

## London Borough of Islington

### Regeneration and Employment Review Committee – 2 November 2010

Non-confidential minutes of a meeting of **REGENERATION AND EMPLOYMENT REVIEW COMMITTEE** held at the Town Hall, Upper Street, N1 2UD on Tuesday 2 November 2010 at 7.30pm.

**Present Councillors:** Wally Burgess, Theresa Debono, Greg Foxsmith, Lucy Rigby, Ursula Woolley

#### Councillor Ursula Woolley in the Chair

**33 APOLOGIES FOR ABSENCE (Item A1)**

Apologies from Councillors Charalambous and Khan.

**34 DECLARATION OF SUBSTITUTE MEMBERS (Item A2)**

None.

**35 DECLARATION OF INTERESTS (Item A3)**

None.

**36 MINUTES (Item A4)**

**RESOLVED:**

That the minutes of the Regeneration Review Committee meeting held on 2 September 2010 be confirmed as an accurate record of proceedings and the Chair be authorised to sign them.

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**37 CHAIR'S REPORT (Item A5)**

There was no Chair's report.

**38 40% CARBON REDUCTION BY 2020 SCRUTINY REVIEW – SCRUTINY INITIATION DOCUMENT (SID) (Item B1)**

**RESOLVED:**

That the SID be noted.

**39 40% CARBON REDUCTION BY 2020 SCRUTINY REVIEW – WITNESS EVIDENCE (Item B2)**

Quentin Given from Friends of the Earth and Larissa Lockwood from The Carbon Trust attended to give evidence. Lucy Padfield, Energy Service Manager was also in attendance.

In Quentin Given's presentation the following points were made:

- In 2009, a campaign was launched to encourage Local Authorities to cut emissions. Islington signed up to the target to reduce its carbon emissions by 40% by 2020. A policy framework was required to get all Local Authorities involved in reducing their emissions.

- The government had introduced a feed-in tariff to incentivise small scale, low-carbon electricity generation. Next year a renewable heat incentive would be introduced.
- Innovative schemes were taking place in many local authorities. Oxfordshire Council was considering putting wind farms on its land. Birmingham was providing free electricity to social housing tenants with no upfront costs and this was reducing carbon emissions, creating jobs in the installation of photovoltaic panels and there was the potential to set up a photovoltaic panel assembly plant there.
- District heating systems could be possible in the future and energy such as geothermal energy could replace gas usage.
- Friends of the Earth would encourage the strengthening of the Government's Green Deal.
- Islington's Climate Change Partnership was one of the best examples in the country.
- Giving advice to people about the results of them changing their behaviour e.g. making fewer car journeys, would have an impact on carbon reduction.
- The opportunities created by a reduction in carbon emissions included the delivery of warmer, healthier homes, a reduction in fuel poverty, enhanced fuel security, cheaper energy bills and a healthier population who walked and cycled more and were exposed to lower pollution levels.

In Larissa Lockwood's presentation, the following points were made:

- The government set up the Carbon Trust in 2001.
- Legislation required the UK to cut carbon emissions by 80% by 2050.
- The Carbon Trust was working with over 3,000 organisations. Projects implemented to date had saved over 6.5m tonnes of carbon dioxide.
- 10% carbon reduction could be achieved by minimising energy wastage through a change in behaviour. Up to 20% could be achieved through "Invest to save" measures. To achieve further carbon reduction, organisational realignment and the use of renewable technologies would be required.
- Islington was seen as an example of best practice.
- Bedfordshire Council was introducing LED street lighting, Derbyshire County Council was undertaking voltage optimisation, Coventry Council was carrying out cavity wall insulation, Milton Keynes required new developments to be carbon neutral and if this was not possible, to make a payment to the council which would be used for carbon reduction work and the use of solar energy was being considered in Stoke on Trent.
- Islington Council was on the Carbon Trust Alumni Programme which meant The Carbon Trust had allocated time to work with Islington. It was intended that there would be a fully funded programme next year for those that had taken part in the original Carbon Trust programme five years ago.

In the discussion, the following points were made:

- Members were of the view that it would be helpful if The Carbon Trust and Friends of the Earth could take comment on the committee's draft report. Larissa Lockwood and Quentin Given would be happy to comment on the report.

- Members requested feedback from The Carbon Trust and Friends of the Earth on further ways in which Islington could improve its carbon reduction. Larissa Lockwood and Quentin Given would be able to do this, however there were limits to the time that could be spent with each organisation.

**RESOLVED:**

- (1) That the presentations be noted.
- (2) That the draft scrutiny report, once written, be sent to Larissa Lockwood and Quentin Given for comments.

**40 SUSTAINABLE EMPLOYMENT SCRUTINY REVIEW – WITNESS EVIDENCE (Item B3)**

Cliff Youngman, Head of Procurement gave a presentation.

In the presentation and discussion, the following points were made:

- In October 2009, a working party consisting of councillors and officers was set up to look at the London Living Wage.
- In March 2010, the Executive approved the adoption of the London Living Wage in Islington.
- All directly employed staff of Islington Council were currently paid above the London Living Wage. Agency and temporary staff would be paid the London Living Wage and where Islington was awarding new contracts, the contractor would be required to pay staff involved in providing the contracted services the London Living Wage where this was relevant and proportionate.
- Islington's cleaning contract would be brought back in-house and tenders were subject to the approval of the Executive.
- The tendering process had been simplified, resource packs were provided and seminars and other events were held to help those interested in bidding. Support could be given to Islington businesses to encourage them to bid. Bidders were also encouraged to use the local market and apprentices. There was no cost involved in bidding for any Islington contract.
- There was a council project to work with local businesses and get them on to tender lists. There was no charge for this, however there was a small charge at events to cover the cost of refreshments.
- It would not be possible to enforce the London Living Wage requirements if sub-contractors sub-contracted so it was important to try to prevent this from happening through contract management by the client.
- Over 25 placements had been given through the worklessness scheme. Two of those on the worklessness scheme had been placed on the apprenticeship scheme and one was now a permanent member of staff.

