



AGENDA FOR THE ENVIRONMENT AND REGENERATION SCRUTINY COMMITTEE

Members of the Environment and Regeneration Scrutiny Committee are summoned to a meeting, which will be held in on **3 February 2015 at 7.30 pm.**

John Lynch
Head of Democratic Services

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Despatched : 26 January 2015

Membership 2014/15

Councillor James Court (Chair)
Councillor Diarmaid Ward (Vice-Chair)
Councillor Gary Doolan
Councillor Osh Gantly
Councillor Gary Heather
Councillor Clare Jeapes
Councillor Caroline Russell
Councillor Nurullah Turan
Councillor Nick Ward

Substitute Members

Councillor Jenny Kay
Councillor Michael O'Sullivan
Councillor Alice Perry
Councillor Rupert Perry
Councillor Asima Shaikh
Councillor Paul Smith
Councillor Nick Wayne

Quorum is 4 members of the Sub-Committee



A.	Formal Matters	Pages
1.	Apologies for Absence	
2.	Declarations of Substitute Members	
3.	Declarations of Interest	
	<p>If you have a Disclosable Pecuniary Interest* in an item of business:</p> <ul style="list-style-type: none"> ▪ if it is not yet on the council's register, you must declare both the existence and details of it at the start of the meeting or when it becomes apparent; ▪ you may choose to declare a Disclosable Pecuniary Interest that is already in the register in the interests of openness and transparency. <p>In both the above cases, you must leave the room without participating in discussion of the item.</p> <p>If you have a personal interest in an item of business and you intend to speak or vote on the item you must declare both the existence and details of it at the start of the meeting or when it becomes apparent but you may participate in the discussion and vote on the item.</p> <p>*(a)Employment, etc - Any employment, office, trade, profession or vocation carried on for profit or gain.</p> <p>(b) Sponsorship - Any payment or other financial benefit in respect of your expenses in carrying out duties as a member, or of your election; including from a trade union.</p> <p>(c) Contracts - Any current contract for goods, services or works, between you or your partner (or a body in which one of you has a beneficial interest) and the council.</p> <p>(d) Land - Any beneficial interest in land which is within the council's area.</p> <p>(e) Licences- Any licence to occupy land in the council's area for a month or longer.</p> <p>(f) Corporate tenancies - Any tenancy between the council and a body in which you or your partner have a beneficial interest.</p> <p>(g) Securities - Any beneficial interest in securities of a body which has a place of business or land in the council's area, if the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body or of any one class of its issued share capital.</p> <p>This applies to all members present at the meeting.</p>	
4.	Minutes of Previous Meeting	1 - 8
5.	Public Questions	
6.	Chair's Report	
B.	Items for Decision/Discussion	Pages
1.	Fuel Poverty scrutiny review - witness evidence	Verbal Report

- | | | |
|----|---|---------|
| 2. | 20mph limit scrutiny review - report back | 9 - 14 |
| 3. | Work Programme | 15 - 16 |

C. Urgent non-exempt items (if any)

Any non-exempt items which the Chair agrees should be considered urgent by reason of special circumstances. The reasons for urgency will be agreed by the Chair and recorded in the minutes.

D. Exclusion of press and public

To consider whether, in view of the nature of the remaining items on the agenda, it is likely to involve the disclosure of exempt or confidential information within the terms of the Access to Information Procedure Rules in the Constitution and, if so, whether to exclude the press and public during discussion thereof.

E. Confidential/exempt items

F. Urgent exempt items (if any)

Any exempt items which the Chair agrees should be considered urgently by reason of special circumstances. The reasons for urgency will be agreed by the Chair and recorded in the minutes.

The next meeting of the Environment and Regeneration Scrutiny Committee will be on 12 February
2015

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London Borough of Islington

Environment and Regeneration Scrutiny Committee - 13 November 2014

Minutes of the meeting of the Environment and Regeneration Scrutiny Committee held at on 13 November 2014 at 7.30 pm.

Present: **Councillors:** Court (Chair), Ward (Vice-Chair), Doolan, Gantly, Heather, Jeapes, Russell and Ward

Councillor James Court in the Chair

16 **APOLOGIES FOR ABSENCE (Item A1)**
None.

