

Committee: Sustainable Communities Overview & Scrutiny Panel

Date: 15th March 2017

Wards: Borough wide

Subject: Call-in of the Emissions levy – Statutory consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Martin Whelton, Cabinet Member for Regeneration Environment & Housing

Contact officer: Mitra Dubet mitra.dubet@merton.gov.uk

Recommendations:

- A. That the Sustainable Communities Overview and Scrutiny Panel consider the information provided in response to the call-in request and decide whether to:
- Refer the decision back to the Cabinet Member for Regeneration, Environment and Housing for reconsideration; or
 - Determine that the matter is contrary to the policy and/or budget framework and refer the matter to Full Council; or
 - Decide not to refer the matter back to the Cabinet Member for Regeneration, Environment and Housing, in which case the decision shall take effect immediately

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report sets out the response to the Call-In and asks the Cabinet Member to consider further representations that have been made during the call-In and representations that will be made during the scrutiny meeting.
- 1.2 It recommends that the Cabinet Member upholds his previous decision (appendix A) based on reasons set out in officer's report dated 22nd February 2017; Cabinet report dated 14th November 2016; Overview and Scrutiny Commission report dated 14th December 2016, and the information provided within this report.

2 DETAILS

- 2.1 On 14th November 2016, at Cabinet meeting the following were agreed:
1. the introduction of a levy charge for all diesel vehicles that have a Resident, Business or Trade parking permit with the introduction of £150 levy phased over a 3 year period - £90 in 2017/18, £115 in 2018/19 and £150 in 2019/20.
 2. Parking permit charge for electric vehicles (resident permit) to be set at a discounted rate of £25 per annum.
 3. The Council to review the impact of the diesel levy for a period of 2 years, with a view to the introduction of comprehensive emissions based parking scheme.
- 2.2 Following the decision's publication, the decision was subject to a Call-in. On the 14th December 2016, the decision was scrutinised by the Council's Overview and Scrutiny Commission. The Cabinet's previous decision remained unchanged.

- 2.3 To implement the above, a statutory consultation to amend all the Traffic Management Orders pertaining to Controlled Parking Zones was carried out between 12th January and 3rd February 2017. The consultation was carried out by-
- Advertising in the newspapers
 - Informing all known resident & business associations
 - Depositing documents at The Link at the Civic Centre
 - Placing Notices and leaflets in local libraries & leisure centres, and on Park's Notice Boards.
 - Using Social media (including local radio station Radio Jackie)
 - Publishing the consultation on the Council's website.
 - At some area based workshops

2.4 On 22nd February 2017 all representations received along with officer's comments and recommendations were reported to the Cabinet Member for Regeneration, Environment and Housing and the following decision was made:

- to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of:-
 - the £150 diesel levy to all diesel vehicles that have a Resident, Business or Trade parking permit in addition to the price of the permits itself. The levy to be phased over a 3 year period - £90 in 2017/18, £115 in 2018/19 and £150 in 2019/20.
 - Reduce price of resident permit to £25 for those residents who have an electric vehicle.
- To undertake a statutory consultation to apply the diesel levy to Teacher's permit and to apply a reduction of £40 to business and trade permits with electric vehicles.
- Not to hold a public inquiry on the consultation.

Cabinet Member's decision is attached as appendix A.

2.5 The decision was called in following its publication. A response to points raised within the Call-In paper is set out within the following table. It is important that to note that responses are only made to those that were not included within the previous Call-in report.

4. Evidence which demonstrates the alleged breach(es) indicated in 2 above (required).

Required by part 4E Section 16(c)(a)(ii) of the constitution:

(a) proportionality (i.e. the action must be proportionate to the desired outcome);

There is no mechanism proposed to charge through users, including heavy goods vehicles etc., nor even to charge all diesel vehicle owners in Merton. The only non-residents potentially to be charged the levy are teachers working at the borough's schools and this itself is a new proposal which was not muted by Cabinet when it took its policy decision last year.

Response

The issue of the teachers' permit was raised by some representations during the statutory consultation. Upon further reflection, officers are of the opinion that there is no good reason to exclude teachers permit. The council has initiatives to encourage the use of more sustainable transport and works with schools to develop school travel plans. CPZs are implemented to prevent commuters and although teacher's permits were introduced several years ago, these are subject to meeting some key criteria. Given that many of the schools who apply for permits are close to good public transport links, this is likely to

minimise applications from diesel car owners and may encourage change in behaviour such as better use of public transport.

The intention is to capture as many road users as possible. During this phase of introducing the diesel levy, the Council is targeting those road user groups that it possesses information on and much like residents, trade and business permits, the Council can control and administer the levy. The council has every intention in capturing all road users eventually in an endeavour to ensure improved air quality in the borough whilst using every possible tool at the Council's disposal.

It is considered this to be fair and consistent. It is in line with principles agreed by Cabinet; the Council is now explicitly setting out the impact on each category of permit holders.

b) due consultation and the taking of professional advice from officers;

The statutory consultation undertaken earlier this year was the only public consultation to have taken place on the introduction of a diesel emissions levy in Merton. This was presented as a technical consultation as the council was legally obliged to consult in order to make the relevant Traffic Management Orders required for implementation of a levy in CPZs.

There is real concern that the consultation was not widely promoted by the council and, as such, many residents who will potentially be affected are still unlikely to be aware of the proposed diesel emissions levy. For a start, the consultation only lasted three weeks and one day. It was also not included on the council's e-consultations portal as managed by the Consultation and Community Engagement team.

In her email to councillors of 6th January 2017, the Future Merton Commissioning Manager stated:

"Due to the extent of the consultation area (across all roads subject to a CPZ) the Council will not be erecting yellow notices and we will not be sending residents / businesses any newsletters."

This is also stated in 3.3 of the officer report. The above only reiterates residents' existing concern at the extent to which this consultation was promoted by the council. Despite the fact that the council holds the data for all diesel vehicle owners who purchase a residents' parking permit, it is clear that no effort was made to write to each of these permit holders to publicise the consultation to them and give residents some notice of the introduction of the proposed levy (as Members had discussed at pre-decision scrutiny last year).

Moreover, regardless of the quality or otherwise of the consultation conducted, it appears that the Cabinet Member has not taken due notice of the views received as part of the consultation. Paragraphs 3.4 and 3.5 of the report set out the results of the consultation. Of 150 representations received, only **nine** are in favour of the council's proposed changes. Of these nine we are told that even some of these 'have raised some concerns'. In addition to the 141 representations firmly against the council's proposal, there are a further 165 signatures on a petition opposing the implementation of a diesel levy of this kind. Yet, despite this very clear majority in opposition to the levy, the Cabinet Member's decision scarcely even refers to the results of the consultation, stating only 'it is acknowledged that there are some residents who feel that the levy is unfair'.

Response

A statutory consultation is related to making the necessary changes to the existing TMOs that would enable the Council to charge the levy i.e. 'to apply an additional charge'. It is not a statutory consultation for the actual introduction of the borough's diesel levy as this decision has already been made by Cabinet and did not require a statutory consultation. A statutory consultation is not about the numbers of representations but the reasons and validity of the reasons for objections. Every representation has been

considered by officers and the Cabinet Member and it is considered that reasonable and appropriate explanations to representations have been made.

The legislation states the duration of the consultation as 21 days. The Council has considered all representations received after the closing date, even up to the date the Cabinet Member report was finalised. E consultation is utilised when undertaking an information consultation during which specific options are often provided to the consultees. It often takes a form of a questionnaire. A statutory consultation is not a questionnaire. It relies on individuals to make representations detailing their reasons for their objections. This is normal practice with such consultations and the council has not deviated.

Since the statutory consultation is to make changes to TMOs, it affects all those within the zone. Although the Council has details of those who have diesel vehicles, it would not be prudent to treat those any differently to others – for example those who may be considering the purchase of a diesel vehicle. Given the number of diesel vehicle owners, it would be unreasonable and resource intensive to write to individuals.

More importantly it is worth noting that the council carried out a search of all Vehicle Registration Mark's that had been issued with a controlled parking zone parking permit. The data requested was only for vehicles powered by diesel fuel. The reason for the lack of personal data such as names and addresses was that the data was captured by a third party and the request was restricted so the council complied with the data protection legislation.

Every reasonable effort was made to advise residents of the Council's intention and consultation. The Council has acted in a consistent manner by consulting all consultees in the same manner.

It should be noted that several resident/business associations including Merton Chamber of Commerce, Love Wimbledon and Merton Park Ward Residents Association also publicised the statutory consultation on their website to inform their members and encourage them to respond.

(c) respect for human rights and equalities;

It is not clear what assessment has been made of the impact of the Cabinet Member's decision on the elderly or disabled who may need to use their diesel vehicles on a regular basis. Similarly there is no assessment included in the report of the impact of this decision on residents on low incomes who may have an older and more polluting vehicle and yet cannot easily or quickly afford to upgrade this to one which would not be subject to this new levy.

Response

Blue badge holders receive a free permit and since this is an additional charge to the permit, blue badge holders will continue to receive free permits.

As a rule, traffic and parking related schemes including CPZs and parking tariff structure are not means tested. According to the legislation, the law protects people from discrimination on the basis of the following 'protected characteristics': disability; age; Marriage and Civil Partnership; pregnancy and maternity; race – this includes ethnic or national origins, colour and nationality; religion or belief – this includes no belief; sex; gender reassignment; sexual orientation. Socio-economic status is not covered by law but it is acknowledged that it has been locally adopted in an attempt to bridge the gap between the west and the east of the borough. According to TTR consultants there is an unpublished piece of research which implies people on low incomes are less likely to own a diesel vehicle, so are less likely to be affected by this levy.

(d) a presumption in favour of openness;

There is a clear lack of openness with regard to the intention to undertake a statutory consultation on applying the diesel levy to teachers' permits and also to apply a reduction of £40 to business and trade permits with electric vehicles. No mention of this was made when the policy decision came before Cabinet nor when Cabinet's decision was called in for further scrutiny. As such, there has been no consideration of how many teachers and businesses might be impacted by this nor what the revenue implications are likely to be for the council. It is not clear where the proposal on business and trade permits came from and why - if this was not included as part of the statutory consultation - it now forms

part of the Cabinet Member's decision

Response

During the statutory consultation, the issue of the teachers' permit was raised by some representations as were some queries relating to electric vehicle permit charge particularly those business permits with an electric vehicle.

Given that the Council's objective is to improve air quality by encouraging the use of electric vehicles and discouraging the use of diesel vehicles, upon further reflection, officers are of the opinion that there is no good reason to exclude teachers permit from the levy and not apply the same discount as resident permits to business permits with electric vehicles.

With regards to teachers permit, the council has initiatives to encourage the use of more sustainable transport and works with schools to develop school travel plans. CPZs are implemented to prevent commuters and although teacher's permits were introduced several years ago, these are subject to meeting some key criteria and given that many of the schools who apply for permits are close to good public transport links, this is likely to minimise applications from diesel car owners and may encourage better use of public transport.

It is considered this to be fair and consistent. It is in line with principles agreed by Cabinet; the Council is now explicitly setting out the impact on each category of permit holders.

It is true that the above did not form part of the recent statutory consultation, hence officer's recommendation and Cabinet member's approval to undertake a statutory consultation in the near future.

5. Documents requested – All available documents are attached as appendix B

- All papers provided to the Director of Environment and Regeneration and the Cabinet Member for Regeneration, Environment and Housing prior to, during and subsequent to the decision making process on the implementation of the diesel emissions levy -
- All emails, reports and associated documentation relating to the decision on implementation of the diesel emissions levy provided to the relevant Cabinet Member, Leader of the Council, Chief Executive, Director of Environment and Regeneration, Director of Corporate Services and other council officers.
- All emails, reports and associated documentation relating to the decision potentially to apply the diesel emissions levy to teachers' permits provided to officers in the Children, Schools and Families department.
- Any correspondence between relevant council officers (including those in Children, Schools and Families) and external organisations on the implementation of the diesel emissions levy.

Response – the Cabinet Member's decision included an agreement for officers to undertake a statutory consultation. This consultation has not yet taken place. There, therefore, have not been any communications with the Children, Schools and Families department. It should also be noted that it is normal practice to consult schools directly as not all schools fall under local authority jurisdiction.

- Meeting notes of all meetings between officers / Cabinet Members and any third parties on the implementation of the diesel emissions levy.
- Any correspondence between the relevant Cabinet Member and external organisations on the implementation of the diesel emissions levy.
- The risk analysis conducted in relation to the Cabinet Member's decision.

Response – please see section 10 of this report

- Detailed financial analysis of the Cabinet Member's decision, including costs of implementation and the impact on council revenue over the medium term.
- A list of all the resident and business associations who were advised of the statutory consultation (as per paragraph 3.2 of the report)

- A list of all the bodies who were included in the statutory consultation (as referred to in paragraph 8.1 of the report).
- A breakdown of precise details of how the revenue generated from the diesel emissions levy will be spent.

