

1. From: Stephen Marsh

To the Cabinet Member for Housing, Regeneration and the Climate Emergency

Will Merton council back the end our cladding scandal campaign and if not why not? Stephen Hammond has added his support but it seems not the council. Why?

Reply

As cabinet member I have publicly supported the 10 pledges of the end our cladding scandal campaign which will be debated at council later tonight. I find it deeply regrettable that the Conservative government have failed to provide support tenants facing having huge bills to remove dangerous cladding when it should fall upon the building owners.

2. From: Tim Gaunt

To the Cabinet Member for Housing, Regeneration and the Climate Emergency

Please could I ask why so little is being done in terms of new cycle lanes being built in Wimbledon?

Reply

The Council submitted a bid to the Government in summer 2020 to deliver a significant cycling project in Wimbledon, but the project was not selected by the MHCLG.

We have, however, attracted investment via the Department for Transport Active Travel Fund and have introduced segregated cycle lanes on Haydon's Rd bridge; cycle lanes along Plough Lane, cycle improvements on Merton High Street, Church Road Mitcham, Raleigh Gardens Mitcham and extended bus lanes in London Road Mitcham which also provide more space for cyclists. We will be delivering a cycle contraflow scheme in Wimbledon Village this quarter and have allocated £100,000 of Merton's Community Infrastructure Levy towards cycling and active travel next financial year.

3. From: Daniel Beglin

To the Cabinet Member for Housing, Regeneration and the Climate Emergency

What is the council doing to ensure that disabled people like my father who rely on their wheelchairs to get around, do not risk their lives by using the road to get around cars which have been parked on the pavement?

Reply

Merton is committed to reducing unauthorised obstructions on the pavement including tackling those who park without permission. There is a London wide pavement parking ban which has been in place since the 1970s. Parking on pavements is only permitted if signs allow. Before any pavement parking is permitted at any location an assessment on pedestrian access, including wheelchairs and prams etc, would have been undertaken. Our Civil Enforcement Officers (Parking Attendants) enforce footway parking as part of their normal duties and issue a Penalty Charge Notice if a

vehicle is in contravention. If there are specific areas of the borough which require extra enforcement to stop the activity Parking Services would be happy to make additional visits. Residents can report unauthorised parking via the details on the Council website or via the parking hotline on Monday to Saturday from 7am to 10pm, and Sundays 11.45am to 4pm on 020 8545 4661

4. From: Kirsten Galea
To the Cabinet Member for Adult Social Care and Public Health

Has Merton conducted an equalities assessment to evaluate the impact that the proposed amendment to visitors permits and the proposals to phase out scratch card permits long term will have on elderly, disabled and disadvantaged residents?

Reply

Yes a full equalities analysis accompanies our proposals around changes to visitor permits The Emission Based Charges report made reference to an annual review towards phasing out scratch cards in the long term. There is no specific recommendation for the removal of this service at this time. Therefore an Equalities analysis specifically on any withdrawal of scratch cards will take place as part of any future review of this provision.

The demand for scratch cards will be assessed annually with a view towards phasing these out in the long term as sales via the RingGo APP increase, although this would be subject to further consultation.

5. From: John Braithwaite
To the Cabinet Member for Adult Social Care and Public Health

How does the council propose to measure and offset the impact of the increase in pollution from stationary and queueing traffic on Kingston Road which will result if the proposed Low Traffic Neighbourhood schemes are introduced on surrounding roads?

Reply

Low Traffic Neighbourhoods are designed to remove through-traffic from residential streets (unclassified roads). Quieter streets are safer and provide greater opportunity for residents to make local trips by walking and cycling.

LTNs keep through-traffic on A and B roads (classified roads) which are designed for, and intended to perform a cross-borough traffic function. We accept that in the short-term, as schemes bed-in that there may be some displacement of traffic, but studies from other LTNs demonstrate that this impact is short-lived. This is why we intend to implement LTNs as experiments. At the end of the monitoring period, the Council will consider whether to keep, adapt or remove the LTNs.

LTNs must be viewed not only as a road safety measure, but form part of the Council's longer term objectives in changing driver behaviour, improving air quality and mitigating the impacts of climate change.

6. From: Anne Macartney

To the Cabinet Member for Housing, Regeneration and the Climate Emergency

Is there any intention to extend the consultation period for the current LTN proposals due to the problems notifying residents due to the situation at Wimbledon Sorting office. If not, how else does the council intend to notify residents regarding the consultation please?

Reply

We have recently been informed of capacity issues with the local postal service as a result of Covid-19. The Council will consider extending the consultation period and any extension would be posted on the Council's website. However, given that many of the local communities are aware of the consultation via councillors, Resident Associations and word of mouth, the information can be viewed on the website. The questionnaires are simple and do not take more than a few minutes to complete; we recommend that everyone uses the online feedback forms where possible.

7. From: Tom Killick

To the Cabinet Member for Housing, Regeneration and the Climate Emergency

What steps is the Council taking to ensure that housing planning applications it approves meet its 40% "affordable" target? In 2018-19 only 24% of units in approved schemes were "affordable" *.

*Monitoring report, Table 7.2, page 52.