17 **DECLARATIONS OF SUBSTITUTE MEMBERS (Item A2)**
None.

18 **DECLARATIONS OF INTEREST (Item A3)**
None.

19 **MINUTES OF PREVIOUS MEETING (Item A4)**
That the minutes of the Environment and Regeneration Scrutiny Committee meeting held on 2 October 2014 be confirmed as an accurate recording of proceedings and the Chair be authorised to sign them subject to the following amendment:
- That the first objective in the Community Energy scrutiny initiation document be reworded to clarify the meaning.

20 **CHAIR'S REPORT (Item A5)**
None.

21 **COMMUNITY ENERGY - WITNESS EVIDENCE (Item B1)**
Andrew Ford, Energy Advice Manager, presented written evidence from the charity Forum for the Future.

In the presentation the following points were made:

- The evidence was Forum for the Future's response to the Department of Energy and Climate Change's Consultation on Cutting the Cost of Keeping Warm: a New Fuel Poverty Strategy for England. The document outlined the resources community groups would need. These included the provision of clear and accurate information, access to training providers and advice and resources for marketing campaigns. Typically resources came from local authorities.
- In the past, Islington Council had undertaken energy reduction programmes. However, there had not been any resources to undertake community engagement for a number of years.
- To date, no community groups had approached the Energy Team about community energy projects.
- Energy schemes should be carried out in line with the energy hierarchy i.e. firstly, reducing energy; secondly, insulating homes; and thirdly, generating energy.
- In response to a question about the efficiency of the housing stock, members were advised that the most energy efficient was council housing, followed by social housing, then owner occupied housing and then private rented housing. Most

council housing was flats which were generally more energy efficient than houses due to there being fewer roofs.

- The council had undertaken solid wall insulation. If there was a choice between insulating and installing double glazing, generally insulating should be prioritised.
- It was important to ensure there was a joined up approach between different departments.
- There was a community energy scheme in Bannister House, Hackney. The council had provided £40,000-£50,000 plus officer time and procurement advice. The scheme resulted in community development and included community cohesion and apprenticeships. There was a Camden community group currently looking for a commercial building, who were not looking for local authority funding but would use council resources such as planning services.
- If a community group contacted the council, the Energy Team would try and support them and put them in touch with the relevant people.
- It was suggested that more information on community energy could be provided to councillors, staff and tenants and residents' associations.
- The Energy Team acted as consultants to the Housing department and advised them when grants were available and advised on the design of buildings and schemes. Often government grant money came with conditions. The council successfully bid for £6.5m between six boroughs. The funding required owner occupiers to contribute to work on their properties and they could apply for Green Deal finance to assist with this. Although this funding could only be used for owner occupied properties, the council combined the grant with other grants to do work on whole blocks as this was cost effective.
- Landlords did not always invest in making their properties more energy efficient. The council's Housing department had a health and safety rating system with 29 measures including cold, damp and mould checks. The environmental health team conducted spot checks and residents could also contact them to request a visit. If the property was found to be inadequate, the landlord could be required to deal with the problem within a specified time period. If they did not do this, the council could do the work and then charge the landlord for the work.
- At the moment, it was considered not reasonable to ask landlords to insulate their properties. However, with a change to the law in 2018, it would become reasonable.
- The Energy Team was not aware of any Islington residents having taken out the Green Deal.
- In the past, funding had been used for door-knocking, surveys, draught proofing, infra-red surveys to show heat leakage, awareness raising programmes and workshops.
- Barriers to people having work done included not wanting strangers in their homes, being unwilling to clear their lofts for insulating work and being unwilling to go through the disruption associated with work taking place in their homes.
- Condensation could create a problem because people would open windows to deal with the condensation and then have to turn up their heating due to the heat loss out of the windows. To solve the problem of condensation, it was important to understand the cause. It could be a result of breathing, cooking, the design of buildings, especially those not designed for modern heating systems, or structural issues e.g. pathways over rooms on the Andover Estate.
- Members of the public raised concern about the amount spent on energy measures under Decent Homes work. Officers did not have the figure but the work done was to meet the standards set by government.
- In response to a resident's question about whether there was scope for the compulsory purchase of homes which did not meet energy standards, the officer advised that although he understood that the council could compulsory purchase

properties in some instances, he was not aware if not meeting minimum energy standards was one of the reasons.

