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## **Cllr Abigail Jones to the Cabinet Member for Regeneration, Environment and Housing**

Will the cabinet member update council on when he expects a further consultation on Crossrail 2 and Wimbledon?

### **Reply**

Transport for London has been reviewing the business case for Crossrail2, details of which were submitted to the Department of Transport and HM Treasury earlier this calendar year. It is hoped that further government project support will be forthcoming in the coming months, but there is no fixed date for the consideration of the business case or for any consultation that might follow. Additional information is available at [crossrail2.co.uk](http://crossrail2.co.uk)

We have been clear as a council that the original proposals for Wimbledon are unacceptable, and that any revised scheme needs to enhance business and retail in the town centre. On a cross-party basis representations were made on the need for changes and on the need to ensure that any revised scheme does not cause economic detriment to the borough.

The council have also strongly supported a station at Tooting Broadway instead of Balham as it will improve transport accessibility from the Mitcham and Colliers Wood area to central London along with providing relief to the Northern Line. It will also provide economic opportunities for the east of the borough by supporting business and helping to bring jobs to the borough

An update on Crossrail 2 is included within the Strategic Theme Report - Sustainable Travel item 2.5 to this meeting.

## **From Councillor David Simpson to the Cabinet Member for Street Cleanliness and Parking:**

Can the Cabinet Member please tell me a) how many electric vehicle charging points there now are in Merton; b) how that figure compares with all other London boroughs; c) what the total capital cost was of the installation of these charging points; d) what the estimated revenue to the Council is due to be from electric vehicles; and e) how many residents' parking permits have been issued in total for electric vehicles in Merton since the start of 2017?

### **Reply**

The Council has facilitated the delivery of 19 (fast) on-street charging points at nine locations, with one location still subject to statutory public consultation. Once complete the council intends to work with SourceLondon to install a further batch of around 20 electric vehicle charging point bays during 2017/18. SourceLondon provide a useful map of electric charge points across London: [www.sourcelondon.net/stations](http://www.sourcelondon.net/stations) which shows how we compare.

Installations are provided at no charge to the council. From these charging points there will be an annual income of approximately £6,200 to the council.

The use of electric vehicles is significantly higher across central and inner London boroughs, which translates in greater requirement for charging infrastructure. This has perhaps been motivated by free entry to the central London Congestion Charge Zone, which offers significant financial savings for car owners.

Separately we are also working with Transport for London to facilitate up to 10 rapid charge points, including dedicated taxi charge points. The Council has not issued any electric vehicle parking permits since the start of 2017.

**From Cllr John Dehaney to the Cabinet Member for Street Cleanliness and Parking**

Would the cabinet member outline the action Merton Council is taking to reduce vehicle emissions?

**Reply**

The council is currently finalising a new Air Quality Action Plan for 2017-22, this contains a number of measures the council can take to help reduce pollution. Specifically with regards to vehicle emissions, this includes;

- Delivery vehicles re-timing trial, specifically around focus areas to try to mitigate the impact of delivery vehicles on the road network.
- Review procurement contract for outsourced transport services.
- Detailed assessment of traffic management solutions for Focus Areas and air quality 'hotspots' to ensure that we identify areas that can be improved.
- As legislation is changing there is an opportunity to look at the possibility of 'Mini 'Ultra-Low Emission Zones' for AQ Focus Areas and pollution 'hotspots' in Merton.
- Formalise proposed anti- idling enforcement arrangements.
- Continued provision and expansion of EV charge infrastructure
- We will look at free or discounted parking charges at existing parking meters for zero emission cars.
- Continue and review the diesel emissions based parking levy for residential and business parking permits in Merton.
- Continue to provide and expand infrastructure to support walking and cycling across the borough.
- Supporting our colleagues in the GLA in proposed changes to extend the ULEZ for polluting vehicles.

**From Cllr Abdul Latif to the Cabinet Member for Community and Culture:**

Residents of Trinity ward have complained once again to the Council about the potential danger to pedestrians from cyclists and motorbike riders speeding along the Wandle Trail in Wandle Meadow Nature Park.

In addition, a 15metre long section of its wooden fence along Chaucer Way has been removed while its other sections remain damaged and broken.

Can the Cabinet Member explain why public safety in the park is being compromised and ignored?

**Reply**

We are not aware of any recent substantial issues with motorcycle activity in Wandle Meadow Nature Park. Assuming that this does occur then this would be an issue for police intervention and action; I would therefore encourage residents to report any incidents to the police using the 101 service.

Following consultation with the Trinity ward councillors it was agreed that the pathway through the park between Haydons Road Rec and the path to Chaucer Way be designated a joint footpath and London network cycle quietway. Cyclists will be expected to respect other park users as is the case with all quietways through London parks. Whilst physical interventions, such as gates and barriers, can impede both motorcyclists and cyclists, these measures also reduce access for other park users, particularly those using wheel chairs or mobility scooters.

I am aware that some of the fencing around the nature park, installed over 30 years ago, is in poor repair. Our intention is to remove or replace it over time, budgets permitting. The site is not intended to be entirely fenced so not all fencing is replaced unless it is required to keep the public safe. The fencing around the park is often surveyed by the Greenspaces team and our contractor *idverde*, and if there is a risk to the public then appropriate measures are considered and are introduced.

**From Councillor Peter Southgate to the Cabinet Member for Regeneration, Environment, and Housing**

In the light of growing concern about air pollution in Merton and in particular its effects on the health of our most vulnerable residents, what plans does the Cabinet member have to monitor air quality in the immediate vicinity of our schools – especially primary schools?