3 ALTERNATIVE OPTIONS

- 3.1 An alternative would be to do nothing. However, since the Council has declared the whole borough as an Air Quality Management Area and, as such, has a legal duty to take action to tackle poor air quality, by not addressing this issue the Council could be viewed as failing to discharge its statutory obligations.
- 3.2 Another alternative would be to delay Council's proposal. However, the Council does not consider delaying any action including the surcharge as appropriate or responsible particularly given the recent successful challenge in the High Courts of the Governments' new Air Quality Action Plan with the main criticism being the governments delay in taking action on air quality, the conclusion of which stated:
- i) that the proper construction of Article 23 means that the Secretary of State must aim to achieve compliance by the soonest date possible, that she must choose a route to that objective which reduces exposure as quickly as possible, and that she must take steps which mean meeting the value limits is not just possible, but likely.

This judgement has a profound impact upon everyone tasked with addressing poor air quality and achieving the targets, including Local Authorities.

4 CONSULTATION UNDERTAKEN OR PROPOSED

- 4.1. A statutory consultation was carried out between 12th January and 3rd February 2017.
- 4.2 On 22nd February 2017 all representations received along with officer's comments and recommendations were reported to the Cabinet Member for Regeneration, Environment and Housing and the following decision was made:
- to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of:-
 - the £150 diesel levy to all diesel vehicles that have a Resident, Business or Trade parking permit in addition to the price of the permits itself. The levy to be phased over a 3 year period - £90 in 2017/18, £115 in 2018/19 and £150 in 2019/20.
 - Reduce price of resident permit to £25 for those residents who have an electric vehicle.
 - To undertake a statutory consultation to apply the diesel levy to Teacher's permit and to apply a reduction of £40 to business and trade permits with electric vehicles.
 - Not to hold a public inquiry on the consultation.

Cabinet Member's decision is attached as appendix A.

- 4.3 To implement the levy on the Teachers permit and apply the discount for electric vehicle for Trade and business permits, a statutory consultation will be carried out after April 2017.

5 TIMETABLE

- 5.1 The TMOs will be made and the levy will be introduced as soon the decision is made by the Cabinet Member and after the Call-In process.
- 5.2 The statutory consultation regarding the Teachers, Trade and business permits will be carried out after April 2017.

6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 6.1 Given that the levy will be introduced incrementally over a three year period and based on the current data held on the number of diesel vehicles within Merton's CPZ, it is estimated that the additional levy charge will generate up to approximately £517K during 2017/18; £660K during 2018/19 and £861K during 2019/20. It is important to note that these figures are based on current numbers of diesel vehicles and it is assumed that the numbers of diesel vehicles are likely to reduce both before and after the initial year of implementation which feeds into the Council's objective to discourage diesel vehicles and therefore better air quality.
- 6.2 By law, any revenue generated from parking must be spent on transport related schemes. These include but are not limited to, traffic management and control schemes, road and infrastructure schemes and Concessionary Fares. Additionally, the council is currently drafting a new air quality action plan which will contain the measures a local authority can take to address poor air quality, this includes better monitoring arrangements, borough fleet actions, localised solutions, delivery servicing and freight, emissions controls through the planning agenda, cleaner transport and awareness campaigns.
- 6.3 All of these measures will be supported by the diesel levy.

7 LEGAL AND STATUTORY IMPLICATIONS

- 7.1 The Traffic Management Orders would be made under Section 6 and Section 45 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 draft order.
- 7.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.
- 7.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 8.1 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.
- 8.2 Improved air quality will benefit the environment and all those within Merton.

9 CRIME AND DISORDER IMPLICATIONS

- 9.1. N/A

10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 10.1. All current data and research around vehicle emissions shows that diesel cars are disproportionately responsible for poor air quality. There is also a clear link made by health professionals between air quality and mortality.
- 10.2. The council has declared the whole borough as an air quality management area, and as such has a legal duty to take action to tackle poor air quality. The Council is reviewing all of the measures that it can take as a local authority to address this problem. One of these measures is to incentivise those with parking permits away from the more polluting vehicles, in the same way as other authorities have.
- 10.3. The Council must take responsibility for the health of its residents including vulnerable groups such as those with existing breathing difficulties, the young and the elderly. It is acknowledged that there are some residents who feel that the levy is unfair but the current research shows that there are thousands of deaths a year in London caused by poor air quality, and therefore the Council must take all possible action to address air quality. The introduction of the levy is one of many.
- 10.4. As well as residents parking levy the Council will continually review how it can influence all vehicles in the borough e.g. through non-residential parking, Clear Air Zones or lobbying GLA / TfL for cleaner public transport.
- 10.5. The risk in not addressing the issue would be irresponsible and could be considered as a failure by the Council to discharge its statutory obligations.

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

- Appendix A – Cabinet Member decision
- Appendix B - supporting documents

BACKGROUND PAPERS

- Leader's Strategy Group – report dated 7 November 2016
- Consultant's reports prepared by Transport & Travel research Ltd

NON-KEY DECISION TAKEN BY A CABINET MEMBER

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

1. Title of report and reason for exemption (if any)

Emissions Levy – Statutory Consultation.

2. Decision maker

Cabinet member for regeneration, environment and housing

3. Date of Decision

24/02/2017

4. Date report made available to decision maker

22/02/2017

5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel

N/A

6. Decision

Agree to the making of the making of the relevant Traffic Management Orders (TMO) and the implementation of

1. A levy of £90 increasing to £150 by year 3 to all diesel vehicles that have a Resident, Business or Trade parking permit in addition to the price of the permits itself.
2. Reduce price of resident permit to £25 for those residents who have an electric vehicle.
3. Undertaking of a statutory consultation to apply the diesel levy to Teacher's permit and apply a £40 reduction to business and trade permits with electric vehicles. This is in line with the reduction that is applied to resident permits for electric vehicles.
4. Agrees to exercise his discretion not to hold a public inquiry on the Consultation

- 8.1 The council has declared the whole borough as an air quality management area, and as such has a legal duty to take action to tackle poor air quality. The Council is reviewing all of the measures that it can take as a local authority to address this problem. One of these measures is to incentivise those with parking permits away from the more polluting vehicles, in the same way as other authorities have.
- 8.2 The Council must take responsibility for the health of its residents including vulnerable groups such as those with existing breathing difficulties, the young and the elderly. It is acknowledged that there are some residents who feel that the levy is unfair but the current research shows that there are thousands of deaths a year in London caused by poor air quality, and therefore the Council must take all possible action to address air quality. The introduction of the levy is one of many.
- 8.3 As well as residents parking levy the Council will continually review how it can influence all vehicles in the borough e.g. through non-residential parking, Clear Air Zones or lobbying GLA / TfL for cleaner public transport.
- 8.4 The risk in not addressing the issue would be irresponsible and could be considered as a failure by the Council to discharge its statutory obligations.

Declarations of Interest: None



Cllr Martin Whelton
Cabinet member for regeneration, environment and housing
24 February 2017

List of Statutory consultees

Metropolitan Police; London Ambulance Service; Road Haulage Association; The AA; The RAC; Licensed Taxi Drivers Association

List of Resident and Business Associations e mailed during Statutory consultation

Almshouses Residents Association
 Apostles Residents Association
 Belvedere Residents Association
 Colliers Wood Residents Association
 Community of Woodside Residents Association
 Edge Hill Residents Association
 Four Acres and Edinburgh Court Residents Association
 Friends of Cottenham Park
 Friends of Holland Gardens
 Friends of Sir Joseph Hood MPF
 Friends of West Barnes Library
 Secretary Garth Residents' Association
 Graham Hartfield and Herbert Roads Residents Association
 Merton Park Ward Residents Association
 Merton Partnership
 Merton Tree Warden Group
 Mitcham Society
 Murray Road Residents Association
 New Belvedere Estate Residents Association (NEW BERA)
 NW Wimbledon Residents Association
 Queens Road Residents Association
 Parkside Residents Association
 Raynes Park Business Association
 Raynes Park and West Barnes Residents Association
 Residents Association of West Wimbledon
 Ridgway Residents Association
 St John's Area Residents Association
 Sadler Close Residents Association
 Somerset Road Residents Association
 South Park Estate Residents' Association (SPERA)
 The Grange Preservation Society
 Wandle Valley Forum
 Willmore End Residents Association
 Wimbledon Common Residents Association
 Wimbledon East Hillside Association (WEHRA)
 Wimbledon Society
 Wimbledon Park Residents Association
 Wimbledon Town Centre Manager (love Wimbledon)
 Wimbledon Union of Residents Association (WURA)
 WIMBLEDON VILLAGE BUSINESS ASSOCIATION

- **A breakdown of precise details of how the revenue generated from the diesel emissions levy will be spent.**

Listed below are the details of each type of resident and business permits issued in 2015/16. The data shows that of the total of 19,259 permits issued, 6574 (34.9%) were issued to diesel vehicles. The table also demonstrates the impact of a surcharge on the cost of each permit on a sliding scale from £20 to £100.

Listed below in table 1 are a range of surcharges for consideration

| Permit Type | Number of permits issued | Number of Diesel vehicles | Current first permit charges pa | Phased Introduction - Option 1 | | | Phased Introduction - Option 2 | | |
|-------------------------------------|--------------------------|---------------------------|--|--------------------------------|------------------------|------------------------|--------------------------------|------------------------|------------------------|
| | | | | 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 Address Permit | 242 | 84 | £65 | £8,400 | £10,500 | £12,600 | £7,560 | £9,660 | £12,600 |
| Town Centre car park season Tickets | 4081 | 1424 | £445 PA Morden £300 PA Mitcham £960 PA Wimbledon | £142,400 | £178,000 | £213,600 | £128,160 | £163,760 | £213,600 |
| Resident Parking Permit | 16,136 | 5,486 | £65 | £548,600 | £685,750 | £822,900 | £493,740 | £630,890 | £822,900 |
| Business Address Parking Permit | 149 | 52 | £752 inner zones £662 outer zones | £5,200 | £6,500 | £7,800 | £4,680 | £5,980 | £7,800 |
| 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 OR £600 6months OR £375 3months OR £150 1 month OR £50 1 week | £7,300 | £9,125 | £10,950 | £6,570 | £8,395 | £10,950 |
| Total | 19,259 | 6,574 | | £730,100 | £912,625 | £1,095,150 | £657,090 | £839,615 | £1,095,150 |

Teachers Permit – diesel levy

In addition to the above currently there are currently 77 permit holders with diesel vehicles.

Generated income :

1st year 77 * £90 = £6,930

2nd year 77 * £115 = £8,855

3rd year 77 * £150 = £11,550

It should be noted that with the change (reduction) in the number of diesel vehicles these estimates will change but the amount is not known at this moment in time.

Of the above number there is no way of knowing exactly how many diesel vehicles for the teacher permit surcharge there are until they apply for a permit and provide proof that they are diesel.

There is no reliable data for electric powered vehicles.

NOTES OF DEPARTMENTAL MANAGEMENT TEAM

11 January 2017

Present: Chris Lee (Chair)
John Hill (Assistant Director of Public Protection)
Cormac Stokes (Assistant Director of Street Scene & Waste)
Paul McGarry (Future Merton Manager) deputy for James McGinlay
Eamon Maher (Business Partner)
Kathryn Wittams-Smith (HR Manager)
Clare Nicholas (Secretariat)

Apologies: James McGinlay

The information board was discussed.

CS updated on:

- Sickness is down within Waste.
- The Alcatel notice has been issued for Lot 2 with no challenges, written to the partnership to sign the contract.
- Lot 1; hoping to issue Alcatel this Friday 13th January.

JH updated on:

- Income position for Public Protection is the same from last week.
- ANPR is currently in the 8 week testing period for all the cameras, to be signed of by Mid-March.
- RSP business case has now been published and will be going through cabinet and committee during late Feb early March; looking hopeful that Wandsworth will join the partnership.

PM updated on behalf of JM:

- Morden Leisure Centre prices are now back and going to cabinet in February to discuss the contract award.
 - The Regen of the three are estates are still out for consulting on the DPD before going to the Planning Inspector in March.
 - Crossrail 2 no news.
 - Diesel levy surcharge is going live this week, all ward Councillors have been informed.
-

1. CMT Update

Min No. 1730

CL fed back from CMT on the 10th January:

- Dawn Jolley attended to discuss the future delivery of Procurement. CMT agreed the need for a Procurement Centre and will now draw up a structure. DJ will bring back in a couple of couple of months to discuss the model/ implications etc.
- CL updated on Crossrail 2 and the Regeneration plans.
- Dagmar attended to provide a monthly health update.
- Evereth Willis attended to discuss the refresh of the Equalities Strategy; currently a work in progress. The six objectives have

been agreed by CMT and the action plan still has a few gaps which are currently being worked through.

