 2016 16:37
To: Tom Davis; 'Chesterton, Venn'; Jennifer Bishop
Cc: Jason Andrews; 'Turpin, Kevin I'
Subject: RE: Parking data requirements

Dear All,

This is to confirm Tom's comments this is not about generating revenue this is about the formulation of an emission based policy with particular reference to pollution caused by diesel emissions and concerns parking permits purchased by residents and businesses.

Tom and Jens involvement is purely to provide you with the raw data future estimates on permit data should be directed to me.

Page 36 of 59

Paul.

Paul Walshe

Head of Parking and CCTV Services

London Borough of Merton

From: Tom Davis

Sent: 01 February 2016 14:09

To: Chesterton, Venn; Jennifer Bishop

Cc: Jason Andrews; Paul Walshe; Turpin, Kevin I

Subject: RE: Parking data requirements

Venn,

This is why we can't make any changes to the scheme with the intention of raising revenue

<http://www.dailymail.co.uk/news/article-2373711/Barnet-Council-parking-permits-price-hike-ruled-illegal-stealth-tax.html>

Regards,

Tom

From: Chesterton, Venn [fmailto:Venn.Chesterton@ttr-ltd.com](mailto:Venn.Chesterton@ttr-ltd.com)

Sent: 29 January 2016 14:20

To: Tom Davis; Jennifer Bishop

Cc: Jason Andrews; Paul Walshe; Turpin, Kevin I

Subject: RE: Parking data requirements

Ok, let's do 1.30 on Monday — **I** will set up a conference call and send an invitation.

Outline agenda, please feel free to add other items:

- 1) Introduction (all)

- 2) Residents permit back office mechanism (Merton)
- 3) Overview of current charging regime and revenue (Merton)
- 4) Overview of the study (TTR)
- 5) Data requirements (TTR)
- 6) AOB (all)

Best

Venn

Venn Chesterton

Divisional Manager — Energy & Environment

Transport & Travel Research Ltd

Phone: +44 (0) 20 7953 4069

Mobile: +44 (0) 7751 644597

Skype: venn.chesterton.ttr



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www.ttr-ltd.com

From: Tom Davis [fmailto:Tom.Davis@merton.gov.uk](mailto:Tom.Davis@merton.gov.uk)

Sent: 29 January 2016 14:11

To: Chesterton, Venn <Venn.Chesterton@ttr-ltd.com>; Jennifer Bishop <Jennifer.Bishop@merton.gov.uk>

Cc: Jason Andrews <Jason.Andrews@merton.gov.uk>; Paul Walshe <Paul.Walshe@merton.gov.uk>; Turpin, Kevin I <kturpin@trl.co.uk>

Subject: RE: Parking data requirements

Hi Venn,

Monday before 3pm is fine or any time Tuesday.

2

Kind regards,

Tom Davis I Parking & CCTV Infrastructure Manager

Parking Services I Environment and Regeneration

London Borough of Merton

Merton Civic Centre, London Rd, Morden, Surrey SM4 5DX.

(020) 8545 3073 I 07580 813 888 I

From: Chesterton, Venn [[mailto:Venn.Chesterton\(@ttr-ltd.com\)](mailto:Venn.Chesterton(@ttr-ltd.com))]

Sent: 27 January 2016 16:43

To: Jennifer Bishop; Tom Davis

Cc: Jason Andrews; Paul Walshe; Turpin, Kevin I

Subject: RE: Parking data requirements

Hi Jennifer.

Yes, and that may give enough time for data Tom has requested to be delivered.

Kevin and I are both free next Monday early afternoon or Tuesday most of the day.

Best

Venn

Venn Chesterton

Divisional Manager— Energy & Environment

Transport & Travel Research Ltd

Phone: +44 (0) 20 7953 4069

Mobile: +44 (0) 7751 644597

Skype: venn.chesterton.ttr



Transport & Travel Research Ltd.

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Offices at Bristol, Didcot, Edinburgh, Lichfield, London and Nottingham.

Transport & Travel Research Ltd is registered in the UK No. 2667976
Registered Office: Garrick Suite, 15 Market Street, Lichfield WS13 6.1X

From: Jennifer Bishop (<mailto:Jennifer.Bishop@merton.gov.uk>)

Sent: 27 January 2016 16:25

To: Tom Davis <Tom.Davis@merton.gov.uk>; Chesterton, Venn <Venn.Chesterton@ttr-ltd.com>

Cc: Jason Andrews <Jason.Andrews@merton.gov.uk>; Paul Walshe <Paul.Walshe@merton.gov.uk>; Turpin, Kevin I <kturpin@trl.co.uk>

Subject: RE: Parking data requirements

Hi Venn,

I am unable to do Friday.

