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## **AGENDA FOR THE ENVIRONMENT AND REGENERATION SCRUTINY COMMITTEE**

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Members of the Environment and Regeneration Scrutiny Committee are summoned to a meeting, which will be held in Council Chamber, Town Hall, Upper Street, N1 2UD on **5 March 2015 at 7.30 pm.**

**John Lynch**  
**Head of Democratic Services**

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Despatched : 25 February 2015

### Membership 2014/15

Councillor James Court (Chair)  
Councillor Diarmaid Ward (Vice-Chair)  
Councillor Gary Doolan  
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 Paul Smith  
Councillor Nick Wayne

**Quorum is 4 members of the Sub-Committee**



<b>A.</b>	<b>Formal Matters</b>	<b>Pages</b>
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- |    |                                    |  |
|----|------------------------------------|--|
| 1. | Apologies for Absence              |  |
| 2. | Declarations of Substitute Members |  |
| 3. | Declarations of Interest           |  |

If you have a **Disclosable Pecuniary Interest\*** in an item of business:

- 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.

In both the above cases, you **must** leave the room without participating in discussion of the item.

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.

**\*(a)Employment, etc** - Any employment, office, trade, profession or vocation carried on for profit or gain.

**(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.

**(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.

**(d) Land** - Any beneficial interest in land which is within the council's area.

**(e) Licences-** Any licence to occupy land in the council's area for a month or longer.

**(f) Corporate tenancies** - Any tenancy between the council and a body in which you or your partner have a beneficial interest.

**(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.

This applies to **all** members present at the meeting.

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|----|-----------------------------|--------|
| 4. | Minutes of Previous Meeting | 1 - 14 |
| 5. | Public Questions            |        |
| 6. | Chair's Report              |        |

<b>B.</b>	<b>Items for Decision/Discussion</b>	<b>Pages</b>
1.	Community Energy Scrutiny Review - Witness Evidence	
2.	Overview of the Borough Cycling Proposals	15 - 28
3.	Work Programme	29 - 30
<b>C.</b>	<b>Urgent non-exempt items (if any)</b>	
	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.	
<b>D.</b>	<b>Exclusion of press and public</b>	
	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.	
<b>E.</b>	<b>Confidential/exempt items</b>	
<b>F.</b>	<b>Urgent exempt items (if any)</b>	
	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 16 March  
2015

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London Borough of Islington

## Environment and Regeneration Scrutiny Committee - 3 February 2015

Minutes of the meeting of the Environment and Regeneration Scrutiny Committee held in Committee Room 5, Town Hall, Upper Street, N1 2UD on 3 February 2015 at 7.30 pm.

**Present:**           **Councillors:**       James Court (Chair), Diarmaid Ward (Vice-Chair), Gary Heather, Clare Jeapes, Caroline Russell and Nurrullah Turan

### Councillor James Court in the Chair

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

Apologies were received from Councillors Doolan and Nick Ward.

**26       DECLARATIONS OF SUBSTITUTE MEMBERS (Item A2)**

None.

**27       DECLARATIONS OF INTEREST (Item A3)**

None.

**28       MINUTES OF PREVIOUS MEETING (Item A4)**

**RESOLVED:**

That the minutes of the Environment and Regeneration Scrutiny Committee meeting held on 13 November 2014 be confirmed as an accurate record of proceedings and the Chair be authorised to sign them subject to Councillor Turan being marked as present.

**29       PUBLIC QUESTIONS (Item A5)**

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

**30       CHAIR'S REPORT (Item A6)**

None.

**31       FUEL POVERTY SCRUTINY REVIEW - WITNESS EVIDENCE (Item B1)**

The Committee heard witness evidence from William Baker, Head of Fuel Poverty Policy, Citizens Advice and Peter Smith, National Energy Action (NEA) who led on policy and research functions. Both witnesses also sat on the government's fuel poverty advisory group.

In William Baker's presentation the following points were made:

- The government was consulting on the draft Fuel Poverty Strategy. This was the first strategy since the original in 2001.
- The strategy proposed a new fuel poverty target as it was recognised that the previous target to eliminate fuel poverty by 2016 was not going to be met. Fuel poverty had increased since 2001. The new target was to get as many fuel poor homes as was reasonably practicable, to achieve a minimum energy efficiency standard of Band C, by 2030.
- Citizens Advice supported the principle of setting a target for minimum energy efficiency and a date for this to be achieved as well as the interim targets which had been set. However it was concerned that as the target was just for fuel poor

households, this would help those in fuel poverty but not prevent people from getting into fuel poverty.

- William Baker raised concern that current programmes were not capable of meeting the targets. Suppliers were currently responsible for the delivery and the system was not set up to meet the multiple needs of those in fuel poverty. There were national programmes in Scotland and Wales but there was no longer one in England. Decentralising power to local authorities and registered social landlords could start addressing how the target could help to achieve the target.