- Staff Survey headline responses were discussed.
- Director reports:
 - YS noted that next week is an OFSTED window
 - YS also noted that some schools in the borough are being approached by outside academies to join an Academy Trusts; this could have financial implications for the Council.
 - YS noted staff changes within CSF.
 - SW mentioned that Greenwich University are working on a social care model.
 - SW noted that Circle have exceeded to the resurgent issue, which will be going to Cabinet soon.
 - SW reported that C&H are in discussions with Hounslow about a shared Library Service
 - CH is asking Sophie Poole for a refresh on the Comms Strategy
 - CH noted the FIS go live; 6th February
 - CH reported back on the Council Tax review.
 - GC mentioned CELC have asked for any evidence on the impact of Brexit within the borough; all to feedback to CL.
 - CL updated on the diesel surcharge.

2. MJ Awards – categories

Min. No. 1731

JH to explore the category of "Excellence in Community Engagement" with Neil Thurlow. JH to report back to CL once discussed.

Action: JH

3. E&R Newsletter

Min. No. 1732

CL discussed the draft newsletter with DMT; all agreed the format.

CN to include photos of the E&R Star Award Winners for 2017.

JH noted a correction of CCTV to be included within Public Protection.

Items to be included are:

Shared Reg services update; Morden Reg update; Ask Angela and 5 mins with Claire Walshe

CL to liaise with Elizabeth Thompson.

Action: CL

4. L3/ L4 Management Meeting Agenda

Min. No. 1734

Noted that the L3/ L4 Managers Meeting is due to take place next Friday 20th January at South Thames College.

CL discussed the draft agenda with colleagues and all agreed with the items for discussion including Julie Matthews, who will be attending to discuss London's Best Council.

5. Minutes of meeting held on the 4th January 2017

Min. No. 1735

Agreed as a true and accurate record

6. Action Points

Min. No. 1736

Discussed and updated

7. Forward Plans

Min. No. 1737

Discussed and noted

CN to liaise with JM in regards to the "Love Wimbledon" paper to come to DMT in the Spring.

Action: CN

Noted that JH will deputise for CL at CMT on the 17th January.

8. Any Other Business

Min. No. 1738

Travellers

Issues around Travellers and fly tipping – Halford way in Mitcham and the industrial Estate at Morden.

Christmas Trees

Collections have started around the borough.

Phase C workshop

CS is currently arranging a detailed workshop for officers. CS would like nominations from JH and JM who they feel would benefit from attending.

Information Security Training

Deadline for all to complete is 1st February. Noted, takes around an hour to complete.

Regulatory Shared Service

JH and PF met with Kingston and Sutton who have established a Shared Service, RSP and Traffic and Highways. Currently experiencing teething problems, which JH and PF discussed and offered their experiences and expertise in running a successful partnership.

Bromley meeting

JH due to meet with Bromley to join the RSP, but delayed until the next week.

NEXT MEETING
18 January, 2017
8th Floor Room 3

C:\Users\Clare Nicholas\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.Outlook\RYQD2279\ITEM 6. Notes from DMT 11th January 2017.docx

NOTES OF DEPARTMENTAL MANAGEMENT TEAM

21 December 2016

Present: Chris Lee (CHAIR)
Cormac Stokes (Assistant Director of Street Scene & Waste)
James McGinlay (Assistant Director of Sustainable Communities)
Paul Walsh (Parking Manager)
Kathryn Wittams-Smith (HR Manager)
Eamon Maher (Business Partner)
Clare Nicholas (Secretariat)

Apologies: John Hill

Dagmar Zeuner attended to discuss areas of joint working. DZ briefed DMT on the joint project Future Merton on the Wilson project and Estate Plans. DZ mentioned we have a health improvement officer in JH Regulatory Services Team who deals with healthy catering, which is also going well.

JM noted an initiative with Sutton to make homes more efficient, with simple changes.

DZ would like to hold a Lunch and Learn workshop around circular economy with CL and Public Health. CL is happy for DZ to lead on this.

CS mentioned the food waste contract, which is being collected weekly and urging all to use this service, which there is a low intake of residents doing so. CS explained the way public health could get involved to promote this service and both teams working together.

The information board was discussed and ADs noted there updates.

Cormac Stokes

- The IA has been agreed and Alcatel scheduled for the 23rd December, with contract award for the 3rd January.
- Transport commissioning on track for next year and noted the success of DPS live.
- Recycling rate exceeded for October so on target.
- Budget for November discussed.

James McGinlay

- Procurement signed off by Caroline and Ged which will be awarded before Christmas.
- MLC costings won't be coming in until January.
- Housing company was given the green light by CMT yesterday, Tuesday 20th December.
- The Next superstore opened up on the A3 yesterday.
- Performance discussed.
- Estates update on going; jointly working with public health.
- Budget for November discussed with modest improvements.

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Paul Walshe on behalf of John Hill

- Regulatory Services Project Board went well on Wednesday.
 - Community Safety; nothing to report.
 - ANPR meeting took place on Tuesday. A letter was issued to the Contractors, which noted the reliance of the cameras.
 - PW discussed the diesel surcharge. A lot of work is still to be done but will be coming in the New Year.
-

1. **CMT Update**

Min No. 1720

JM attended CMT on Tuesday 20th December on behalf of CL and fed back the following:

- HR leadership and metrics; sickness going down and discussions took place in respect to the IR35 in terms of management, with work to be done on this.
- Noted that the 3rd February will see a Staff Health Day in the Committee Rooms
- Comms discussed the rolling programme and the MJ awards which close on the 3rd February 2017.
- MiB update provided.
- Performance Tracker discussed.
- John Dimmer discussed the DCLG community fund.
- SW reported the hospital kick out before Christmas, which might put pressure on rest-bite facilities.
- CH noted the possibility of Wandsworth joining the legal partnership
- CMT will be discussing the budget on the 31st January.

2. **Minutes of last meeting held on 14 December 2016**

Min. No. 1721

Agreed as true and accurate

3. **Action Points**

Min. No. 1722

Discussed

4. **Forward Plans**

Min. No.1723

Noted

9 **Any Other Business**

Min. No. 1724

CS noted that the CRM system was updated yesterday, which Dog Fouling, Graffiti etc was added as options and more being lined up for this week.

JM noted that on the 11th January the Deputy Mayor is planning to meet officers to discuss obligations for the Morden regeneration project.

EM noted, on behalf of Dawn Jolley, email circulated in regards to the procurement survey.

CL asked if a response is drafted for a "City for all Londoner's". JM confirmed this has been done.

Apprenticeships; CL confirmed that Sara Williams is currently working on this.

CL is meeting with Paul Quinn this afternoon and asked JM for a brief update for the St Paul site.

NEXT MEETING
4th January 2017
8th Floor Room 3

Mitra Dubet

From: Paul Walshe
Sent: 07 March 2017 11:45
To: Mitra Dubet
Subject: FW: Diesel Levy Questions
Attachments: Road Traffic Regulation Act 1984 s.122.docx

Paul Walshe
Head of Parking and CCTV Services
020 8545 4189

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

From: Paul Walshe
Sent: 26 January 2017 16:47
To: Councillor Daniel Holden
Cc: Mitra Dubet; Eric Marchais; John Hill
Subject: RE: Diesel Levy Questions

Dear Councillor Holden,

Many thanks for your enquiry regarding the diesel surcharge. I have set out below a summary of the legal criteria that enables the Council to use Traffic Management orders to implement a diesel surcharge.

Paragraphs 1, 2, 3 and 4 describes how the Road Traffic Act 1984 gives the Council the authority to set parking charges for parking permits which allows vehicles to park in designated parking spaces. A recognised tool for managing demand is the ability to set the charges with the aim where required to reduce demand in this case for Diesel vehicles and increase demand for Electric vehicles as per the changes proposed and which will lead to an improvement in air quality.

1)

The 1984 Act imposes on the Council a duty to ensure the safe movement of traffic and provision of parking facilities. In fulfilling those duties the Council must have regard to the matters listed under subsection 2, which include the national air quality strategy and any other matters that appear relevant.

2)

Traffic Management Orders are made under the 1984 Act and therefore we are entitled to use them to improve air quality.

3)

It is also important to understand that within our CPZ TMOs we have set out Permit fees and if there is a change to this fee we need to change our TMOs and to change our TMOs we need to do a statutory consultation

4) Refers to the above attachment which is an extract from the Road Traffic Act that gives to the Council authority to make the decision subject to the outcome of the consultation to introduce a diesel surcharge.

Hope that helps

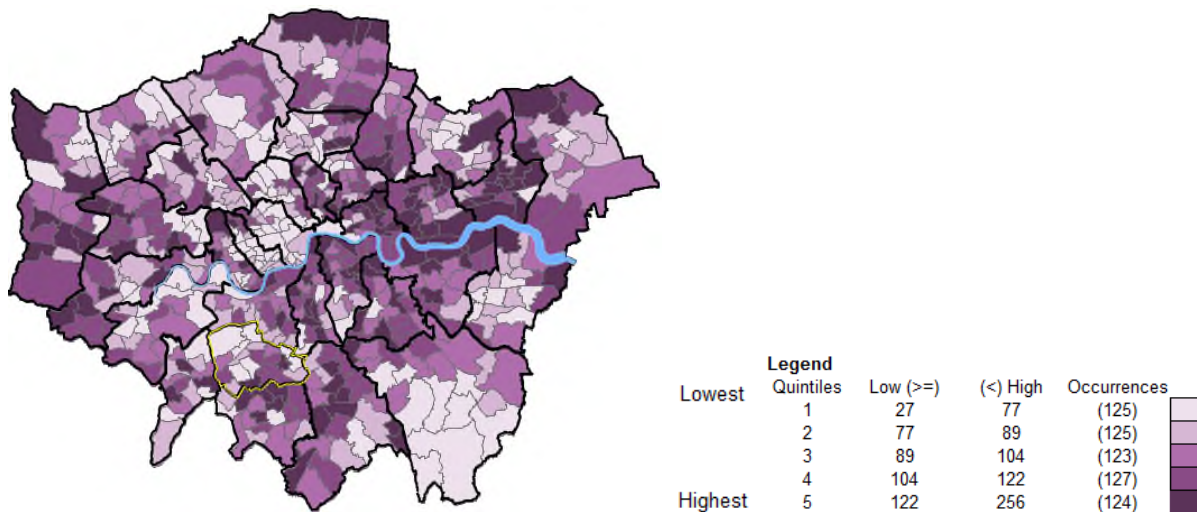
Kind regards

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

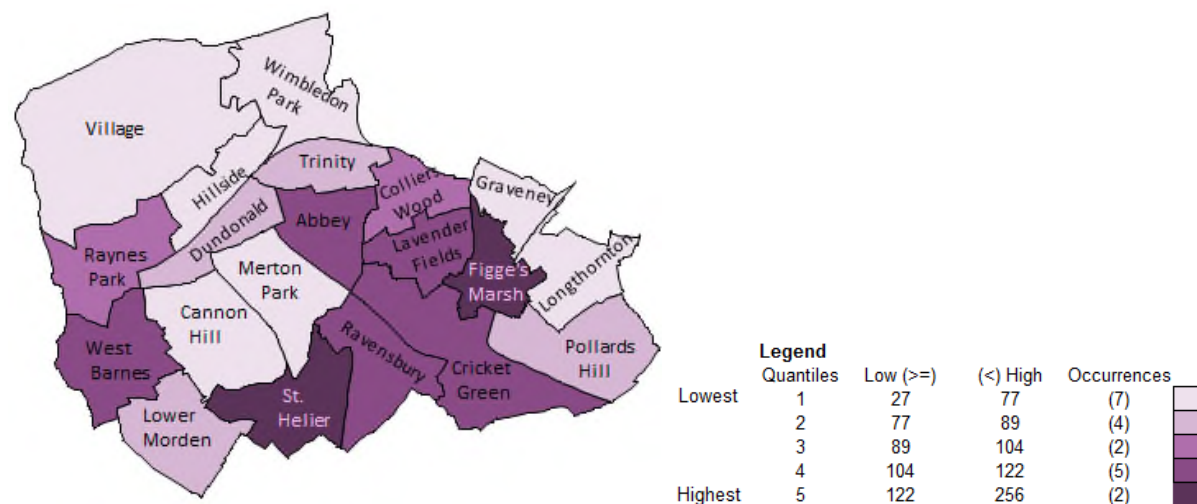
Map 1



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

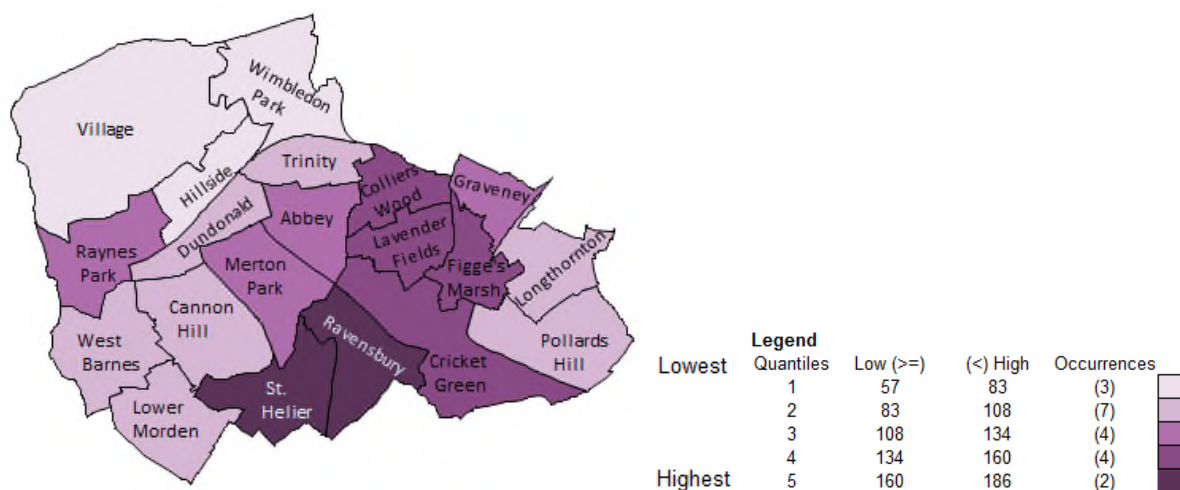
Mortality data by sex and five-year age group were extracted from annual files supplied to Public Health England (PHE) by the Office for National Statistics (ONS). The deaths were registered in the calendar years 2008-12 and allocated to the deceased's output area (OA) of usual residence using the November 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