Can this be moved to a day next week possibly?

Many Thanks

Jennifer Bishop

Principal Permit Officer

Jenniferbishop@merton.gov.uk

From: Tom Davis

Sent: 27 January 2016 12:14

To: 'Chesterton, Venn'; Jennifer Bishop

Cc: Jason Andrews; Paul Walshe; Turpin, Kevin I

Page 41 of 59

Subject: RE: Parking data requirements

Hi Venn,

I'm free on Friday afternoon.

I have actually just commissioned a piece of work to identify the fuel type and emissions of every that we have issued a permit to, which should hopefully make things easier. I'm waiting for that data from our supplier but should hopefully have it by Friday.

Kind regards,

Tom Davis | Parking & CCTV Infrastructure Manager

Parking Services | Environment and Regeneration

London Borough of Merton

Merton Civic Centre, London Rd, Morden, Surrey SM4 5DX.

(020) 8545 3073 | 07580 813 888 | tom.davismerton.gov.uk

From: Chesterton, Venn [fmailto:Venn.Chesterton@ttr-ltd.com](mailto:Venn.Chesterton@ttr-ltd.com)

Sent: 26 January 2016 17:27

To: Jennifer Bishop; Tom Davis

Cc: Jason Andrews; Paul Walshe; Turpin, Kevin |

Subject: Parking data requirements

Dear Jennifer and Tom.

I hope you are well.

TTR have been commissioned by Jason Andrews (EH Pollution Manager) to investigate the introduction of an emissions based parking levy in Merton.

To do this we will need to understand the current parking enforcement method and have access to some of the information you hold on vehicles and permits.

Please can we arrange a teleconference in the next few days to discuss?

4

Page 42 of 59

I am on leave for the next two days, but my colleague Kevin and I are free all day on Friday.

Best

Venn

Venn Chesterton

Divisional Manager— Energy & Environment

Transport & Travel Research Ltd

231 Vauxhall Bridge Road

London

SW1V 1AD

Phone: +44 (0) 20 7953 4069

Mobile: +44 (0) 7751 644597

Skype: venn.chesterton.ttr



Transport & Travel Research Ltd.

www.ttr-ltd.com

From: Paul Foster
Sent: 06 January 2016 17:02
To: Chris Lee
Cc: Jason Andrews; Chris Chowns; James McGinlay
Subject: RE: Proposed Diesel Levy

Hi Chris,

It's already underway, we've made contact with the consultants, Transport & Travel Research Ltd

Regards

Page 43 of 59

Paul

Paul Foster

Head of the Regulatory Services Partnership
London Boroughs of Merton and Richmond upon Thames
Civic Centre, London Road, Morden SM4 5DX
Tel. 020 8545 3077

From: Chris Lee

Sent: 06 January 2016 16:51

To: Chris Chowns; James McGinlay

Cc: Paul Foster

Subject: RE: Proposed Diesel Levy

Thanks , Paul we need to get cracking and commission / have the work completed this year Ta

Chris Lee I Director of Environment & Regeneration

London Borough of Merton

Merton Civic Centre, London Road, Morden, Surrey SM4 5DX

Direct: 020 8545 3050 I Switchboard: 020 8274 4901

chris.lee@merton.gov.uk

From: Chris Chowns

Sent: 06 January 2016 15:58

To: James McGinlay

Cc: Paul Foster; Chris Lee

Subject: RE: Proposed Diesel Levy

Hi James

TfL have just approved reallocation of 10k within 2015/16 budget for the scheme in principal. Just need to set scheme details on TfL's portal. Funding will need to be spent and invoiced before end March 2016.

Chris

From: James McGinlay

Sent: 05 January 2016 15:56

To: Chris Chowns

Subject: RE: Proposed Diesel Levy

Hi Chris.

Can you see if we can get funds to spend this year.

Ta.

James McGinlay

Head of Sustainable Communities
Environment and Regeneration
Merton Council

Tel: 020 8545 3889

From: Chris Chowns **Sent:** 05 January 2016 15:46 **To:** James McGinlay **Subject:** RE: Proposed Diesel Levy
James, Yes - There is 10K available in next year's LIP to explore the impacts of a diesel levy. I am sure we can reallocate some unspent funding from this year's LIP to bring the project forward (just needs an email to tf). I will also do a bit of digging in those boroughs where similar measures are being taken forward. The business case may not be huge as a lot of the diesel vehicles may be through traffic or parked in areas without a CPZ. So this is perhaps more about making a statement of direction.

From: James McGinlay

Sent: 05 January 2016 15:12

To: Chris Chowns

Subject: FW: Proposed Diesel Levy

Hi Chris.