In Peter Smith's presentation the following points were made:

- The government acknowledged the previous target would not be reached following a two year evidence based review. It was then considered that the target and timeframe should be changed.
- People's incomes had grown little in the last 4-5 years and the poor had become poorer.
- The price of fuel had risen by 120% since 2005.
- Professor John Hills, London School of Economics, had established a new definition of fuel poverty. If a household had an income of less than 60% of the national median and energy costs above the national median, it was deemed to be fuel poor.
- The fuel poverty gap calculated the depth of fuel poverty for each household.
- Approximately 255,000 households in London were fuel poor, with approximately 6,600 of these being in Islington.
- The health agenda and the Seasonal Health Intervention Network (SHINE) were examples of the ways in which the council could help.
- When a person was eligible for assistance and had applied, there should be a guarantee of assistance to include meaningful engagement, energy efficiency advice, checks to confirm they were on the right tariff and equipment checks to confirm it was working correctly.
- Energy efficiency measures could reduce bills by £350-£400 per year. Generally, those on the lowest incomes returned money to the local economy more quickly than those on higher incomes so this could stimulate the economy.
- Less fuel poverty resulted in benefits such as better mental health, attainment and improved air quality as less energy had to be generated.
- The money the Treasury received from London gas bills was £110m per year and from London electricity bills was £240m per year. This came out of energy consumers' bills and did not take into account income as income tax did.
- Fuel poverty was a particular problem in the private rented sector. The council had environmental health powers to address problems of private landlords not meeting standards. Newham Council had done this with problematic Houses in Multiple Occupation (HMOs).
- Local authorities could set standards for their own housing (or those they paid housing benefit to) and there could be an energy efficiency target for social housing with housing associations encouraged to work towards the same target.
- Health and Wellbeing Boards could identify fuel poverty as a priority and set up a referral system.
- It was important to ensure that people claimed and received the benefits they were entitled to receive.
- The council had in place a crisis payment scheme.
- Section 106 agreements had provided funding in the past and would be used in the future.
- More investment was required and the Mayor for London recognised this. The council could lobby the Mayor for funding.
- Islington was one of the most proactive councils. Sharing best practice would help other local authorities reduce fuel poverty.

- In 2016, tenants would have a right to ask their landlord for energy efficiency measures to be installed in their home. By 2018, landlords would not be able to rent out properties with F and G energy efficiency ratings unless they met the exception criteria. National Energy Action was of the view that there should be no exceptions.
- Landlords were expected to provide their tenants with an energy efficiency rating for the property. This would advise them what could be done to improve the energy efficiency of the property. The landlord, and not the tenant, was responsible for any work. The average costs of improvements was £1,500.
- Some landlords did not realise that there was a tax allowance for energy efficiency work. National Energy Action produced guidance for landlords and was doing outreach work.
- Green Deal Finance was not generally suitable for low energy use households.
- Fuel poverty could exacerbate dampness in homes and this could have health impacts such as respiratory illness. This was increasingly being recognised by health professionals who had started to refer patients for help where appropriate. The Department of Energy and Climate Change had stated that there were health benefits associated to improving homes. Fuel poverty increased the number of hospital stays and operations such as hip replacements.
- There were economic reasons for tackling cold homes at the source.
- Energy Performance Certificates lasted for 10 years and if work was done, the certificate did not have to be reissued.
- Households where the primary heating source was non-gas were not energy efficient.
- Where there was a mixture of tenures on estates, this could make upgrade work more difficult and freeholders could decide whether or not to get work done. Households could be subsidised where necessary.

**RESOLVED:**

- 1) That the evidence be noted.
- 2) That Peter Smith provide the Committee with the following additional documentation:  
The NEA's response to the Department of Energy and Climate Change's consultation 'Cutting the Cost of Keeping Warm: A New Fuel Poverty Strategy for England': The NEA's response to 'An End to Cold Homes: One Nation Labour's Plans for Energy Efficiency' and the NEA's low cost energy efficiency measure calculator.

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**20MPH LIMIT SCRUTINY REVIEW - REPORT BACK (Item B2)**

Zahur Khan, Head of Traffic and Parking Services and Liz Wathen, Traffic and Safety Manager presented the report which updated members on progress on the recommendations of the March 2011 Regeneration and Employment Review Committee report on 'The Introduction of 20mph Zones'.

In the discussion the following points were made:

- 20mph zones had speed reduction measures e.g. speed humps.
- A 20mph limit was a scheme without speed reduction measures.
- Islington completed the first 20mph zone in 2002 and completed the last in 2009.
- The work to limit 50% of the borough's roads to 20mph was completed in 2010 and was considered to be successful.
- In 2011, the council decided to introduce a borough wide 20mph limit and the police objected. Only the police could enforce the scheme as speeding was a criminal offence and the police did not have the resources to undertake enforcement work.
- The biggest challenge since the completion of the work had been to address the public perception that there was a lack of enforcement.