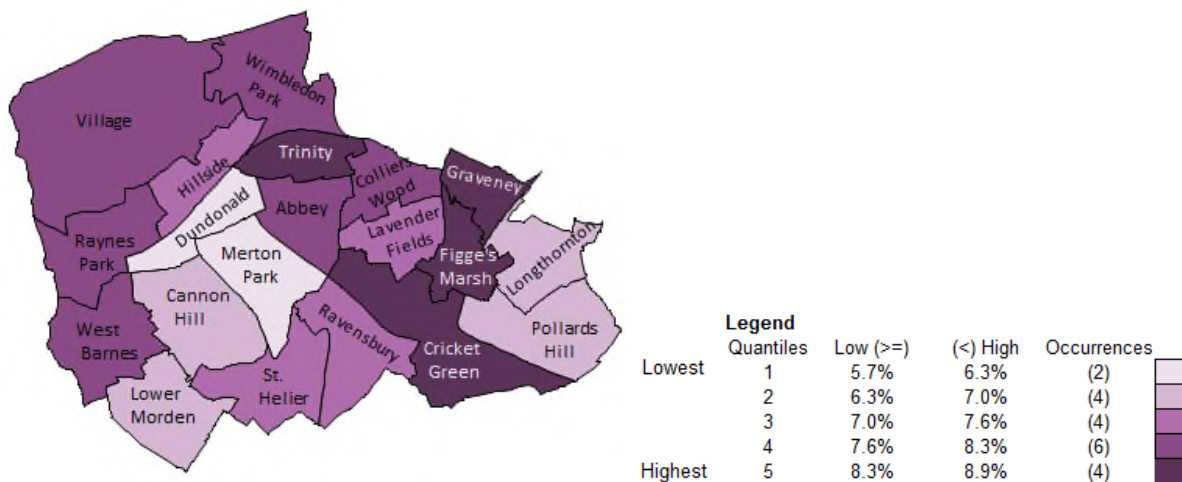
Mortality data by age and sex were extracted from the PCMD. The deaths occurred in the calendar years 2011 to 2014 and allocated to the deceased's ward of usual residence. The population estimates used in the calculation were the Greater London Authority 2013 round of estimates for wards by quinary age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

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

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

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

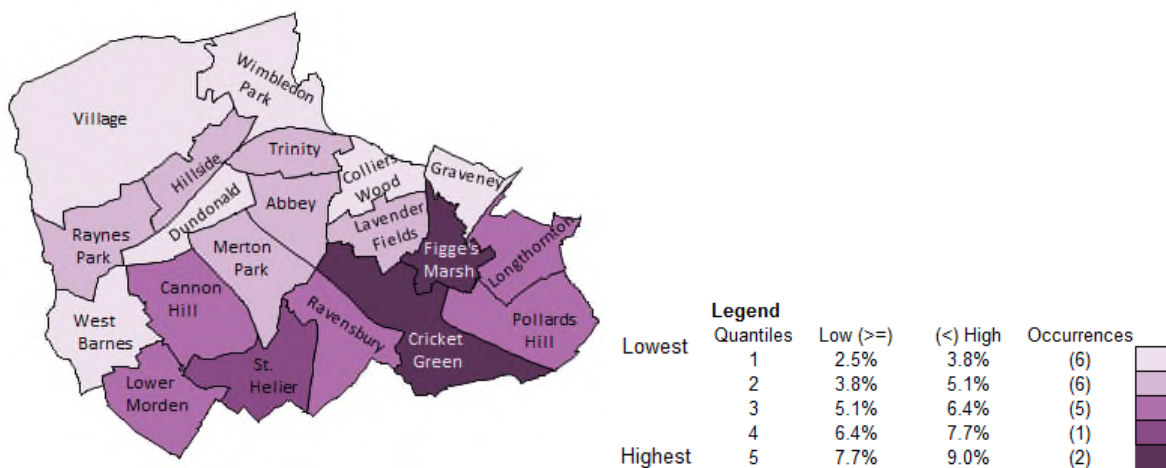
Metric for ward

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 BOROUGH OF MERTON

INTRODUCTION OF A DIESEL SURCHARGE FOR ALL RESIDENT, BUSINESS AND TRADE PERMITS AND A DISCOUNTED RATE FOR ELECTRIC VEHICLE RESIDENT PARKING PERMITS

THE MERTON (PARKING PLACES) (PARKING CHARGES) ORDER 201*

1. **NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Merton propose to make the above-mentioned Order under sections 46 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Order would be to:-
 - (a) apply an additional charge (diesel levy) to resident, business and trade parking permits for all diesel vehicles. This would be phased in over a 3 year period as follows:-
 - (i) £90 annual surcharge from 1 April 2017;
 - (ii) £115 annual surcharge from 1 April 2018; and
 - (iii) £150 annual surcharge from 1 April 2019.

NB 1: permits issued for a duration of less than a year would be subject to the surcharge on a pro-rata basis;

NB 2: proposed GC1 and CW3 zones would be subject to the diesel levy phased in annually over a 3 year period beginning on the first anniversary of those zones coming into operation;
 - (b) set the resident parking permit charge for electric vehicles at a discounted rate of £25 per annum.

The new charges would apply to all controlled parking zones in the London Borough of Merton.

3. A copy of the proposed Order and other documents giving more detailed particulars of the Order, including a plan which indicates the roads to which the Order relates can be inspected Monday to Friday during normal office hours at Merton Link, Merton Civic Centre, London Road, Morden, Surrey. The information can be viewed on the Council's website www.merton.gov.uk/diesellevy . The documents can also be inspected at all Merton operated libraries.
4. Any person desiring to comment on the proposed Order should send a statement in writing of their representations or objections and the grounds thereof, to the Environment and Regeneration Department at the Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX, or alternatively by email to trafficandhighways@merton.gov.uk quoting reference **ES/DIESELLEVY**, no later than **3 February 2017**.

Dated: 12 January 2017.

Paul McGarry

Head of futureMerton

London Borough of Merton,

Merton Civic Centre,

London Road,

Morden Surrey, SM4 5DX

LONDON BOROUGH OF MERTON

INTRODUCTION OF A DIESEL SURCHARGE FOR ALL RESIDENT, BUSINESS AND TRADE PERMITS AND A DISCOUNTED RATE FOR ELECTRIC VEHICLE PARKING PERMITS

THE MERTON (PARKING PLACES) (PARKING CHARGES) ORDER 201*

STATEMENT OF REASONS

(A brief statement of the general nature and effect of the Order)

Air pollution is increasingly recognised as a major cause of ill health and premature death. Although diesel cars produce low carbon dioxide emissions, they also produce disproportionately high emissions of local air quality pollutants such as nitrogen dioxides and particulates.

The proposals will encourage and incentivise diesel vehicle owners to consider adopting lower or zero emission technologies. This will lead to reduced harmful emissions, particularly nitrogen dioxide and particulate matter within the borough and thereby mitigate their adverse impact on the health of residents.

Appendix

London boroughs



Road Traffic Regulation Act 1984

Section 122: Exercise of functions by local authorities.

- (1) It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway or, in Scotland the road.
- (2) The matters referred to in subsection (1) above as being specified in this subsection are—
- (a) the desirability of securing and maintaining reasonable access to premises;
 - (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
-
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
 - (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - (d) any other matters appearing to the local authority to be relevant.
- (3) The duty imposed by subsection (1) above is subject to the provisions of Part II of the Road Traffic Act 1991.

Source: <http://www.legislation.gov.uk/ukpga/1984/27/section/122>

Mitra Dubet

From: Paul Foster
Sent: 01 February 2017 13:57
To: Councillor Ross Garrod
Cc: Chris Lee; John Hill; Paul Walshe; Jason Andrews
Subject: FW: Council Meeting tonight
Attachments: Respiratory Disease Merton Specific.docx; Diesel surcharge OS Report FINAL august 26 16.doc; Diesel Surcharge Report - Cabinet - Final Version Nov 8 (i).doc; Cllr Garrod AQ Response 01.02.17.docx

Importance: High

Dear Councillor Garrod,

The responses to your questions are contained in the attached document – **Cllr Garrod AQ Response 01.02.17**

Please contact me if you require any further information.

Regards

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
paul.foster@merton.gov.uk



From: Paul Foster
Sent: 01 February 2017 12:52
To: Councillor Ross Garrod; John Hill; Jason Andrews; Paul Walshe
Subject: RE: Council Meeting tonight

Dear Councillor Garrod,

I'm awaiting answers to some of your questions from colleagues in other service areas and once I receive them, I'll incorporate them into a final response and forward it onto you.

Regards

Paul Foster

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From: Councillor Ross Garrod
Sent: 01 February 2017 11:51
To: John Hill; Jason Andrews; Paul Walshe; Paul Foster
Subject: RE: Council Meeting tonight

Could I also have the number of times Merton has breached eu recommended air levels this year and last?

Best wishes,

Ross

Councillor Ross Garrod
Labour Councillor for Lavender Fields
T: 020 8545 3424 | M: 07920032568
E: ross.garrod@merton.gov.uk

From: John Hill
Sent: 01 February 2017 10:37
To: Jason Andrews; Paul Walshe; Paul Foster
Cc: Chris Lee; Councillor Ross Garrod
Subject: FW: Council Meeting tonight

Colleagues,
Am in meeting at moment, so please can you ensure that Cllr. Garrod has the emissions levy additional information asap this morning, please. Thanks,
John (H)

From: Councillor Ross Garrod
Sent: 01 February 2017 10:30
To: Chris Lee
Cc: John Hill; Cormac Stokes
Subject: Council Meeting tonight

Dear Chris,

In preparation for tonight's Council meeting (apologies for lateness of email) I wondered if I could have some further information to assist with my answering of the questions from Councillors and members of the public.

Blue is re diesel levy

Red is re refuse service

I would be grateful if I could have a line/more information on the following:

- > Can you provide me with the latest expected figure of savings for Phase C for Lot 1.
- > Vehicles we are purchasing under Phase C to replace existing fleet - what can we do to ensure they are environmentally friendly - have they been identified yet by Veolia? Do we know fuel types or what are current fleet use?

> Where/ how have we advertised the consultation? Date of the start of consultation

>When was the issue first in Council papers ie available for public to see?

> Blanket ban on all diesel cars despite those that have a Euro 6 emissions etc.

I would also be grateful if you could send me an electronic version of the document seen at scrutiny re the diesel levy that details the local health impact rather than just the London figures.

Thank you for your help. Again sorry for it being very last minute.

Best wishes,

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Labour Councillor for Lavender Fields

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> Where/ how have we advertised the consultation? Date of the start of consultation

>When was the issue first in Council papers ie available for public to see?