**Reply**

Since January of this year and as a demonstration of Merton's commitment to Air Quality, we have increased our Nitrous Dioxide diffusion tube network from 20 sites to 52 to give us a better picture of pollution in our borough.

One of the measures in our new Air Quality Action Plan is to undertake Air Quality audits of schools in areas of poor air quality. This is to identify measures that both the council and schools may need to take to protect our children.

These measures could possibly include:

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- Enforce no engine idling schemes around schools
- Impose changes to local roads to restrict polluting vehicles around schools
- Pedestrianisation of roads near school entrances
- Introduce green infrastructure around schools to absorb/disrupt pollutant dispersion
- Formalise walking buses for large numbers of children, by funding a paid walking bus 'conductor' similar to the school crossing supervisor.

We are also engaging with schools to provide greater awareness about air pollution , to encourage sustainable travel plans and to encourage parents to transport children to school in more sustainable / less polluting ways.

### **From Cllr Dennis Pearce to the Cabinet Member for Regeneration, Environment and Housing**

How will the mayor's housing zone for Morden and the plans to build over 1,000 residential units be supported by transport improvements?

### **Reply**

In 2015 the council successfully bid to Transport for London's Major Schemes fund to consider transport improvements in Morden town centre associated with Morden's housing zone. Although Morden has excellent public transport access – with an underground station, many bus routes and a nearby train and tram stop – an important part of the MoreMorden proposals are to make the town centre more attractive and less like only a transport interchange. Transport for London are undertaking traffic modelling and other assessments and these results and the potential for transport and public realm improvements will be shared during the next MoreMorden consultation. We are also working with Transport for London on the consideration of tramlink between Morden and Sutton and we will also benefit in due course from increased capacity on the Northern Line. For more information, please see our regular newsletters and updates to the council's website:  
[www.merton.gov.uk/moremorden](http://www.merton.gov.uk/moremorden)

### **From Councillor Daniel Holden to the Cabinet Member for Street Cleanliness and Parking:**

What action is the Cabinet Member taking to reduce pollution from moving or static vehicles?

### **Reply**

See answer to Question from Councillor Dehaney

### **From Cllr Agatha Akyigyina to the Cabinet Member for Regeneration Environment and Housing**

Can the cabinet member update council on what action the council is taking to improve road safety outside schools?

## Reply

The Council works closely with schools on School Travel Plans to help address safety issues. In recent years, the Council has worked closely with Merton's schools to:

- Develop and review School Travel Plans with the council's dedicated School Travel Plan officer to establish safe access to and from school for all users, by all means of transport.
- Work closely with schools to deliver road safety education / training to children, both off road (in the playground) and then on-road, for example to teach pedestrian safety to primary schoolchildren  
[www.merton.gov.uk/kerbcraft](http://www.merton.gov.uk/kerbcraft) and using memorable mascots such as Debra the Zebra [www.merton.gov.uk/debra](http://www.merton.gov.uk/debra)
- We have also introduced physical measures where necessary such as traffic calming measures, controlled crossing points, school beacons and appropriate road markings associated with a 20mph speed limits within the vicinity of schools.
- Use school crossing patrol officers or lollipopers as they are affectionately known, to help children cross and reinforce good driver behaviour  
[www.merton.gov.uk/schoolcrossingpatrols](http://www.merton.gov.uk/schoolcrossingpatrols)
- Council officers will continue to work closely with traffic police and the schools to address any serious incidences.

### **From Councillor Michael Bull to the Cabinet Member for Regeneration, Environment and Housing:**

What measures has the council taken to encourage cycling over the last year?

## Reply

The council introduced a variety of measures to encourage cycling over the last year

In partnership with Transport for London and the Mitcham Common Conservators, the Council introduced a new shared cycle and footway on Croydon Road. This provides an off-road link along a busy highway to help connect Tooting / Streatham through Mitcham to Croydon and Sutton.

We have also been working with Sustrans / TfL to maximise cycle provisions along Quietways and bridge the gap between such routes that falls onto the public highway. We also provide secure cycle parking provision across the borough. Some key details can be found within the Scrutiny Panel's Strategic Theme Report - Sustainable Travel available at this meeting. More information can be viewed on the Council's website [www.merton.gov.uk/cyclequietways](http://www.merton.gov.uk/cyclequietways)

As well as the physical measures, we also provide an extensive programme of safety and cycle training for people of all ages who live, work or study in Merton. To help children be safe, confident cyclists we run off-road training programmes at Merton's

primary schools for beginners, on-road programmes with schools for children who are improving cyclists and a series of holiday cycle training courses for children:  
[www.merton.gov.uk/cyclingproficiency](http://www.merton.gov.uk/cyclingproficiency)

We also facilitate three different levels of cycle training for adults, from beginners through to commuter proficiency [www.merton.gov.uk/adultcycling](http://www.merton.gov.uk/adultcycling) to encourage safe cycling.

The cycle training programmes are funded by Transport for London in line with the Mayor's Transport Strategy.

**From Cllr Russell Makin to the Cabinet Member for Regeneration Environment, and Housing**

How will the award of the new South West train franchise to First/MTL impact on train services in Merton?

**Reply**

The new seven-year South West Train franchise between First Group and MTR will start on 20 August 2017. SWT network stations in Merton include Motspur Park, Raynes park and Wimbledon Stations. Aspirations for step free access at these locations remain linked to the delivery of Crossrail 2.

Non- physical improvements include expanded use and flexibility of smart ticketing/mobile services e.g. A new flexible season ticket for passengers working fewer than 5 days a week, better free wifi at stations and on board trains, improved customer compensation scheme and better help for passengers during periods of disruption. Sunday services should also be improved.

Officers are seeking an early meeting with the new franchise to discuss their proposal for the borough on more detail.