Janet Drysdale, Head of Regeneration and Community Partnerships, gave a presentation on behalf of Claire Tunley, Head of Business and Town Centre, a copy of which would be interleaved with the agenda.

In the presentation the following points were made:

- Islington was home to over 10,000 businesses, which collectively employed over 176,000 people.
- Nearly nine out of ten businesses in Islington were small businesses and employed 20 staff or fewer.
- Nearly two out of three businesses in Islington were micro-businesses which employed between one and five people.
- There were 215 large businesses in Islington (2% of all businesses in Islington) which collectively provided half of the jobs in the borough.
- Most businesses in Islington were located in the south of the borough with a significant number of large firms located south of Pentonville and City Roads.
- Commuting data showed that approximately 30% of jobs in the borough were held by Islington residents. This had increased from 23% in 2001.
- The Social and Economic Wellbeing (SEW) project supported local businesses to thrive and grow, increasing employment locally. The project had helped to develop long term relationships with businesses, refer them to and work closely with other support services, engage with employers, respond to issues raised by businesses and work with young people in schools to offer them exposure to the world of work and enterprise.
- Islington's redundancy figures were much lower than Westminster's. However where a business made fewer than 20 redundancies, these were not recorded.
- The recession meant there had been lower than anticipated attendance at events. However, businesses had responded more favourably to services that supported their business operation e.g. procurement support. Services had been adapted to respond to these challenges and events were now specific and targeted towards specific businesses.
- In some areas of Islington, including The Angel, shop closures often resulted in reasonable quick re-occupation.
- The project's targets to March 2011 included having engaged with 450 local businesses, held 15 events for businesses, published 4 issues of the business magazine, held the Islington Schools' Enterprise Challenge 2010, held a market trader workshop to help local people become self-employed market traders and held dedicated workshops and training to support local businesses to apply for and secure public sector contracts. Progress had been made with all of the targets.
- Members requested updates on Islington's economy including trade and turnover figures; the effects of the recession; details of vacancies in Islington; work to encourage businesses to Archway and the results of how work had influenced the private sector to develop, trade and employ locally.

**RESOLVED:**

- (1) That the presentations be noted.
- (2) That members be sent the information requested at the meeting.
- (3) That the SEW Performance and Labour Market Assessment report be sent to members.

## **INTRODUCTION OF BOROUGH WIDE 20MPH ZONE SCRUTINY REVIEW – PRESENTATION AND SCUTINY INITIATION DOCUMENT (Item B4)**

Zahur Khan, Head of Traffic and Engineering gave a presentation.

In the presentation, the following points were made:

- 20mph zones had a 20mph speed restriction covering many roads with traffic calming. There were signs only at entrance and exit points. The zones were considered “self-enforcing” through the use of traffic calming.
- 20mph limits had a 20mph speed restriction covering one or more roads. Signs were required at the entrance and exit points and throughout the limit. Restriction would be enforced by the police as speeding was a criminal offence.
- Islington’s 20mph speed restrictions were approved by committee decisions after consultation had taken place.
- The first rollout of 20mph zones in Barnsbury, Canonbury East and West, Amwell and St Peters was in reaction to the congestion charge zone in 2001/2002.
- All subsequent zones were in reaction to the number of accidents in a given area and funding was awarded accordingly. The average cost to the country of a road traffic fatality was £1.8 million. In an accident where a person was seriously injured, the cost was £90,000. The most dangerous areas in the borough were covered by 2009.
- The majority of 20mph zones were funded by Transport for London.
- In 2009, Islington decided to complete the borough wide 20mph scheme. All side roads not yet subject to a 20mph restriction were consulted. 23.5% of the 40,000 residencies responded and 61% were in favour. All Area Committees approved this unanimously. The scheme would only cover side roads and not main roads in order that traffic be discouraged from using residential areas to travel though the borough.
- Islington was the first 20mph borough. The scheme received considerable support and there were no significant objections. It was well received by the media, including the BBC.
- Islington has been working closely with TfL, the Police, the Department for Transport, Living Streets and other interested groups.
- Signs were being put up at bus stops and on the back of buses to inform people about the boroughwide 20mph scheme and there would also be a press release to inform people. Surveys of the borough wide scheme would be conducted next year.
- The 20mph zones had helped to reduce accidents. In 2001, 221 people were killed or seriously injured and in 2009 the figure was 77.
- In Barnsbury there had been a reduction in through traffic by 23% since the 20mph zone was introduced.
- The number of children killed or seriously injured on the school run in Islington had decreased significantly and Islington’s figures were now lower than the Inner London average.
- There was anecdotal evidence to show that reducing the speed could reduce journey times as vehicles would drive at a more constant speed.
- Although one main road, Wharfedale Road, had been included in the 20mph, the police had objected to this and had stated they would not enforce it.

- Issues around main roads could be discussed as part of the scrutiny.

**RESOLVED:**

That the presentation be noted.

**42 PLANNING POLICY AND SMALL AND MEDIUM ENTERPRISES SCRUTINY REVIEW – SCRUTINY INITIATION DOCUMENT (SID) (Item B5)**

**RESOLVED:**

That the SID be noted.

**43 WORK PROGRAMME 2010/11 (Item B6)**

**RESOLVED:**

(1) That the work programme be noted.

(2) That members be provided with details about a potential visit for the Carbon Reduction scrutiny.

**44 ANY URGENT BUSINESS (Item B7)**

None.

The meeting ended at 9.50 p.m.

**CHAIR.**