Can you confirm?

Many thanks.

James

James McGinlay

Head of Sustainable Communities
Environment and Regeneration
Merton Council

Tel: 020 8545 3889

From: Chris Lee

Sent: 04 January 2016 17:55

To: James McGinlay

Cc: Paul Foster

Subject: FW: Proposed Diesel Levy

James , Jason believes there is 10k in next year's LIP for research on this matter . I asked we look to b/f to this year . Can we release some of the LIP this year to ge this research underway sooner ?

Thanks

Chris Lee I Director of Environment & Regeneration

London Borough of Merton

Merton Civic Centre, London Road, Morden, Surrey SM4 5DX

Direct: 020 8545 3050 I Switchboard: 020 8274 4901

chris.lee@merton.gov.uk

From: Paul Foster

Sent: 04 January 2016 16:53

To: Chris Lee

Subject: Proposed Diesel Levy

Page 46 of 59

Chris,

Pollution documents attached.

As soon as you get clearance to release the £10k, please let me and Jason know and we'll go ahead and commission the work.

Regards

Paul

Paul Foster

Head of the Regulatory Services Partnership

From: Paul Walshe
Sent: 23 December 2015 11:48
To: Jason Andrews
Cc: Paul Foster; John Hill
Subject: RE: Diesel Emission

Jason/Paul,

Spoke with Chris this morning he needs a briefing note regarding the above for the 7th January 2016 Scrutiny meeting about the benefits health etc. regarding a reduction in pollution from vehicles particularly Diesel emissions this document is going to be used as aide-memoire and will not be given to members. I will be there but he has also asked that one of you are in attendance.

Thanks.

Paul.

Paul Walshe
Head of Parking and CCTV Services
London Borough of Merton

020 8545 4189
Paul.Walshe@Merton.Gov.UK

From: Jason Andrews
Sent: 17 December 2015 09:52
To: Paul Walshe
Cc: Paul Foster
Subject: RE: Diesel Emission

Hi Paul

I agree, cart before the horse and all that, not really sure, my stance has been much the same, we do have the money from LIP to do the work but this isn't until 2016, so we could do this and pay ourselves back, and would this work necessarily change the budget forecast or just provide justification?

Kindest regards

Jason Andrews

EH Pollution Manager

Regulatory Services Partnership

London Boroughs of Merton and Richmond upon Thames

From: Paul Walshe

Sent: 17 December 2015 09:39

To: Jason Andrews

Cc: Paul Foster; John Hill

Subject: RE: Diesel Emission

Jason,

Thanks, however I will need to forward Chris your comments as I am not certain how that should be presented to scrutiny as the budget forecast was based upon simple sums in advanced of your work. My experience of scrutiny is that they may say your work should have been completed before any budgetary proposals were put forward.

Paul.

Paul Walshe

Head of Parking and CCTV Services

London Borough of Merton

020 8545 4189

Paul.Walshe@Merton.Gov.UK

From: Jason Andrews

Sent: 17 December 2015 09:32

To: Paul Walshe

Cc: Paul Foster

Subject: RE: Diesel Emission

Hi Paul

My comments are as before, that considering the sensitivity and that this relates to a 'diesel levy' (rather than 002) that we need to commission a paper to provide options and enable a measured justification. This is obviously a lot of work and somewhat outside our resourcing capability. The work can be done via consultancy and very quickly, the cost of this is around 10K.

Kindest regards

Jason Andrews

From: Paul Walshe
Sent: 17 December 2015 09:12
To: Paul Foster; Jason Andrews
Cc: John Hill
Subject: FW: Diesel Emission

Paul/Jason,

Please see below I would appreciate your comments this is as a result of DMT on the 16th December 2015 so I am afraid it is urgent.

Paul Walshe
Head of Parking and CCTV Services
London Borough of Merton
020 8545 4189
Paul.Walshe@Merton.Gov.UK

From: Paul Walshe
Sent: 17 December 2015 09:10
To: Jennifer Bishop; Jim Rogers; Adrian Rutkowski
Cc: Tom Davis
Subject: Diesel Emission

Dear All,

I was advised yesterday that I have to prepare a briefing report to go to scrutiny on the 7th January 2016, to date the only draft that exists is the document attached that Adrian put together and which I will need further data on.

Adrian

Can you update your report as I seem to remember that there maybe some new Councils who were going to introduce a surcharge on parking permits for Diesel vehicles and some were also going to increase their existing charge.

In the budget draft it refers to a possible saving of 250K for the 2017 2018 financial year but the numbers used were based upon Adrian's report which quoted that " According to the Society of Motor Manufacturers and Traders (SMMT) around 35% of all the vehicles in Britain are diesel powered, which gives a rough estimate of 4,900 diesel vehicles in Merton".