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Ross

Councillor Ross Garrod

Labour Councillor for Lavender Fields

T: 020 8545 3424 | M: 07920032568

E: ross.garrod@merton.gov.uk

1. Vehicles we are purchasing under Phase C to replace existing fleet - what can we do to ensure they are environmentally friendly - have they been identified yet by Veolia? Do we know fuel types or what are current fleet use? **The majority of existing refuse collection vehicles (RCVs) are diesel powered that meet the Euro 6 lower emission standard. New and replacement vehicles have to be lower emission technologies e.g. petrol, electric or hybrid. Currently, there are 6 petrol, 1 electric and 1 hybrid fuelled RCVs. The Mayor's official car is also powered by a hybrid unit. No discussions have yet taken place with Veolia on this issue but we will work with them to encourage the take up of less polluting vehicles with the overall aim of reducing emissions and improving air quality.**

2. Where/ how have we advertised the consultation? Date of the start of consultation.
 - **The Diesel Levy notice of proposal was advertised on 12th January 2017 in the Wimbledon Guardian and London Gazette with deposit documents available for inspection at the Link in the Civic Centre and all the local libraries.**
 - **Statutory consultees such as the emergency services and the AA have been consulted as have Councillors and all known resident associations and all known business associations.**
 - **Notices/posters were also erected at all the local libraries, the leisure centres and on Park's Notice Boards.**
 - **Information has been available on the Council's website since 12th January 2017.**
 - **Communications have put out information on social media and in a news release in the Wimbledon Guardian.**

3. When was the issue first in Council papers ie available for public to see?
 - **This item first appeared in the Cabinet paper Business Plan Update, Agenda item 7, Page 93 dated 7th December 2015 please see extract below.**

ENV33 Service/Section Parking Services
Description: Development of emissions based charging policy for resident/business permits recognising the damage particularly from diesel engined motor vehicles
Service Implication: Will have no impact on service - same volume of permits will still be issued but greater variety. Links with DVLA will provide info
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
 - **It also featured in the Overview and Scrutiny Panel document meeting dated 7th September 2016 and in the Cabinet document dated 7th November 2016 (see attachments)**

4. **Blanket ban on all diesel cars despite those that have a Euro 6 emissions etc. All diesel engines, including Euro 6 vehicles, emit harmful particulates (0.25 microns) that penetrate deep into the lungs and accumulate there. The particulates cannot be broken down and are a risk to health. There is no safe, minimum, limit.**

5. I would also be grateful if you could send me an electronic version of the document seen at scrutiny re the diesel levy that details the local health impact rather than just the London figures. **See attachment**

6. Could I also have the number of times Merton has breached eu recommended air levels this year and last? Please see Table 1 below which is taken from our status report 2015-16. Highlighted are the areas that have failed. Modelling data also shows failures around most busy roads.

Table 1

| Site ID | Site Type | Within AQMA? | Valid data capture 2015 % | Annual mean concentration (adjusted for bias) mg m ⁻³ | | | |
|------------------------------|-----------|--------------|---------------------------|--|------|-------------|------|
| | | | | 2012 | 2013 | 2014 | 2015 |
| ME1 Civic Central | Roadside | Y | 49 | 48 (48.1) | 40.1 | 38 (37.9) | 34 |
| DA Worple Road | Roadside | Y | 8 | 44.6 | 46.7 | 42.3 (40.2) | 37 |
| HA High Street Colliers Wood | Roadside | Y | 66 | 50.7 | 52.2 | 49.8 (46.6) | 31 |
| WA Woodside Wimbledon | Suburban | Y | 66 | 33.3 | 33.7 | 40.5 (36.1) | 25 |
| PA | Roadside | Y | N/A | 47 | 48.4 | 57.2 (48.8) | N/A |
| AA | Roadside | Y | N/A | 45.1 | 48.2 | 51 (48.7) | N/A |
| EA Merton High Street | Roadside | Y | 75 | 52.7 | 57.5 | 61.1 (50.5) | 65 |
| FA Grand Drive | Roadside | Y | 92 | 34.7 | 37.7 | 43.4 (36.5) | 32 |
| AC The Ridge Way | Roadside | Y | 58 | N/A | 47.6 | 41.6 (38) | 37 |
| BC Haydons Road | Roadside | Y | 75 | N/A | 48.3 | 43.6 (42.6) | 43 |
| CC London Road Tooting | Roadside | Y | 33 | N/A | 72.6 | 67.2 (54.5) | 64 |
| DC London Road Tooting | Roadside | Y | 92 | N/A | 59.3 | 55.5 (50.2) | 45 |
| EC London Road Mitcham | Roadside | Y | 58 | N/A | 40.4 | 38 | 37 |
| FC Church Road Mitcham | Roadside | Y | 17 | N/A | 45.2 | 36.2 | 37 |

| | | | | | | | |
|--------------------------------|----------|---|----|-----|-----|-----|------------|
| GC Western Road | Roadside | Y | 92 | N/A | N/A | N/A | 53 |
| HC Crown Lane | Roadside | Y | 75 | N/A | N/A | N/A | 46 |
| IC London Road Morden | Roadside | Y | 75 | N/A | N/A | N/A | -51 |

Mitra Dubet

From: Taylor, John <John.W.Taylor@islington.gov.uk>
Sent: 01 March 2017 17:39
To: Paul Walshe
Cc: Khan, Zahur
Subject: Vin Diesel

Dear Paul,

Sorry I should have got back to you earlier:

- *How can we prove that there will be a drop in the number diesel permits holders by introducing a surcharge.*
My question is do you have any data to show a reduction of diesel permit holders that can be attributed to the surcharge you introduced.

I think the honest answer to that is, over a decent time frame, you might expect to see some shifts in car ownership choices – but without asking each person who changes their vehicle the reason why they have done so, then any assumptions about those shifts is largely guesswork. We had the same issues with CO2-based charges. When we chose the £96, we wanted to set a rate that was certainly higher than the derisory amount Camden were charging at the time, but not at a rate that would seem overtly unfair. We looked at £96 per annum as nothing more than a cup of Starbucks every week. It's not a sum too small to have any impact, but it is one that we felt raised awareness and may add to the considerations as to what car to buy in the future – although £96 set alongside the thousands needed to buy a new car is arguably immaterial. Arguably, the £96 did make people sit up – the media coverage was proof of that. Though – that could have been fake news!

Cheers

John Taylor
Operations and Customer Services Manager
Environment and Regeneration Department – Traffic and Parking Services
Islington Council
29-33 Old Street
London, EC1V 9HL

Mobile 07773 289519
Landline 020 7527 2000

Alternative Contacts:
PCN Correspondence/Appeals - Jibrail Hogan or Ian Cazaubon
Parking Permits - Partha Das
Finance and Debt Recovery - Felix Adepoju or Emmanuel Oyeleke
Bay suspensions – Jamie Wride or Martin Hindle

www.islington.gov.uk



Mitra Dubet

From: HAMMOND, Sally <HAMMONDSP@parliament.uk>
Sent: 03 February 2017 16:35
To: Paul Walshe; Councillor Ross Garrod
Cc: terryetherton@sky.com
Subject: RE: Proposed diesel surcharge only for cars in controlled parking zones

Thanks Paul. Not really sure this answers the questions I raised!!

Best wishes.

Sally Hammond

From: Paul Walshe [mailto:Paul.Walshe@merton.gov.uk]
Sent: 03 February 2017 15:45
To: Councillor Ross Garrod <Ross.Garrod@merton.gov.uk>; HAMMOND, Sally <HAMMONDSP@parliament.uk>
Cc: terryetherton@sky.com
Subject: RE: Proposed diesel surcharge only for cars in controlled parking zones

Councillor,

I have spoken to the responsible officer Jason Andrews LBMerton Pollution Manager who has said the following in response to the question raised.

Thank you for your email and I note your comment, a subject which was also raised at Committee. The air quality in London is now considered as a public health crisis, with diesel cars being the overwhelming contributing factor. We therefore have to use the mechanisms we have currently to hand to help try to address the problem. As we extend the CPZ's over time the emissions charge will cover more of the borough.

I also firmly believe that this will also have an impact on drivers outside the CPZ's as it shows that there is a move away from these polluting

Hope that helps feel free to contact myself or Jason if you need further information.

Paul.

Paul Walshe
Head of Parking and CCTV Services
020 8545 4189

From: Councillor Ross Garrod
Sent: 02 February 2017 18:03
To: HAMMOND, Sally
Cc: Paul Walshe; terryetherton@sky.com
Subject: RE: Proposed diesel surcharge only for cars in controlled parking zones

Dear Sally,

Lovely to hear from you.

I have copied in officers from the Parking Department who will be able to respond to your enquiry relating to Controlled Parking Zones in the borough.

Best wishes,

Ross

Councillor Ross Garrod

Labour Councillor for Lavender Fields

T: 020 8545 3424 | M: 07920032568

E: ross.garrod@merton.gov.uk

From: HAMMOND, Sally [HAMMONDSP@parliament.uk]
Sent: 02 February 2017 17:33
To: Councillor Ross Garrod; terryetherton@sky.com
Cc: Traffic And Highways
Subject: RE: Proposed diesel surcharge only for cars in controlled parking zones

Dear Ross

Thank you for copying me in here.

I would completely accept that we need to improve London's air quality. However, it does seem completely unfair to introduce this in a borough such as Merton where only about half the borough has a CPZ. There is therefore no incentive for half the borough to reduce diesel car ownership. In somewhere like Islington, nearly all the borough has a CPZ! How much of your Lavender Fields ward has a CPZ?!

Best wishes.

Sally

Sally Hammond

From: Councillor Ross Garrod [<mailto:Ross.Garrod@merton.gov.uk>]
Sent: 02 February 2017 17:26
To: terryetherton@sky.com; Stephen Hammond MP <stephen@stephenhammond.net>
Cc: Traffic And Highways <Traffic.AndHighways@merton.gov.uk>
Subject: RE: Proposed diesel surcharge only for cars in controlled parking zones

Dear Mr Etherton,

Thank you for your further email.

The policy pursued by Westminster Council is to alter the parking charges for diesel drivers when using Council car parks. Their policy is different from the one being proposed in Merton and already implemented in Islington, where I have seen a positive movement in terms of the declining levels of diesel car ownership, Kensington and Chelsea and Camden. To date I am unaware of a successful legal case against any of the three mentioned boroughs concerning the scheme.

As mentioned in previous correspondence the proposed diesel levy is the beginning of our strategy for tackling air pollution with further measures to be explored and considered. This approach will be enhanced through additional measures such as altering road layouts, to ease congestion, and planting of trees to help improve the quality of the air.

It is extremely important to me that as a local authority we look to protect those who do not have a choice as to the air they breathe such as school children who walk to school on a daily basis and have no option but to inhale these harmful particulates. Doing nothing is, unfortunately, not an option as peoples' health is at risk.

Best wishes,

Ross

Councillor Ross Garrod

Labour Councillor for Lavender Fields

T: 020 8545 3424 | M: 07920032568

E: ross.garrod@merton.gov.uk

From: terryetherton@sky.com [terryetherton@sky.com]
Sent: 02 February 2017 16:32
To: Councillor Ross Garrod; Stephen Hammond MP
Subject: Proposed diesel surcharge only for cars in controlled parking zones

Dear Mr Garrod

As the cabinet member responsible for the diesel levy can I please have answers to my questions raised in my earlier email addressed to Mr Alambritis as follows:-

1. Why are you making diesel car owners in controlled parking zones responsible for the whole of the pollution in Wimbledon town centre? As stated before I have a new diesel car which is fitted with a 'particulate filter' I do not drive into Wimbledon town centre - surely your unrelenting approach to the air quality in our borough should include all diesel vehicles i.e. diesel cars parked on driveways those outside the controlled parking zones, lorries, taxis, buses etc where is the fairness in what you are suggesting? How many controlled parking zones are in the other areas within the London Borough of Merton - or are the diesel owners in Wimbledon to be responsible for the whole of the boroughs air?.

2. Westminster council may have approved a surcharge but it is nowhere near as high as the one which the London Borough of Merton intend to implement - I am not even sure this is legal.

I will also be forwarding an email to the Traffic and Highways division of the council.

It is not for you or the London Borough of Merton to tell me what I can and cannot drive- your concerns and efforts should be with the manufacturers to produce cleaner diesel vehicles and not punishing people who thought they doing the right thing.

Terry Etherton

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Mitra Dubet

From: Mitra Dubet
Sent: 23 February 2017 14:16
To: Councillor Martin Whelton
Subject: RE: Diesel levy

| | | |
|------------------|---------------------------|-----------------------------|
| Tracking: | Recipient | Delivery |
| | Councillor Martin Whelton | Delivered: 23/02/2017 14:16 |

Dear Cllr Whelton

Given the numbers of Teachers permit being very low and the unknown dates of renewal or new applications that may be received, this is a low risk. The statutory consultation could take place in April 2017. It will be reported back to you for approval. An exact date will be agreed once we have completed the TMOs for the various CPZs but likely to be early April. For the purpose of this report, I do not think an exact time frame would be a key point.