- A member of the public asked for the cost of energy related improvements on tenants' rent. Officers would look into this.
- Members of the public were advised that they could ask questions of the Executive member and could put in written questions to Full Council.

RESOLVED

That the presentation be noted.

22

COMMUNAL HEATING - PRESENTATION (Item B2)

Garrett McEntee, Interim Group Leader M&E – CIP, gave a presentation on communal heating systems.

In the presentation the following points were made:

- In Islington there were 4,268 homes, in 48 blocks, connected to communal heating systems.
- The council had a preference for retaining or replacing communal heating.
- There was an opportunity to utilise energy from existing combined heat and power (CHP) plant. Heat generated from CHP was pumped to local housing estates connected to communal heating systems. An example of where this was in use was the Bunhill Phase 1 "Energy Centre" CHP plant. This would help to address the targets set in the Energy Conservation Act 2000 to eradicate fuel poverty by 2016 and help to reduce the levels of greenhouse gas emissions (34% of 1990 levels by the year 2020 and 80% by 2050).
- The council's current policy for communal heating was agreed in October 2010 following consultation with residents and it took into account residents' preferences. Heating was provided for 18 hours per day, 36 weeks per year. Heating was turned on during late September and was turned off at the end of May. Within this period heating was provided between 6am and midnight.
- Some blocks with specific issues had agreed variations to the communal heating policy e.g. in some blocks it was not possible to install cavity wall insulation so the properties did not retain as much heat as properties which were more insulated.
- Providing heating for more than the current 36 weeks per year would result in an additional cost and increased carbon dioxide emissions.
- There were a number of benefits to communal heating. It helped to support the council's Fairness Commission objectives included in the current Islington Corporate Plan i.e. decent, suitable and affordable homes. The installation of communal heating systems made homes easier to keep warm and more affordable to heat. Communal heating systems helped to break the cycle of fuel poverty where a household had to spend over 10% of its income on energy costs. It was estimated that 8.1% of households in Islington were living in fuel poverty.
- It was generally recognised that communal heating, in conjunction with decentralised energy schemes would provide a more economical source of heating and hot water than individual boilers.
- Paying a flat rate meant that tenants could budget more easily which helped to address the impact of fuel poverty on vulnerable and low income residents and helped to mitigate the worry of heating costs. Heating and hot water costs were included in the monthly service charge spreading the cost across the entire year as opposed to just the winter months when there was increased demand for heating.
- A communal heating system consistently used less energy than an individual heating system by a range of 7.5% to 11%.
- Communal heating reduced the risk of illnesses associated with condensation or dampness. Condensation and dampness could have significant negative health

impacts, especially for the very young, the elderly and those with long term health conditions.

- There was a consistent heating supply to properties with communal heating.
- Communal heating provided the opportunity to pass savings obtained from bulk gas purchase back to residents.
- In the London Plan, the Mayor of London's Vision was to become more self sufficient in relation to energy needs. The Plan required new major developments to have energy systems installed in accordance with the following hierarchy:
 - Where existing heating or cooling networks existed, developments should connect to them
 - Consideration should be given to a site wide combined heat and power network
 - Consideration should be given to a system providing communal heating and cooling.
- Under the council's Planning Strategy all new build developments were required to contribute to the development of decentralised energy schemes including connection to current district heating networks where these existed within the proximity of the development.
- There were a number of disadvantages to communal heating. It required significant up front capital investment costs with the potential to generate substantial bills for leaseholders living in the blocks where works were carried out. Complex engineering projects led to long lead in times.
- It was difficult to provide a fair and equitable service where blocks varied considerably in terms of energy requirements and a balance had to be achieved between service provided and energy costs and carbon dioxide emissions.
- There was not the same level of individual control with communal heating as there was with individual heating systems. Heat meters could give residents the ability to control their heating levels. However there were significant costs associated with heat meters and there were problems with the meters failing. In the future, it was anticipated that improvements in technology would improve the performance of heat meters.
- Communal heating systems could be subject to catastrophic failure as each plant could serve a significant number of residents and this could create hardship for residents.
- Reaction times to breakdowns or failures could be slow due to the complexity of the infrastructure equipment.
- Despite communal heating systems requiring significantly higher up front capital investment, their lifetime costs were lower than where individual heating systems were installed.
- The council had a risk management plan in place. There was a capital investment programme, a reactive and monthly planned preventative maintenance programmes and boilers were serviced annually.
- Plant rooms were connected to the Building Management System (Trend System).
- Systems were monitored remotely to identify working temperatures, breakdowns and performance.
- The forward plan included a seven year future programme of works with an asset management plan to help identify and prioritise future works. There would be joined up thinking with other programmes of work. Feasibility, condition assessment and lifespan criteria would help to identify changing needs and requirements. There would be stakeholder involvement in future programmes.
- The forward plan provided an opportunity for better inclusion from stakeholders and an opportunity to avoid major breakdown failure. It provided a process to move work into the capital programme, identify projects at the right time and provided an opportunity to review potential areas of risk with the planned maintenance team.

