

Committee: Council

Date: 22 November 2017

Wards: All

Subject: Petitions

Lead officer: Paul Evans, Assistant Director, Corporate Governance.

Lead member: Leader of the Council, Councillor Stephen Alambritis.

Contact officer: Democratic Services, democratic.services@merton.gov.uk

Recommendations:

1. That Council receive petitions (if any) in accordance with Part 4A, paragraph 18.1 of the Council's Constitution.
 2. That Council notes the responses provided to the petitions submitted at the meeting held on 13 September 2017.
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1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report invites Council to receive petitions in accordance with Part 4A, paragraph 18.1 of the Council's Constitution.

2 DETAILS

- 2.1. At the meeting held on 13 September 2017, the petition listed below was submitted and the response is set out below. Any petitions received by Council are referred to respective departments with responsible officers asked to advise the presenting member in each case of the way in which the petition is to be progressed.

- 2.2. A petition was submitted by Councillor Suzanne Grocott on Wheelie Bins and residents' 5 point proposal

Officer Response

- 2.3 It is recognised that the approach to waste collection cannot necessarily be a "one size fits all" approach and that different container types and sizes will need to be appropriate for the property type. However, in order for collection processes to be as lean and efficient as possible standardisation will be required and any variation from the standard process would require justifiable reasons. Acceptable criteria to vary from the "norm" should be agreed in advance of any service being rolled out.

Households will continue to receive weekly collections, with two collections (food and recycling) one week and three collections (food, recycling and general waste) on alternate weeks. Each household will be provided with, one wheelie bin for non-recyclable household waste along with a wheelie bin for paper and card; they will continue to use their existing recycling box for plastics, glass and cans.

Advantages of wheelie bins

There are a number of expected advantages associated with the use of wheelie bins which were confirmed following the recent wheelie bin pilot in Lavender Fields.

- There were significant improvements in standards of cleanliness of the roads within the trial area through less wind blown litter and reduced risk of animal attack and spillage from sacks;
- There were positive environmental impacts through increased recycling resulting from increased container capacity for recyclables;
- Improved street scene appearance: neater curtilage with single bin rather than multiple black sacks;
- Improved recycle quality resulting from protection from adverse weather generating guaranteed income to the council

It is acknowledged that the use of wheelie bins is slower in operation as the wheelie bins need to be returned back to the property, however under the proposed methodology less vehicles are required and operate with smaller crews.

- 2.3. A petition was submitted by Councillor Oonagh Moulton on unauthorised traveller encampments on Cannon Hill Common

Officer Response

- 2.5 A meeting was held with Councillors on 20 September 2017 to consider and discuss the new or improved measures that the Council might adopt. An option is being explored to review and consolidate the existing logs around the site perimeter and replace with bigger and/or better logs that are more difficult for travellers to move.

Ward members are also considering carrying out a local consultation with residents on whether the entrance barrier off Cannon Hill Lane should be more substantial and include a height restrictor.

- 2.6 A petition was submitted by Councillor Abdul Latif on new development on the corner of Tennyson Road and Haydons Road.

Officer Response

- 2.4. The points raised by the petition will be carefully considered in the assessment of the planning application.
- 2.5. A petition was submitted by Councillor Janice Howard on traffic calming in the Cromwell and Haydons Park area

Officer Response

- 2.6. The Council takes safety very seriously and we have an annual local safety programme. Rat running, perceived danger and excessive speed / volume of traffic are problems in a number of residential roads throughout the borough and regrettably due to insufficient funds and resource it is not possible to address them all.

- 2.7. Due to limited available resource and funding and the demand for action that outweigh the available funding, it is necessary to prioritise by giving first consideration to those areas with recorded personal injury accidents and areas outside schools. Engineering solutions are then considered to address accidents' contributory factors. According to our records over the past 3 years there has not been any speed related PI accidents in Avondale, Cromwell and Haydon's Park Roads and given that these roads are already traffic calmed it would make justifying any action extremely difficult.
- 2.8. With regards to speed, these roads are relatively narrow with parking on both sides. According to our latest speed data that were collected during 2014, average speed were found to be:
- o/s 113 Haydon's Park Rd – 18 mph in one direction and 15 mph in the other
 - o/s 43 Haydon's Rd – 24 mph in one direction and 25 mph in the other – although this is higher than the speed limit of 20mph, it is not considered as excessive speed
 - o/s 30 Cromwell Rd – 14 mph in one direction and 13 mph in the other
 - o/s 90 Cromwell Rd – 12 mph in both directions
- 2.9. According to the data, although there may be a perception of safety and no doubt there are those who may travel at higher speed, on average the speed is not considered as excessive. However, it should be noted that enforcement of speed falls under the jurisdiction of the Police and the Council has no powers to enforce speed / dangerous driving. Speeding concerns should be referred to the Police for their attention.
- 2.10. Although as a rule the Council does not deal with rat running issues, on this occasion to address the complaints re- rat running all the banned movements have been removed from Plough Lane / Haydon's Rd/Dursford Rd / Gap Road junction. With the banned movements removed, drivers are no longer compelled to use alternative routes.
- 2.11. In response to skip lorries and HGVs using these roads, it should be noted that these roads are subject to a 7.5T lorry ban. However, they are permitted access and regrettably currently the Council is unable to undertake enforcement against HGVs. A solution would be the introduction of a width restriction, however, given the network of the roads in this area, one width restriction would have an impact on the surrounding roads. In recent years the Council has refrained from introducing such features as these impact on deliveries, emergency services and refuse vehicles. Additionally a reasonable number of parking spaces would need to be removed and it is unlikely that anyone resident would want such a feature outside their homes. To consider such features, the Council would need to undertake the appropriate level of assessment and consultation and as already mentioned given the volume of similar requests, limited available resources and other priorities the Council will not be taking any action at this time.
- 2.12. Members are invited to present petitions at this meeting, and a response will be provided to the next Council meeting on 7 February 2018.

3 ALTERNATIVE OPTIONS

- 3.1. None for the purposes of this report.

4 CONSULTATION UNDERTAKEN OR PROPOSED

4.1. None for the purposes of this report.

5 TIMETABLE

5.1. None for the purposes of this report.

6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

6.1. None for the purposes of this report.

7 LEGAL AND STATUTORY IMPLICATIONS

7.1. None for the purposes of this report.

8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

8.1. None for the purposes of this report.

9 CRIME AND DISORDER IMPLICATIONS

9.1. None for the purposes of this report.

10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

10.1. None for the purposes of this report.

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

- None

12 BACKGROUND PAPERS

12.1. None