Regards
Mitra Dubet



From: Councillor Martin Whelton
Sent: 23 February 2017 14:10
To: Mitra Dubet
Cc: Councillor Ross Garrod
Subject: Diesel levy

Mitra

My only point is relation to recommendation E on Teacher's permit: when will this consultation be undertaken and the results considered. I would need more information about this before proceeding with this rec.

Rest of the report is fine following Cllr Garrod's changes.

I intend to make the decision tonight for publication tomorrow morning.

Kind regards

Martin

E. Agrees to undertake a statutory consultation to apply the diesel surcharge to Teacher's permit and to apply a reduction of £40 to business and trade permits with electric vehicles.

Martin Whelton
Labour councillor for Pollards Hill
Cabinet member for Regeneration, Environment and Housing

Caroline Stanyon

From: Mitra Dubet
Sent: 24 February 2017 11:50
To: Susanne Wicks; Democratic Services
Cc: Deirdre Costigan; Caroline Stanyon
Subject: RE: Diesel levy decision
Attachments: 17-02-22 Diesel Levy Statutory Consultation Results Report.pdf

Here is the report

Regards
Mitra Dubet



Mitra Dubet
Future Merton Commissioning Manager
020 8545 3201
mitra.dubet@merton.gov.uk



From: Susanne Wicks
Sent: 24 February 2017 11:37
To: Democratic Services
Cc: Mitra Dubet; Deirdre Costigan; Caroline Stanyon
Subject: RE: Diesel levy decision

Mitra – could we have the accompanying report, so we can publish with the form. ASAP please, so we can get this out today.

Best wishes.

Susanne

Susanne Wicks
020 8545 3616

From: Councillor Martin Whelton
Sent: 24 February 2017 11:36
To: Democratic Services
Cc: Councillor Ross Garrod; Mitra Dubet; Deirdre Costigan; Caroline Stanyon
Subject: Diesel levy decision

Please find attached my diesel levy decision. I would be grateful if you can please arrange for publication today.

Kind regards

Martin

Martin Whelton
Labour councillor for Pollards Hill
Cabinet member for Regeneration, Environment and Housing

Daytime Telephone Number: 020 8545 3425
Evening & Weekends: 07941514589
Twitter: @martinwhelton

Caroline Stanyon

From: Mitra Dubet
Sent: 21 February 2017 17:29
To: Councillor Ross Garrod; Councillor Martin Whelton; Chris Lee
Cc: Caroline Stanyon
Subject: Diesel surcharge report
Attachments: 17-02-22 Diesel Levy Statutory Consultation Results Report.doc

Dear all

Please find attached a draft copy of the report. Given the tight time frame, I really would appreciate feedback / comments by Thursday 23rd Feb. Please copy Caroline into your response as she would need to make the final modifications. The intention is that a final report is submitted on Friday 24 Feb at the latest.

The decision sheet will be sent to Cllr Whelton separately
Happy reading

Mitra



Mitra Dubet

Future Merton Commissioning Manager
020 8545 3201
mitra.dubet@merton.gov.uk



Mitra Dubet

From: Mitra Dubet
Sent: 09 January 2017 13:08
To: Councillor Edith Macauley; Councillor Gilli Lewis-Lavender; Councillor Jeff Hanna; Councillor Mark Allison; Councillor Marsie Skeete; Councillor Mary-Jane Jeanes; Councillor Stan Anderson; Councillor Brian Lewis-Lavender; Councillor David Chung; Councillor Brenda Fraser; Councillor Joan Henry; Councillor Mary Curtin; Councillor Sally Kenny
Cc: Caroline Stanyon; Eric Marchais; Paul Walshe; Chris Lee; Paul McGarry; Councillor Martin Whelton; Councillor Ross Garrod; John Hill
Subject: Diesel Levy - CPZ TMO statutory consultation

Dear Councillors

Although your Wards are not within a CPZ and you may not be directly affected, I wish to advise you that in response to a national health emergency and the Mayor of London's pledge to cut air pollution, the Council has made a decision to introduce the following measures:

1. the introduction of a levy charge for all diesel vehicles that have a Resident, Business or Trade parking permit with the introduction of £150 surcharge phased over a 3 year period - £90 in 2017/18, £115 in 2018/19 and £150 in 2019/20.
2. parking permit charge for electric vehicles to be set at a discounted rate of £25 per annum.
3. the Council to review the impact of the diesel surcharge for a period of 2 years, with a view to the introduction of comprehensive emissions based parking scheme.

Full details and reports relating to this decision can be viewed on the Council's website using <http://democracy.merton.gov.uk/documents/b8765/Supplementary%20Agenda%20Monday%2014-Nov-2016%2019.15%20Cabinet.pdf?T=9>

To implement the above, it is necessary to undertake a statutory consultation to amend all the Traffic Management Orders pertaining to Controlled Parking Zones. **This statutory consultation will start on 12th January 2017 and will conclude on 3rd February 2017.**

Due to the extent of the consultation area (across all roads subject to a CPZ) the Council will not be erecting yellow notices and we will not be sending residents / businesses any newsletters.

The statutory consultation will be undertaken by

- *Advertising in the newspapers*
- *Inform all known resident & business associations*
- *Deposit the documents at The Link at the Civic Centre*
- *Erect Notices in local libraries & leisure centres*
- *Erect Notices on local / Ward community Notice Boards (if any) – if any Councillors are aware of such Notice Boards, it would be appreciated if officers could be advised of location and point of contact*
- *Erect Notices on Park's Notice Boards*
- *Full information available on Council's own website – this will go live the day before the start of the consultation. www.merton.gov.uk/diesellevy*
- *Social media*

As per statutory consultation process, all representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Regeneration, Environment and Housing and the Cabinet Member for Street Cleanliness and Parking for their consideration and a final decision. Responses to any representations received will not be made until a final decision is made by both Cabinet Members. The decision will be published on the Council's website.

It is important to note that those CPZs that we have recently consulted upon but have not yet been implemented (i.e. before the decision for the introduction of the Diesel levy was made) will not be charged the levy as residents were not made aware of the levy during the consultation process. Whilst processing permits for these new zones, applicants will be advised of the new charges that would be applied upon the renewal of their permits.

These new zones include:- MP2 Cannon Hill Lane area; CW3 Pitcairn Rd area; GC1 Streatham Rd area; VQ The Quadrant area

If you have any queries please let me know.

Regards
Mitra Dubet



Mitra Dubet

futureMerton Commissioning Manager
020 8545 3201
mitra.dubet@merton.gov.uk



Mitra Dubet

From: Mitra Dubet
Sent: 06 January 2017 16:02
To: Councillor Abdul Latif; Councillor Abigail Jones; Councillor Agatha Akyigyina; Councillor Andrew Judge; Councillor Caroline Cooper-Marbiah; Councillor Charlie Chirico; Councillor Daniel Holden; Councillor David Dean; Councillor David Simpson; Councillor David Williams; Councillor Dennis Pearce; Councillor Fidelis Gadzama; Councillor Geraldine Stanford; Councillor Hamish Badenoch; Councillor Ian Munn; Councillor Imran Uddin; Councillor John Bowcott; Councillor John Dehaney; Councillor John Sargeant; Councillor Edward Foley; Councillor Judy Saunders; Councillor Katy Neep; Councillor Laxmi Attawar; Councillor Linda Kirby; Councillor Linda Taylor; Councillor Michael Bull; Councillor Mike Brunt; Councillor Najeeb Latif; Councillor Nick Draper; Councillor Oonagh Moulton; Councillor Pauline Cowper; Councillor Peter Southgate; Councillor Russell Makin; Councillor Suzanne Grocott; Councillor Tobin Byers; Councillor Adam Bush; Councillor Gregory Udeh; Councillor James Holmes; Councillor Janice Howard; Councillor Jill West; Councillor Stephen Crowe; Councillor Jerome Neil; Councillor Peter McCabe; Councillor Philip Jones; Councillor Stephen Alambritis
Cc: Caroline Stanyon; Eric Marchais; Paul Walshe; Chris Lee; Paul McGarry; Councillor Martin Whelton; John Hill; Councillor Ross Garrod
Subject: Diesel Levy - CPZ TMO statutory consultation

Dear Councillors
Happy New Year to all

As you are all probably aware, a decision has been made by the Council to introduce the following:

1. the introduction of a levy charge for all diesel vehicles that have a Resident, Business or Trade parking permit with the introduction of £150 surcharge phased over a 3 year period - £90 in 2017/18, £115 in 2018/19 and £150 in 2019/20.
2. parking permit charge for electric vehicles to be set at a discounted rate of £25 per annum.
3. the Council to review the impact of the diesel surcharge for a period of 2 years, with a view to the introduction of comprehensive emissions based parking scheme.

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- *Erect Notices on Park's Notice Boards*
- *Full information available on Council's own website – this will go live the day before the start of the consultation. www.merton.gov.uk/diesellevy*
- *Social media*

As per statutory consultation process, all representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Regeneration, Environment and Housing and the Cabinet Member for Street Cleanliness and Parking for their consideration and a final decision. Responses to any representations received will not be made until a final decision is made by both Cabinet Members. The decision will be published on the Council's website.

It is important to note that those CPZs that we have recently consulted upon but have not yet been implemented (i.e. before the decision for the introduction of the Diesel levy was made) will not be charged the levy as residents were not made aware of the levy during the consultation process. Whilst processing permits for these new zones, applicants will be advised of the new charges that would be applied upon the renewal of their permits.

These new zones include:- MP2 Cannon Hill Lane area; CW3 Pitcairn Rd area; GC1 Streatham Rd area; VQ The Quadrant area

If you have any queries please let me know.

Regards
Mitra Dubet



Mitra Dubet
Future Merton Commissioning Manager
020 8545 3301
mitra.dubet@merton.gov.uk



Mitra Dubet

From: Mitra Dubet
Sent: 21 February 2017 17:29
To: Councillor Ross Garrod; Councillor Martin Whelton; Chris Lee
Cc: Caroline Stanyon
Subject: Diesel surcharge report
Attachments: 17-02-22 Diesel Levy Statutory Consultation Results Report.doc

Dear all

Please find attached a draft copy of the report. Given the tight time frame, I really would appreciate feedback / comments by Thursday 23rd Feb. Please copy Caroline into your response as she would need to make the final modifications. The intention is that a final report is submitted on Friday 24 Feb at the latest.

The decision sheet will be sent to Cllr Whelton separately
Happy reading

Mitra



Mitra Dubet
futureMerton Commissioning Manager
020 8545 3201
mitra.dubet@merton.gov.uk



Mitra Dubet

From: Mitra Dubet
Sent: 21 February 2017 17:31
To: Councillor Martin Whelton
Cc: Caroline Stanyon
Subject: Diesel surcharge - Decision sheet
Attachments: 17-02-21 Emissions Surcharge – Statutory consultation_DECISION SHEET.doc

Dear Cllr Whelton

Please find attached copy of the decision sheet

Regards
Mitra Dubet



Mitra Dubet
futureMerton Commissioning Manager
020 8545 3201
mitra.dubet@merton.gov.uk



Mitra Dubet

Subject: FW: Diesel levy - statutory consultation

Importance: High

From: Mitra Dubet
Sent: 09 January 2017 15:46
Cc: Caroline Stanyon
Subject: Diesel levy - statutory consultation
Importance: High

You are receiving this e mail because your details are on the Council's list of Resident / business associations / local community representative.

Merton set to bring in diesel levy to tackle air pollution

The council's research has found that diesel vehicles in Merton contribute disproportionately to local air quality emissions. This was based on real-life on-road emissions rather than the manufacturers' specification. The Royal College of Physicians report *Every breath we take: the lifelong impact of air pollution* says that each year in the UK, around 40,000 deaths are attributable to exposure to outdoor air pollution and King's College London has estimated that air pollution was responsible for about 9,400 deaths in London in 2010 and 3,400 hospital admissions, not only impacting adversely on the lives of many families, but also resulting in an estimated associated economic cost of £3.7 billion.

On 14th November 2016 the Cabinet agreed the following:

1. the introduction of a levy charge for all diesel vehicles that have a Resident, Business or Trade parking permit with the introduction of £150 surcharge phased over a 3 year period - £90 in 2017/18, £115 in 2018/19 and £150 in 2019/20.
2. Resident parking permit charge for electric vehicles to be set at a discounted rate of £25 per annum.
3. the Council to review the impact of the diesel surcharge for a period of 2 years, with a view to the introduction of comprehensive emissions based parking scheme.

Full details and reports relating to this decision can be viewed on the Council's website using <http://democracy.merton.gov.uk/documents/b8765/Supplementary%20Agenda%20Monday%2014-Nov-2016%2019.15%20Cabinet.pdf?T=9>

What does this mean

Merton Council is set to introduce a new diesel levy in April 2017 in response to a national health emergency and the Mayor of London's pledge to cut air pollution in the capital. Merton will be joining Islington, Kensington and Chelsea and Camden, which have already introduced a surcharge for diesel vehicles.