- There was a need to listen to resident groups and tailor services to meet resident requirements.
- It was not possible for residents living in blocks with communal heating to opt out of the communal heating and install their own boilers.
- The maintenance contact cost the council £1.5million each year. Work on the communal system on the Finsbury Estate including relocating the boiler house, renewing the pipework and installing radiators and controls in 328 flats cost £3.1million.

In the discussion the following points were made:

- Residents raised concerns that they had not been consulted on the communal heating policy. The Chair requested that officers look into how the agreements were put in place, whether the consultation was conducted correctly and if this was not the case, look at the feasibility of reopening the agreements.
- Concerns were raised about the position of the Trend Building Management sensors in the plant rooms. If these were repositioned, they could provide more accurate data on the system performance which at the moment sometimes resulted in inaccurate information being passed to residents. Officers advised that this aspect of the Trend System was currently being reviewed to see where improvements could be made.
- A pilot study had been recently undertaken and part of this was to review the times when heating was provided to residents. The outcomes were being collated and a draft report would be written by Christmas 2014.
- It was highlighted that the Trend Building Management system which connected plant rooms to the Building Management System could be improved to provide a more responsive service and more accurate information where failures in plant occurred. Sensors in the plant rooms monitored performance e.g. by monitoring water temperature within the system. These were not working as well as they could so there was a need to improve the communication between the plant rooms and the internal team. This could involve repositioning the sensors within the plant room. A report would be published and costs for any improvements would have to be agreed before any work could be undertaken.
- In relation to major breakdowns, there was a register of vulnerable residents living in the 48 blocks where there was communal heating and there was an out of hours team on standby to address this in the event of a catastrophic breakdown. Support was also available from the maintenance contractor team and the internal repairs team.
- Residents raised concern that they were not kept updated about communal heating policies and communications from the teams responsible for the mechanical and engineering service could be improved.
- Residents explained that there were frequent problems with communal heating systems and heating could be erratic. A resident advised the committee that on the Stafford Cripps estate, the heating was not turned on until mid October, when it was on it was operating at a low level and it would often go off during the times it was supposed to be on.
- It was highlighted by residents that they had no control over the temperature of the heating.
- Concern was raised about the position of the thermostat controls in properties within Braithwaite House. Officers explained that thermostats had been placed in the hall of the property which was generally the usual position for thermostats. However it was noted that some of the flats were on two levels and it was possible that the thermostats could be more effective if placed at a median level within the property. A pilot would be undertaken whereby a thermostat would be moved to the median

level and this would be monitored for a couple of weeks to test the performance of the thermostat.