Reply

The delivery of affordable housing in Merton is affected by government's introduction of Prior Approval rights to convert office, shops and storage premises to residential use without the need for full planning permission and without the requirement to deliver affordable housing. Merton is also characterised by fragmented land ownership and small sites (i.e. sites of 10 homes or less) which again do not normally contribute to affordable housing.

Due to this, only one development in 2018-2019 was liable to provide affordable housing via the planning system. It was a development of 11 homes that provided 45% affordable homes, in excess of the 40% borough-wide target. (Authority Monitoring Report 2018-19, page 27 for planning applications granted permission in 2018-2019, the council negotiated affordable homes ranging from 17% to 43% depending on the site circumstances including development viability [Authority Monitoring Report 2018-19.pdf \(merton.gov.uk\)](#))

We have just finished a consultation on a draft new Local Plan (public consultation period : 13 November 2020 – 1 February 2021). This includes policy H4.1 (Housing choice) which aims to boost the provision of affordable housing by including a requirement for sites of 10 homes or less to contribute to affordable housing provision. The new local plan also proposes some larger sites be allocated for new homes, which will help boost the supply of sites that can contribute to affordable

housing. The draft new Local Plan can be accessed at: [Local Plan consultation 2a 2020 \(merton.gov.uk\)](https://www.merton.gov.uk/consultation/2020/02/2020-02-20-Local-Plan-consultation-2a)

**8. From: Andrew Biden
To the Cabinet Member for Adult Social Care and Public Health**

The 2019 Air Quality Status Report states illegal air pollution at the five most polluted Merton sites have "remained relatively static" for "a number of years." By what date does the Council intend to reduce air pollution at these sites to legal levels and how will they achieve this?

Reply

Our Annual Status Report (ASR) for 2019 shows the overall picture of air quality in the borough and relates to monitoring in 2019. In general the ASR is showing an improving trend in NO₂ throughout many areas of the borough. It is also important to note that we have increased our monitoring to ensure that this is capturing the most polluted areas. This monitoring is reviewed every year.

Despite the improving locations we are aware that there are areas of entrenched poor air quality, these sit mainly on our High Streets with the main contributing factor being traffic.

This is a picture we are seeing in many boroughs across London, generally the predicted compliance for NO₂ in most areas will be 2025, but even at this date we will likely still see a few hot spots throughout London.

Merton remains committed to tackling air pollution and is one of the London Authorities that is using all the controls that we have available to tackle the problem. With regards to traffic we are looking to implement an emissions based parking scheme to incentivise cleaner vehicles and sustainable transport. We also have policies and a commitment to creating an environment where cycling and walking are a real choice for people.

We continue to lobby for cleaner buses and have a commitment from TfL to have all buses at least Euro 6 compliant by April 2021. The recent changes in the Low Emissions Zone will further clean freight and delivery vehicles.

We are consulting on a new Supplementary Planning Document (SPD) for Planning and Development which includes those steps we can take to ensure new development has a positive contribution to air quality in the borough, and specific focus areas.

Unfortunately there are areas that contribute to pollution that remain outside our direct control and with regional & national government, we continue to lobby these partners for new legislation and changes in policy as well as ensuring cleaner vehicles.

Through traffic and pollutants that don't respect borough boundaries are a key concern, again we have limited control over these, however many authorities are looking towards similar parking schemes and measures that Merton are adopting.

Merton are developing the use of information and technology 'Smarter Cities' to capture granular data around travel, vehicle use and air quality, including particulate pollution, to better understand and influence decision and policy making.

I am confident as a borough we are doing all we can to tackle those areas we can control, and lobby for those we can't. We are not complacent and will currently review actions we can take to reduce pollution.

9. From: Pippa Maslin

To the Cabinet Member for Local Environment and Green Spaces

Despite many complaints from the public, Veolia persists in blighting our environment with their piles of green bags that sit for days, in numerous spots around the borough, before being collected. Why is this and can we, the public, expect a change?

Reply

I would like to note the continued commitment and professionalism demonstrated by our waste collection and street cleansing crews in delivering these critical front-line services during these unprecedented times.

The street cleansing service, whilst showing improvements in performance over the last year, continues to be a priority area of focus for our Client team, Veolia and our residents. When we are notified of deficiencies in the service, such as the wrongful positioning of green bags, the service responds well within targeted requirements. However, we have acknowledged that the green sweeper sacks continue to be a challenge and are a contributing factor in attracting additional side waste which is a blight on our community. To address this the Client team are working closely with Veolia to ensure that these locations are approved and scheduled to be cleared the same day. In order to focus our service delivery we have revised the agreed Service Performance Indicators and Veolia are tasked with removing these within 24hrs of being reported. We have also increased our proactive monitoring of the service with the aim to inspect the service delivery in each road across the borough monthly.

10. From: Matthew Willis

To the Cabinet Member for Housing, Regeneration and the Climate Emergency

As it is currently looking unlikely that restrictions on the use of public transport will have been fully lifted by April 2021, will the council delay the introduction of the proposed emissions based parking scheme until the situation with Covid-19 has dramatically improved?