Now, the council is using its powers in an effort to encourage people to move away from diesel and towards less polluting vehicles. Recognising the difficult financial climate and in response to concerns raised by the Scrutiny Panel about giving people enough time to change their vehicle or have it serviced, it has been decided to phase in the surcharge incrementally rather than bring in the full £150 additional cost in one hit.

| Year | Diesel levy for all parking permits |
|------|-------------------------------------|
|------|-------------------------------------|

| | |
|---------|------|
| 2017/18 | £90 |
| 2018/19 | £115 |
| 2019/20 | £150 |

The Council will review the effectiveness of the surcharge in two years' time with a view of introducing a comprehensive emissions-based parking scheme which could link permit pricing to the vehicle's environmental performance.

To further encourage the use of cleaner vehicles, the council will be reducing the resident parking permit charge for electric vehicles to £25 per year.

Merton Council is committed to ensuring any money raised through such a scheme in the borough would go towards tackling air pollution, local sustainable transport initiatives and necessary infrastructure such as cycle lanes.

To implement the above, it is necessary to undertake a statutory consultation to amend all the Traffic Management Orders pertaining to Controlled Parking Zones. **This statutory consultation will start on 12th January 2017 and will conclude on 3rd February 2017.**

Due to the extent of the consultation area (across all roads subject to a CPZ) the Council will not be erecting yellow notices and we will not be sending residents / businesses any newsletters.

The statutory consultation will be undertaken by

- *Advertising in the newspapers*
- *Inform all Ward councillors and known resident & business associations within affected areas*
- *Deposit the documents at The Link at the Civic Centre & libraries*
- *Erect Notices in local libraries & leisure centres*
- *Erect Notices on local / Ward community Notice Boards (if any) – if any associations are aware of such Notice Boards, it would be appreciated if officers could be advised of location and point of contact*
- *Erect Notices on Park's Notice Boards*
- *Full information available on Council's own website – this will go live the day before the start of the consultation. www.merton.gov.uk/diesellevy*
- *Social media*

As per statutory consultation process, all representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Regeneration, Environment and Housing and the Cabinet Member for Street Cleanliness and Parking for their consideration and a final decision. Responses to any representations received will not be made until a final decision is made by both Cabinet Members. The decision will be published on the Council's website.

It is important to note that those CPZs that we have recently consulted upon but have not yet been implemented (i.e. before the decision for the introduction of the Diesel levy was made) will not be charged the levy as residents were not made aware of the levy during the consultation process. Whilst processing permits for these new zones, applicants will be advised of the new charges that would be applied upon the renewal of their permits.

These new zones include:- MP2 Cannon Hill Lane area; CW3 Pitcairn Rd area; GC1 Streatham Rd area; VQ The Quadrant area

If you have any queries please let me know.

From: Jason Andrews
Sent: 06 March 2017 14:18
To: Councillor Ross Garrod
Cc: John Hill
Subject: Briefing Note

Dear Cllr Garrod

Please find briefing note as requested, I hope that this is of help, let me know if you need me to expand on any particular area.

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
jason.andrews@merton.gov.uk



1. The Government have been successfully challenged in the Supreme Court for failing to achieve its air quality objectives for NOx. From this ruling a new Air Quality Action Plan was created and was also successfully challenged. A new Plan will be available for consultation in the summer of 2017.

As part of this challenge, it highlighted the importance of poor air quality and in particular those boroughs that have failed to achieve the objectives.

Government has now written to individual boroughs that have declared an Air Quality Management Area, asking what steps they are taking to tackle and reduce poor air quality in their boroughs.

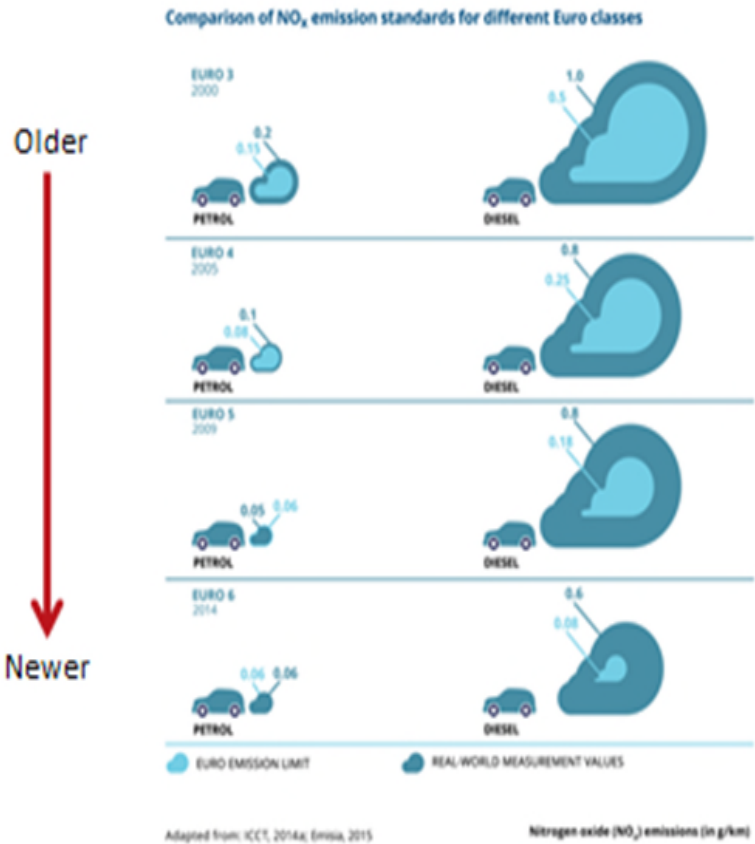
2. Merton has historically and continues to contravene the Air Quality objectives along its main roads and corridors. This is predominantly due to traffic; therefore any action to reduce poor air quality in Merton must have a focus on traffic. This must include focusing on those vehicles that contribute to pollution and the limited statutory controls that can be used by the Local Authority to influence this. The ultimate aim must be to both reduce the most polluting vehicles and to move people to using cleaner forms of transport.
3. One established method of influencing vehicle choice is through the use of the parking permits regime. In 2016 The Pollution Team commissioned a review of vehicle's parked within the boroughs CPZ's. Originally this was aimed at aligning the parking permit charges with vehicle emissions, based upon vehicles type and real-world emissions including; CO2, particulates and NOx. However, through this process it became very clear that diesel cars and light good vehicles were contributing disproportionately to poor air quality in terms of the NOx. This confirmed the current thinking amongst air quality experts, the results of which have led to many high profile initiatives and campaigns focusing on diesel vehicles.
4. The diagram shows the 'real-world' NOx emissions of diesel light vehicles in comparison to their stated emissions; including the latest Euro 6 accreditation. It outlines the primary reason for focusing on light diesel goods vehicles and cars.

It is clear that the increase in numbers of diesel vehicles over the years has off-set any possible reduction in pollution along our main roads and corridors.

5. There are current government plans to reassess the 'real world' driving emissions of diesel vehicles.
6. As with any new charging mechanism we can sometimes only make assumptions of its impact and how this translates to the real world. To assess the impact of the new emissions surcharge we will look carefully at a number of areas including, but not limited to; the change in vehicles types associated with the CPZ's, impact to parking outside the CPZ's, any changes to off-road parking and the reduction in emissions at the tailpipe. We also intend to look at a wider more holistic emissions charging system that will capture all types of vehicles; including petrol, hybrids and electric.
7. To complement this action the Pollution Team are drafting a new Air Quality Action Plan which will look at many traffic specific measures to reduce traffic pollution including:

- Intelligent traffic light systems at junctions
- Possible re-routing HGVs away from hotspots.
- Review on-street parking bays/bus stops/loading bays within AQFAs to minimise congestion.
- Negotiate with GLA/TfL to ensure that zero emission buses only access routes through AQFAs by 2020.
- Negotiate with GLA/TfL to ensure that Ultra Low Emissions standards for taxi's and Private Hire vehicles apply to routes within AQFAs by 2020.
- Restrict access to all non-compliant vehicles within AQFA defined on basis of emissions in line with ULEZ.
- Increase access/infrastructure for zero emission vehicles.

- Introduce street parking surcharge for diesel vehicles using on-street parking bays in AQFA/mini-ULEZ.
- Identify opportunities to install green walls/hedges to disrupt dispersion of pollutants.
- Consider Clean Air Zones (CAZ's) to restrict more polluting vehicles as these become established.



From: Jason Andrews
Sent: 03 March 2017 15:36
To: Councillor Ross Garrod
Subject: RE: Air quality action plan additions

Dear Councillor Garrod

Please find attached letters from the SoS, This was in response from the latest 'challenge' by client earth and there was a 'feeling' that this was being passed over to Local Authorities. We are not sure what will happen with 'brexit' and possible infraction fines for breaching AQ limits, but it may be the case that these fines could fall, or will party fall to local authorities.

I will put together a simple briefing note around the diesel surcharge hopefully by PM Monday.

I hope this helps.

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
jason.andrews@merton.gov.uk



From: Councillor Ross Garrod
Sent: 03 March 2017 08:48
To: Jason Andrews
Subject: RE: Air quality action plan additions

Thank you Jason. I will have a read.

Would you be able to send me a copy of the SoS letter to the Council re air quality?

Also would you be able to provide a briefing note on the Levy for Cllr Whelton ahead of the scheduled meeting?

Best wishes,

Ross

From: Jason Andrews
Sent: 02 March 2017 14:33
To: Councillor Ross Garrod
Subject: FW: Air quality action plan additions

Dear Councillor Garrod

Please find attached some ideas to flesh out our AQAP. Please let me know your thoughts and we'll get the draft document put together.

I'm happy to meet and talk this through, if this is easier.

Warmest 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
jason.andrews@merton.gov.uk



From: Councillor Ross Garrod
Sent: 28 February 2017 10:15
To: Jason Andrews
Subject: Air quality

Dear Jason,

Thanks for meeting with me last week.

I have had a look through the matrix and would really appreciate if we could flesh out some of the localised solutions with road management/layout such as freight trucks turning left/right. Also could we look into the impact of busses. I saw an article last week how one Council in London was able to get a commitment from TFL to replace the busses on one route and work towards zero emissions by 2020 on all routes in the borough. Could we also look into increasing monitoring particularly around schools? And lastly, sorry, to flesh out more about the planning side of things. How applications, particularly on heavily polluted roads, could incorporate measures to improve air quality such as a green/garden wall.

Could you also remind me of the dates for the draft and publication as I will be looking to set up a meeting with the GLA and would like to inform them about the work and perhaps show them the draft.

Best wishes,

Ross

Councillor Ross Garrod
Labour Councillor for Lavender Fields
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Department
for Environment
Food & Rural Affairs

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17 Smith Square
London SW1P 3JR

Dr Thérèse Coffey MP
Parliamentary Under Secretary of State

T 03459 335577
defra.helpline@defra.gsi.gov.uk
www.gov.uk/defra

The Mayor of London
cc. Leaders and Chief Executives of London Boroughs

14 November 2016

Tackling air pollution is a priority for both of us. I understand that you wrote to the Secretary of State recently about this issue and she will be responding in due course.

The Government has committed £2 billion since 2011 on transport measures to reduce emissions. Alongside national action, local authorities have a vital role to play as we work together to improve air quality across the country as quickly as possible, which is good for the residents we all represent. We are now updating our national plans with the intention of producing plans next year. These will take into account the updated COPERT factors used to forecast car emissions, which we pressed for following the revelations about Volkswagen emissions.

Under the Local Air Quality Management system local authorities can designate air quality management areas (AQMAs) where national objectives are not being met. I am writing to all local authorities in England which declared an AQMA 6 or more years ago, as well as those with more recent declarations. I am writing in similar terms to Directors of Public Health. Given your remit I am writing to you in relation to the 33 London Boroughs that have longstanding AQMAs.

I appreciate the significant role vehicle emissions play in pollution levels, but I would be interested to hear whether there are specific local challenges that you or any of the London Boroughs have identified that are proving difficult to resolve. I would also like to receive an update on the plan of activities to reduce pollutant levels in London Boroughs to compliant levels.

The Government has recently launched a consultation on its Clean Air Zone Framework (details here: <https://consult.defra.gov.uk/airquality/implementation-of-cazs>) and I would welcome your views and those of the London Boroughs. We have also recently launched a new round of Air Quality Grants (details here: <http://laqm.defra.gov.uk/laqm-faqs/faq137.html>). There is still time to apply. All local authorities in England are eligible to bid and those with current or forecast air quality exceedances will be given priority.

I look forward to hearing from you.