- A resident from the Spa Green estate raised concern that tenants from the estate paid £882 per year and were receiving Type 2 heating (no heating during the night) whilst paying for Type 3 (heating between 6am and midnight with a lower level of heating during the night). Officers would investigate and respond to the resident.
- Concern was raised that the costs of communal heating were not shared equally. Council tenants paid the borough average and leaseholders paid the block average. Officers would investigate this and report back to the committee.
- Concern was raised that residents did not receive a proportionate rebate when their heating was not working and would only receive a rebate once the heating had not been on for three separate days.
- Concern was raised that those on low incomes found it difficult to pay for their heating and hot water and if they did not pay the money, it was treated as rent arrears. They could therefore be evicted and taken to court because they had not paid their bills. Officers were asked to investigate whether this was national policy or whether Islington had any control over this. Those with individual heating systems were not subject to rent arrears for not paying their heating bills.
- A resident raised concern that on the Stafford Cripps estate, heating was not on during the night which was inadequate for those who were vulnerable, had illnesses or were shift workers. Officers advised that they would look into these issues and see where improvements could be made.
- Residents were advised that further questions could be directed to Garrett McEntee and copied into the Chair who would collate the questions and distribute them to members.
- Concern was raised about whether communal heating was more energy efficient than individual systems. Officers presented a lifetime cost benefit analysis case study of a block of 110 flats with communal heating which showed that gas consumption over 30 years was significantly lower than it would be if the block had individual boilers.
- Concern was raised that there could be some people with communal heating who paid more than the national average for their heating. Until the statistics for the 48 blocks with communal heating was known, the extent of the issue would not be known. Officers advised that the Bunhill scheme had saved money and this saving had been passed on to residents.

RESOLVED:

- 1) That officers update the committee on progress made at a future meeting, once planned pilot studies had been undertaken and the report on the review of the system, including the plant room sensor issue, had been published and that officers from other relevant departments be invited to attend the meeting.
- 2) That officers investigate consultation process which resulted in heating hours being agreed, the discrepancy between the different amounts paid by tenants and leaseholders and whether the rent arrears situation outlined above was a national policy or could be influenced locally.

23

WORK PROGRAMME (Item B3)

RESOLVED:

That this item be considered at the next meeting.

24

PUBLIC QUESTIONS (Item B4)

Questions from members of the public were addressed during the relevant items.

The meeting ended at 10.10 pm

CHAIR

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ISLINGTON

Environment & Regeneration
Municipal Offices, 222 Upper Street, London N1 1XR

Report of: Corporate Director of Environment and Regeneration.

Meeting of: Environment and Regeneration Scrutiny Committee		Date: 3 February 2015
Delete as appropriate	Exempt	Non-exempt
Delete as appropriate	Urgent	Routine

SUBJECT: 20mph Limit report back

1. Synopsis and proposed decision

- 1.1 This report updates members on progress on the recommendations of the March 2011 Regeneration and Employment Review Committee report on 'The Introduction of 20mph Zones'.

2. Recommendations

- 2.1 To note progress to date on recommendations contained in the report.

3. Background

- 3.1 In November 2010 the Regeneration and Employment Review Committee commenced a scrutiny with the following objectives:
- To review the effectiveness of the scheme
 - To discuss the issues around main roads
 - To discuss the decision making process
- 3.2 The progress on each of the recommendations agreed by the Executive in November 2011 is set out in Appendix A - many of them have now been met. The Scrutiny was helpful in reviewing the council's activity and intervention on speeding across the borough and helped to shape policy going forward.

4. Implications

Financial Implications:

- 4.1 None.

Legal Implications:

- 4.2 There are no legal implications from this report. The underpinning legislation for making future traffic management orders are set out below:

The 20mph speed limit on certain roads in the borough was implemented through traffic management orders made under Section 84 of the Road Traffic Regulation Act 1984 ("1984 Act").

In deciding to authorise the making of those orders the Executive considered the responses to the consultation exercise and also had regard to the Council's duty under section 122 of the 1984 Act to exercise its order making functions conferred (so far as practicable having regard to the matters specified in section 122(2) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

The Council may review the effectiveness of those orders and where necessary vary them make additional orders subject to complying with statutory consultation requirements

Environmental Implications:

- 4.3 20mph speed limits reduce noise and perceptions of danger, improving amenity.

Residents Impact Assessment:

- 4.4 Slower, more appropriate vehicular speeds are aimed at affecting the number of accidents on Islington roads and the severity of casualties. 20mph speeds positively impact resident perception with regards to living in Islington.