For the scrutiny committee meeting I need the following: A process including timescales of finding out the number of vehicles that have a resident or business permit that will be affected.

I am afraid this is now urgent.
Paul.

From: Paul Walshe

Sent: 17 December 2015 09:10

To: Jennifer Bishop; Jim Rogers; Adrian Rutkowski

Cc: Tom Davis

Subject: Diesel Emission

Dear All,

I was advised yesterday that I have to prepare a briefing report to go to scrutiny on the 7th January 2016, to date the only draft that exists is the document attached that Adrian put together and which I will need further data on.

Adrian

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I am afraid this is now urgent.

Paul.

Paul Walshe

Head of Parking and CCTV Services

London Borough of Merton

020 8545 4189

Paul.Walshe@Merton.Gov.UK

From: Paul Walshe
Sent: 05 November 2015 11:32
To: Mitra Dubet; Eric Marchais
Subject: Diesel Emission Parking Permits

Mitra,

As discussed I have been asked to provide a paper to the December Cabinet on the above can you provide me with answers to the following questions which will form part of the report to Cabinet.

The proposal is to introduce a surcharge to the current range of parking permits so the current charge would remain, but an additional charge would be levied for Diesel vehicles, this will apply to all CPZ's and Car Parks.

It should be noted that the pollution team will need to buy in a resource to draft a report and some elements of that report may impact on the details in the consultation process

Questions

Does fundamental change need to be consulted upon if yes:

- Please estimate the length of time the process will take once resources are in place
- The number of resources needed to meet the above time frame
- The cost of resources needed

As I have to draft a report for the December Cabinet I would appreciate your response asap.

Thanks.

Paul.

Paul Walshe

Head of Parking and CCTV Services

London Borough of Merton

020 8545 4189

Paul.Walshe@Merton.Gov.UK

From: Councillor Judy Saunders
Sent: 15 October 2015 07:44
To: John Hill; Paul Walshe
Cc: Chris Lee
Subject: Diesel Emissions

Page 54 of 59

John / Paul

Further to our conversation yesterday regarding diesel emissions. I have spoken to Andrew and it is something he is aware of and I believe discussed with Chris. Andrew is the lead on air quality, however, I'd be grateful to be kept in the loop on this.

Kind regards,

Judy Saunders

Cabinet Member for Environmental Cleanliness & Parking

London Borough Merton

From: Jason Andrews
Sent: 08 May 2015 11:22
To: Adrian Rutkowski; Paul Walshe
Cc: Paul Foster
Subject: Diesel Levy on Parking Permits.
Attachments: UKSC_2012_0179 Judgment.pdf; national-measures for AQ.pdf

Hi Chaps

Further to our meeting this morning, I can confirm that I have requested information from my colleague at Islington around their work on an identical project, this may save re-inventing the wheel.

With regard to planning for any new air quality measures; I need to point out that following a supreme court ruling in April this year 'the Government' was ordered by a unanimous judgment, to prepare and consult on new air quality plans under article 23(1) for submission to the European Commission no later an 31 December 2015." (Judgement Attached)

In practical terms and as AQ practitioners we are waiting to see a draft consultation of the plan, this may provide a central steer to local authorities around the measures it may need to adopt.

These measures could mean a complete re-think or a centralised plan to tackle AQ and its monitoring. We have some ideas what this would involve, there are measures outlined in the document attached but I personally think we could see emission levies, and a push for Ultra Low Emissions zones (my opinion)

Before any real decisions are made, especially controversial ones, I think it may be prudent to wait. This said, I don't see that there is a problem preparing for a diesel levy, this may be part of the government's response, and therefore make our decision making process easier.

Kindest Regards

Jason Andrews

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Appendix 8

Notes of Meetings

17 August 2016

Present: John Hill, Paul Foster, Jason Andrews, Paul Walshe

Matters discussed:

- Full consultation process (to be led by Future Merton) across each of the 40 Controlled Parking Zones
 - Report format for Scrutiny committee
 - Paul W to produce permit stats and also to speak to the Traffic & Highways team
 - LB Islington's diesel levy. Only recently introduced so no data available yet
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24 August 2016

(E&R DMT)

Present: Chris Lee, John Hill, Paul Foster, Jason Andrews

Matters discussed:

- Results of the scientific report conducted by Transport and Travel research Limited.
 - Vehicle emission schemes currently operational in other London Boroughs
 - Number of electric vehicle parking permits in Merton (currently 5)
 - Estimated total cost of parking permits compared to other London Boroughs
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