Yours sincerely,

DR THERESE COFFEY MP





Department
for Environment
Food & Rural Affairs

House, 17 Smith Square, T: 03459 335577
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SW1P 3JRY www.gov.uk/defra

Carol Lee
London Borough of Richmond
carol.lee@richmond.gov.uk

Your ref: Tack Air Poll
Our ref: TC Nov 16
Date: 26 Jan 2017

Dear Carol Lee

Tackling Air Pollution

As you may be aware, our Minister, Dr Thérèse Coffey, wrote to your council leader, chief executive and local MPs on 14 November 2016, requesting information on the actions being taken by your council to tackle air pollution in your local area.

The Minister has now received many replies and is reading them with interest.

She is very keen to learn about your current progress and challenges, and would appreciate your response **by close on Friday 3 February**.

A high level summary (e.g. of no more than 2 pages) will suffice.

Please use the headers below as a guide for your response and include any additional information that you feel may help the Minister get an overview of the situation in your local authority.

- **What's working well?** Do you have any positive case studies it would be helpful to share?
- **What are the challenges?** We know vehicle emissions are a problem but are there issues specific to your local area, how could they be addressed?
- **Over the longer term what are the biggest challenges and opportunities you see in driving air quality improvements locally?**
- **If you have an Air Quality Management Area when do you expect to revoke it?**
 - Don't know
 - 0 - 2 years
 - 2 - 5 years
 - 5-10 years



- Over 10 years
- Include any relevant narrative

- **Are you considering implementing a clean air zone?**

The information you and other local authorities provide will help Defra determine how government can assist local authorities in effectively managing Air Quality.

Regards,

Defra Air Quality Team

From: Jason Andrews
Sent: 07 March 2017 14:01
To: Mitra Dubet
Subject: More Emails

Sorry to send more work Mitra, I was debating about these, they're not specifically about diesel but we may want to push these out as they reference AQ

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
jason.andrews@merton.gov.uk



Mitra Dubet

From: Jason Andrews
Sent: 15 February 2017 13:20
Subject: FW: Air pollution
Attachments: DRAFT LB Merton Action Plan options list_090117.xlsx

Dear Councillor Garrod

I would be more than happy to meet and discuss AQ, as a starting point we are currently redrafting our Air Quality Action Plan , attached is a list of measures that are open to discussion, Scrutiny Committee have also looked at these and are generally supportive most of them.

The list will be whittled down and some of the functions merged, we will then need your input before we pull together a focus group of the officers that will deliver this.

We're hopefully aiming, with your help, to have a plan out for consultation in March?

Let me know if the date and time for next Thursday is ok and I'll pop something in the diary.

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
jason.andrews@merton.gov.uk



From: John Hill
Sent: 15 February 2017 12:22
To: Councillor Ross Garrod; Jason Andrews
Cc: James McGinlay
Subject: RE: Air pollution

Dear Councillor,
Thank you for your email. Responsibility for air quality and air pollution rests with regulatory Services, which forms part of the Public Protection Division. I am copying Jason Andrews, the environmental health pollution manager, so that he can contact you directly to arrange the meeting for next Thursday.
Kind regards,
John (H)

From: Councillor Ross Garrod
Sent: 15 February 2017 11:18

To: John Hill; James McGinlay
Subject: Air pollution

Dear John and James,

I am not certain who has the responsibility for air pollution. But I wondered if I could pull a meeting together with relevant officers for next week Thursday at 9am to discuss this issue further.

Best wishes,

Ross

Councillor Ross Garrod
Labour Councillor for Lavender Fields
T: 020 8545 3424 | M: 07920032568
E: ross.garrod@merton.gov.uk

Additional AQAP Measures

Traffic Management solutions for AQ Focus Areas/'hotspots'

The principle of this measure is to tackle AQ in the areas identified by the GLA as having the worst AQ and relevant exposure. It would be preferable to test chosen scenarios by undertaking AQ modelling to determine impact on AQ and to ensure that any adverse impacts can be identified and minimised/mitigated. Outputs from modelling should provide evidence on which to base decisions and support funding bids etc.

The GLA/TfL publication 'Transport Emissions Road Map' (2014) provides some useful information in respect of transport management and regulation albeit that some of the proposals are aspirational. Some of the key measures which could be tested under this AQAP measure are as follows:

1. Review AQFA's to check that all traffic light systems have been appropriately upgraded to 'intelligent' systems and that all junctions are optimised using SCOOT to improve traffic flow and minimise congestion at peak times.
2. Evaluate scope for re-routing HGVs (e.g. South Wimbledon scheme) away from AQFAs/hotspots..
3. Review on-street parking bays/bus stops/loading bays within AQFAs to minimise congestion. With the potential for additional charging for diesel This could mean relocating or removing facilities that are identified as causing increased congestion. This would require fairly detailed analysis of the roadspace to identify local 'pinch-points', enforcing illegal parking/loading, restricting parking/loading times etc.
4. Consider designating the AQFAs as 'mini-ULEZ' to incorporate a number of measures. ULEZ is predicted to reduce NOx by 51% in central London and by 10% in outer London. Introducing ULEZ restrictions to AQFA's on a local scale would fulfil GLA's expectation for boroughs to target measures effectively. The mini-ULEZ could incorporate measures such as:
 - Restricting access to HGVs during peak traffic periods in AQFAs, link to delivery re-timing trial to minimise congestion caused by lorry loading/unloading.
 - Negotiate with GLA/TfL to ensure that zero emission buses only access routes through AQFAs by 2020.
 - Negotiate with GLA/TfL to ensure that ULEZ standards for taxi's and Private Hire vehicles apply to routes within AQFAs by 2020
 - Restrict access to all non-compliant vehicles within AQFA defined on basis of emissions in line with ULEZ
 - Increase access/infrastructure for zero emission vehicles within AQFAs by introducing rapid charge facilities for electric vehicles in suitable locations e.g. public car parks, supermarkets, fuel stations, taxi/private hire ranks etc.
 - Introduce street parking surcharge for diesel vehicles using on-street parking bays in AQFA/mini-ULEZ. (See Westminster trial for 2017 which will impose 50% surcharge on parking charges for diesel vehicles, including Euro 6 diesels. Pay & display machines and telephone parking services will differentiate charges based on vehicle registration. Surcharge will not apply to residents parking in this trial).

- Identify opportunities to install green walls/hedges to disrupt dispersion of pollutants (recent study evaluates AQ impact of hedges and positioning relative to road sources see 'Influence of Roadside Hedgerows on AQ in Urban Street Canyons'. Christof Gromke et al. Atmospheric Environment. Vol 139 May 2016 p.75 – 86)

5. As an alternative to the mini-ULEZ, the study could consider the impact of expanding the area to a designated 'Low Emission Neighbourhood' incorporating the neighbourhood around the AQFAs. The GLA have identified a number of LENs across London each with specific key projects which have the benefit of Mayors AQ fund support. A bid could be prepared for future funding rounds using 'lessons learned' from the existing LEN schemes.

- **Schools Project**

Increased monitoring around schools is definitely worth considering however diffusion tubes perhaps are not best indicators of AQ near schools as long averaging periods do not reflect diurnal peaks associated with the school 'run'. Automatic monitoring systems would be best but are obviously expensive. Diffusion tube monitoring is useful as an education tool to get the children involved and may give some indication of AQ changes over a long period following implementation of AQAP measures.

It was interesting to note the Mayor's proposed Air Quality Audits for schools which will be provided to 50 schools this year with funding of £250k. The audit suggested a number of possible actions to reduce school children's exposure to pollution. These could be incorporated into the AQAP and be introduced through extension to the existing STARS scheme:

1. Moving school entrances/play areas
2. No engine idling schemes around schools
3. Changes to local roads/restricting polluting vehicles around schools
4. Pedestrianisation or roads near school entrances
5. Introducing green infrastructure around the school to absorb/disrupt pollutant dispersion in vulnerable areas close to busy roads.
6. Walking buses including large numbers of children, this could incorporate the idea of a paid walking bus conductor similar to the 'lollipop' person.

- **Planning Guidance**

This is currently being revised and we will be able to provide a SPG for the borough specifically relating to air quality and the built environment.

Mitra Dubet

From: Jason Andrews
Sent: 02 March 2017 14:33
To: Councillor Ross Garrod
Subject: FW: Air quality action plan additions
Attachments: Additional AQAP Measures.docx

Dear Councillor Garrod

Please find attached some ideas to flesh out our AQAP. Please let me know your thoughts and we'll get the draft document put together.

I'm happy to meet and talk this through, if this is easier.

Warmest 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
jason.andrews@merton.gov.uk



From: Councillor Ross Garrod
Sent: 28 February 2017 10:15
To: Jason Andrews
Subject: Air quality

Dear Jason,

Thanks for meeting with me last week.

I have had a look through the matrix and would really appreciate if we could flesh out some of the localised solutions with road management/layout such as freight trucks turning left/right. Also could we look into the impact of busses. I saw an article last week how one Council in London was able to get a commitment from TFL to replace the busses on one route and work towards zero emissions by 2020 on all routes in the borough. Could we also look into increasing monitoring particularly around schools? And lastly, sorry, to flesh out more about the planning side of things. How applications, particularly on heavily polluted roads, could incorporate measures to improve air quality such as a green/garden wall.

Could you also remind me of the dates for the draft and publication as I will be looking to set up a meeting with the GLA and would like to inform them about the work and perhaps show them the draft.

Best wishes,

Ross

Councillor Ross Garrod

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Mitra Dubet

From: Jason Andrews
Sent: 23 February 2017 12:39
To: Councillor Ross Garrod
Subject: FW: Merton AQAP (Revised)
Attachments: DRAFT LB Merton Action Plan revised_150217.xlsx

Dear Cllr Garrod

It was very good to meet today, attached is the revised AQAP action points, if there is anything you want to add to or focus upon, please let me know. To put this in context, these are measures based upon good practice in Local Authority. The next step is to organise a focus group of the necessary council officers to make sure we can achieve these.

We can then put together the main document which outlines AQ in the borough, the health concerns and what we hope to achieve over the next few years.

We should have this in the next 2 weeks.

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
jason.andrews@merton.gov.uk



From: Hawtin, Lisa [<mailto:lhawtin@trl.co.uk>]
Sent: 15 February 2017 15:29
To: Jason Andrews
Cc: Chesterton, Venn; Pitman, Roger
Subject: RE: Merton AQAP (Revised)

Hi Jason

I have done a preliminary review of the measures accepted by Scrutiny and removed all those that were 'non-runners'. I have retained the GLA matrix categories as this is required for the AQAP but have started to link the individual measures under the key themes that we discussed i.e.

- Detailed traffic management project for AQ focus areas and 'hot-spots' to identify local causes for congestion and identify potential mitigation measures e.g. improvements to traffic signals, parking/loading bays, possible HGV re-routing opportunities etc.
- Use of 'Clean Air Zone' principles to identify a range of measures to reduce local emissions within AQ focus areas, e.g. restricting to low/zero emission taxis/buses only, businesses to have coordinated delivery & servicing plans, enhanced EV charging infrastructure etc.
- Schools project to build on existing STARS scheme including AQ monitoring at schools, park & stride opportunities, walking bus conductor etc.
- Emission-based parking levy

- AQ Supplementary Planning Guidance
- Public Health measures including PM2.5 monitoring.

I will be able to rationalise/detail the measures further once we have discussed the draft AQAP with the steering group representatives.

I hope that this is sufficient for your meeting with the Cabinet Member. I am on leave this week but I will check my emails in case you need anything urgent.

Best
Lisa

House, Nine Mile Ride, Wokingham, RG40 3GA, UK. VAT Registration 664 625 321.

| Project ID | Project Name | Project Description | Phase | Start Date | End Date | Number of employees | Methods | Notes |
|------------|-------------------------|-----------------------|---------|------------|----------|---------------------|-----------------------|--|
| 01-001 | Project Name & Location | Public Health Program | Phase 1 | 2010 | 2011 | 100 | ACI and other methods | Conducting a needs assessment to determine the scope of the program. This includes identifying the target population and the resources available to support the program. |
| 01-002 | Project Name & Location | Public Health Program | Phase 2 | 2011 | 2012 | 100 | ACI and other methods | Implementing the program and monitoring the results. This includes providing training to staff and conducting regular evaluations to assess the program's impact. |
| 01-003 | Project Name & Location | Public Health Program | Phase 3 | 2012 | 2013 | 100 | ACI and other methods | Evaluating the program's effectiveness and making adjustments as needed. This includes conducting a final evaluation and reporting the results to the community. |
| 01-004 | Project Name & Location | Public Health Program | Phase 4 | 2013 | 2014 | 100 | ACI and other methods | Disseminating the program's findings and promoting the program's success. This includes publishing the results and sharing the program's story with the community. |
| 01-005 | Project Name & Location | Public Health Program | Phase 5 | 2014 | 2015 | 100 | ACI and other methods | Continuing the program's impact and ensuring its sustainability. This includes conducting a final evaluation and reporting the results to the community. |

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