5. Conclusion and reasons for recommendations

- 5.1 The scrutiny process has been positive and helped continue to shape a strong policy, for the amenity and wellbeing of those who live, work and travel through Islington.

Appendices

Appendix A: Recommendations and progress

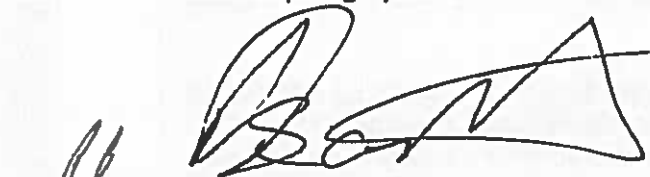
Background papers:

Report of the Regeneration & Employment Review Committee – March 2011

Executive Member response to the Scrutiny on the Borough-wide 20MPH Zone by the Regeneration and Employment Review Committee – November 2011

Note of decision:

I have today decided to take the decision set out in paragraph 2 above for the reasons set out in paragraph 3.



Corporate Director of Environment and Regeneration

28/11/14.

Date

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Tel: 020 7527 2616
Email: zahur.khan@islington.gov.uk

Appendix A: Recommendations and progress

The following are responses to the specific recommendations made by the Regeneration and Employment Review Committee in March 2011

That the Council maintains strong working relationships with Transport for London, Department for Transport, the police, groups such as Living Streets and other parties interested in the implementation of the borough wide 20mph zone in order to be able to put these recommendations in to practice. The 20mph group bringing together all the above should meet after the after surveys have been completed and the meeting should be open to members.

Islington is committed to working with all partners to achieve the goal of 20mph compliance within the borough. This approach has allowed for a closer working relationship with all partners and allowed for Islington to be the first borough to have a 20mph limit on its main roads enforced.

That officers consider ways to encourage drivers to drive in a socially responsible way and provide a report to Members on costed options.

Historically many of the major driving offences, speeding is perceived as one of the less socially unacceptable and the one that incurs least stigma if caught. The perception is similar to that of drink driving decades ago which today is considered as unacceptable behaviour. It is hoped that, in time, speeding will be as unsociable as drink driving as other boroughs follow Islington's stance on 20mph speed limits.

However, Islington has also taken a proactive stance to encourage motorists to drive within the speed. We have worked to develop a strong and positive relationship with the Police and since November 2013, there have been 25 operations between the Police and council to target speeding motorists. These focussed on stopping motorists who were driving above the 20mph speed limit and advising them about the dangers caused to other road users. These 'stop and advise' sessions have positively influenced the Police and, on 7 October 2014, the Police commenced enforcing the 20mph speed limit – making Islington the first borough to be chosen to have a 20mph limit on main roads enforced.

In the very first operation on 7 October the Police issued four Fixed Penalty Notices (FPN) and one court summons. A further session on 4 November issued 5 FPNs.

Going forward, we believe we have a commitment from the Police to run bi monthly enforcement sessions and without Islington officers required to be present.

The Committee were informed by Caroline Russell that Detective Inspector Nick Chalmers, Head of the Metropolitan Police Service Collision Investigations had suggested that as Islington had a disproportionate number of collisions between bicycles and motorcycles with other traffic, resources might be found to help reduce the collisions. The Council should call on the police to obtain these resources and use any means at its disposal to help them do so. In addition, officers should report back to members of the committee on the number of accidents involving bicycles and motorcycles and report back on costed options to reduce such accidents.

The number of accidents for cyclists and motorcyclists are below shown for 2013. In the past, funding has been targeted for specific user groups of the highway, such as pedestrians or cyclists, though due to funding constraints this will become harder. Our accident reduction programme and other highway improvement programmes do aim to address causation factors of accidents and these accidents will form part of this continual drive for safer roads for all.

PEDAL CYCLES				
No. of Accidents				
Year	Fatal	Serious	Slight	Sum
2013	0	26	248	274

POWERED TWO WHEELER				
No. of Accidents				
Year	Fatal	Serious	Slight	Sum
2013	0	26	184	210

Cyclists are amongst the most vulnerable road users, along with pedestrians. Islington has continued to work with all partners to try to reduce all types of accidents and make cycling safer in the borough.