Reply

The Council is looking to introduce the Emissions Based Charging arrangements from May 2021 at the earliest. We recognise that the availability of safe reliable public transport is part of the key to changing behaviour and shifting away from the private motor car and we will keep this date under review. This needs to be set alongside concerns that we are experiencing a car borne recovery with greater impact on air quality and carbon dioxide production.

11. From: Christopher Stanton

To the Cabinet Member for Adult Social Care and Public Health

In 2020, how many encounters with idling drivers were recorded by CEOs in Merton, and how many of these encounters resulted in a fine?

Reply

Prior to the UK lockdown in March 2020, training was given to CEO's on Anti Idling engagement in line with the Mayor of London's Idling Action Campaign, with a focus (but not solely) on engaging drivers idling outside primary schools within the borough. As with many authorities many direct campaigns of this nature have been paused due to social distancing. The work of the London wide project has now moved to online engagement and awareness raising. We hope to resume training (and public engagement) with CEO's and Cllrs when restrictions allow.

12. From: Robin Vaughan-Williams

To the Cabinet Member for Local Environment and Green Spaces

Regarding household waste, a) how much household waste did Merton Council send to the incinerator at Beddington in 2019 and 2020, b) what is its projection for this year and each of the next five years?

Reply

Part A

Below are the figures for the total tonnes of residual waste collected by Merton in the calendar years (i.e. January - December 2019). This includes fly tipped, bulky waste that is co-collected with the household residual waste:

	ERF	Landfill	Total Residual	% to ERF
2019	38,350	2,758	41,108	93%
2020	42,191	0	42,191	100%

Part B

Total projected Merton residual waste for January - December 2021 is 44,108. This includes fly tipped, bulky and some commercial waste that is co-collected with the household residual waste.

The contract states that no more than 7% of SLWP's waste should go to landfill. Therefore, if we assume a maximum 1.5% residual waste growth each year the estimated tonnes for the next 5 years and that the contractor meets their target, it can be assumed that 93% of the residual waste that Merton collects as a minimum will be processed through ERF.

On that basis, the estimated figures are as follows:

	Total waste	93% to ERF
2021	44,108	41,020
2022	44,770	41,636
2023	45,441	42,260
2024	46,123	42,894
2025	46,815	43,538

13. From: Andrea Milde

To the Cabinet Member for Local Environment and Green Spaces

Does the council think that a) incinerating waste is an appropriate response to the climate emergency given that incinerators such as the Beddington facility are pollutants and that b) incinerating waste does not discourage waste generation?

Reply

Thanks to the Beddington Energy Recovery Facility (ERF), 100% of Merton's residual waste in 2020 was diverted away from landfill and used to generate energy. This represents an important step up the waste hierarchy for the borough; treating waste in energy from waste facilities like the one at Beddington delivers significant carbon savings over landfill. Even so, we recognise that treating the residual waste we collect from households remains a significant contributor to the borough's carbon emissions. We are committed to reducing that in the coming years to help us achieve our ambition of the borough becoming net carbon zero.

Merton has gone to great lengths in recent years to increase recycling and minimise waste, and there has been some real progress in this area. For example, the amount of food waste we collect for recycling increased by 76% between 2016 and 2019. We offer a comprehensive recycling service and encourage residents to use it to its full potential, so nothing that could be recycled ends up at the Beddington ERF.

We would all like to see a future where residual waste treatment facilities are not needed. But the reality is that - for now at least - they are a vital part of our waste management infrastructure. Despite being one of the best recyclers in London, Merton Council is left with around 40,000 tonnes of waste each year that either cannot be recycled or has not been sorted for recycling by residents. There are three options available to the borough: bury that waste in landfill, export it out of the area for someone else to deal with (which would significantly increase traffic movements and transport emissions) or treat it in a local, modern energy from waste facility. We are confident that in the Beddington ERF, we have a safe, environmentally-sustainable and cost-effective solution.

**14. From: Sara Sharp
To the Cabinet Member for Housing, Regeneration and the Climate Emergency**

Please list all planning conditions relating to application 18/P1921 (Harris Academy School, South Wimbledon SW19) with a) the detail of each condition, b) whether and how the condition was met, c) if it is hasn't been met, what measures are being brought to ensure it is met.

Reply

The relevant conditions can be found on the Merton website at the following location:

https://planning.merton.gov.uk/MVM.DMS/Planning%20Application/1000102000/1000102508/18P1921_Decision%20Notice.pdf

There are 40 conditions in total and 10 informatives. Not all conditions require specific approval of details to be formally submitted. Records show that conditions 2, 4, 5, 10, 13, 14, 19, 24, 27, 29, and 35 have been discharged.

The Council do not have the resources to run full compliance checks on all planning decision notices and all the relevant conditions. With over 4000 such decisions per year and as is demonstrated in this particular case, up to and beyond 40 conditions which may be relevant, the number of total conditions runs into the tens of thousands per year. If there are any specific issues raised with regard to any of the conditions and evidence is provided to demonstrate why the relevant condition may not been complied with, then the Enforcement Team can investigate accordingly. At this moment, enforcement records show that there have been no specific issues raised to date.