Recently Islington Council has secured £2million from Transport for London (TfL) to deliver cycle routes for the borough. The Central London Cycle Grid is a set of safer, connected routes for cyclists across central London and are intended to appeal to new and existing cyclists with varying levels of confidence who want a safer cycling experience and to travel at a slower pace.

The Council is currently developing the following routes:-

- **Bloomsbury to Walthamstow (Islington section) – Lloyd Baker St and Margery Street, (from the junction with Farringdon Road), to Northchurch Road junction with Southgate Road.**
- **Clerkenwell Road and Old Street Grid Route – from the junction with Farringdon Road to Old Street Roundabout.**
- **City Road to Finsbury Square Grid Route – Bath Street from the junction with City Road to Finsbury Square via Bunhill Row and Chiswell Street.**
- **Golden Lane to Leonard Street via Featherstone Street Grid Route**

That the Council develops and maintains strong working relationships with other boroughs who are interested in the scheme in order to enhance and extend its effectiveness.

Islington has continued to liaise with boroughs that are interested in a borough wide 20mph speed limit.

As such, following discussions, Camden and the City of London has followed Islington's example and have introduced a similar schemes, whilst Hackney and Haringey are expected to introduce either a similar or a variation of our initiatives in 2015.

Hornsey Rise in Islington becomes Crouch End Hill in Haringey. As Haringey have placed

a 20mph speed limit on a small part of Crouch End Hill, officers should liaise with Haringey Council jointly to conduct a speed survey on this 20mph stretch of Crouch End Hill and the 30mph stretch of Hornsey Rise and, depending on the results, for the Executive to consider implementing a 20mph limit on the Islington side of the borough boundary thereafter.

Islington's Borough Principal Road Network (BPRN) have been included in the 20mph Limit, since April 2013. This includes Hornsey Rise.

That once the after surveys have been undertaken in Spring/Summer 2011, officers report back to the Regeneration and Employment Review Committee on the success of the borough wide 20mph limit with further recommendations about improving its effectiveness and extending its working.

Islington introduced lower speed limits as a long term strategy to change the culture of driving behaviour in the borough. It was always accepted that this would take time.

However, to gauge the speeds of motorists shortly after the implementation surveys undertaken on the main roads before and after implementation of the 20mph limit showed the average speed went down 1mph from 23mph to 22mph. Also the surveys on the main roads indicated the 85th percentile speed (the speed at or below which 85% of the traffic is travelling) fell from 28 to 27mph.

These results are not surprising and conform to the Department of Transport's studies into introducing signed only 20mph schemes.

However, as discussed above, the Council a proactive stance to work with the Police to educate and advise motorists for a period of time. The information gathered has encouraged the Police to take active enforcement since October 2014. The Council intends to continue working with the Police to encourage appropriate enforcement to improve the effectiveness of the 20mph limit.

The Council will also continue work with all partners to reduce inappropriate speeding across the borough and continues to encourage TfL to change the speed limit of its roads in Islington.

That the Council takes a lead in involving Islington in the 2011 Year of Walking in London.

In February 2011 the Mayor for London dropped plans for 2011 to be the Year of Walking in London.

That officers report back as to the procedure by which further borough roads may be included in the 20mph limit in the future.

The Executive decided to introduce a 20mph speed limit to all the remaining Islington roads not subject to such a speed restriction in November 2011. Funding was allocated in April 2012 and by April 2013 Islington had completed this programme and became the first London borough to achieve this important milestone.

**WORK PROGRAMME
ENVIRONMENT AND REGENERATION SCRUTINY COMMITTEE
2014/2015**

12 February 2015

1. Planning Committee Structure – report back
2. Fuel Poverty – witness evidence
3. Community Energy – witness evidence

5 March 2015

1. Community energy – witness evidence
2. Business Start Up - report back

16 March 2015

1. Community Energy - witness evidence
2. Fuel Poverty - witness evidence
3. Executive Member's report
4. Communal Heating update
5. Air Quality - report back

14 April 2015

1. Community Energy - draft report
2. Fuel Poverty - draft report

12 May 2015

1. Community Energy - final report
2. Fuel Poverty - final report

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