- As part of the borough commander's priority to make Islington the safest borough in London, since October 2014 the police had been enforcing the 20mph limit. Prior to this, they completed a series of 27 stop and advice sessions with the council in which those travelling over the speed limit were stopped by the police and given advice by council staff.
- The police were working closely with the council. All Safer Neighbourhood Teams were involved and had been trained.
- The police did not have to advise the council when they would be carrying out enforcement as it was part of their day to day activities. In response to the committee's request for annual enforcement figures, the officers advised that they would request this from the police.
- Speed cameras in Islington were being upgraded to enforce the 20mph speed limit.
- Speeding ticket money went directly to the Treasury.
- The council was keen to work with TfL which had control over the strategic roads in the borough. TfL, which had initially raised concerns about the Islington 20mph limit, was now undertaking 20mph limit studies in the City of London and had started implementing some 20mph limits e.g. outside Waterloo Station.
- There was more enforcement of the 20mph limit than there had been of the 30mph limit.
- A cultural change was required to make speeding more socially unacceptable.
- If buses travelled at 20mph this would help to reduce the speed of other vehicles.
- Camden had introduced a 20mph limit and Hackney, Haringey and the City of London would soon be introducing the same or similar schemes.
- The average cost to the country of a Killed or Seriously Injured (KSI) person was over £1million.
- The number of accidents on Islington's roads had reduced this year due to a number of factors.
- Reducing the number of accidents could encourage more people to walk or cycle.
- A member stated that a 20mph limit meant more people cycled and walked. This had effects such as a reduction in social isolation and obesity, which meant people required less support and relied less on council services. Improving the design of streets to encourage drivers to slow down could help with this. Officers advised that there was limited funding, however zebra crossings were being improved and this would encourage more people to walk. Community Infrastructure Levy money was being used for some schemes.
- In response to a member's comment that figures of outcomes would be useful e.g. walking to school figures and whether traffic volumes had reduced, it was suggested that the member could liaise with the Senior School Travel Plan Officer to identify a number of schools and compare their school travel plans.
- The council was undertaking work to improve cycle routes in the borough and more information could be given to the committee about this.
- Following a request from members, officers would ask the police to provide annual enforcement figures from before and after the implementation of the 20mph limit.
- A member of the public raised concern about speeding offences, more CCTV being required and issues with cyclists on Green Lanes. Officers advised that TfL was responsible for this section of road. TfL was working with the City of London on studies of 20mph limits and if satisfied with the results, it could decide to introduce 20mph limits more widely on its roads.
- A member of the public raised concern about speeding vehicles on side roads, often near schools. Officers advised that school crossing patrols were in place at schools. There were some speed humps near schools, however the council now had a policy not to put in new humps unless there was a specific or critical reason. Funding meant there was a need to react where accidents happened and where there were no accidents, it was difficult to justify putting in place precautionary measures when



accidents had occurred elsewhere. The resident suggested that similar signs to the one outside Grafton School which encouraged people to walk and cycle be placed outside all other school in the borough. Officers would look into this.

**RESOLVED:**

- 1) That the report be noted.
- 2) That officers consider placing signs outside all schools, encouraging people to walk and cycle.
- 3) That officers ask the police to provide annual enforcement figures both before and after the implementation of the 20mph limit.
- 4) That officers provide committee members with more information about planned cycle route improvements.

**33**

**WORK PROGRAMME (Item B3)**

**RESOLVED:**

That the work programme be noted subject to the following amendments:

- 1) That the Qir Quality report back be rescheduled to April or May 2015.
- 2) That the Executive Member's report be rescheduled to April or May 2015.

The meeting ended at 10.00 pm

**CHAIR**

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**Environment and Regeneration Scrutiny Committee - 12 February 2015**

Minutes of the meeting of the Environment and Regeneration Scrutiny Committee held at Committee Room 5, Town Hall, Upper Street, N1 2UD on 12 February 2015 at 7.30 pm.

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

**Councillor James Court in the Chair**

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

None.

**35       DECLARATIONS OF SUBSTITUTE MEMBERS (Item A2)**

None.

**36       DECLARATIONS OF INTEREST (Item A3)**

None.

**37       MINUTES OF PREVIOUS MEETING (TO FOLLOW) (Item A4)**

**RESOLVED:**

That the signing of the minutes be deferred to the next meeting.

**38       PUBLIC QUESTIONS (Item A5)**

Questions from members of the public would be taken during the relevant items.

**39       CHAIR'S REPORT (Item A6)**

None.

**40       PLANNING COMMITTEE STRUCTURE SCRUTINY REVIEW - REPORT BACK (Item B1)**

Victoria Geoghegan, Head of Development Management and Building Control presented the report which updated members on progress on the recommendations of the Regeneration and Employment Review Committee. In the discussion the following points were made.

- The planning committee structure had moved from a geographical based structure to a centralised structure with a main committee and two sub-committees.
- The public address system in the Council Chamber was not perfect but if those speaking faced the audience and used their microphones, the system was adequate.
- It was suggested that email notifications to members had a subject title which alerted members to whether there were major or minor applications in their ward.
- Concern was raised about the length of notification emails. Victoria Geoghegan would look into whether the notification emails could be improved.
- For the last 3 years approximately 120 applications had been considered by the Planning Committee and Sub-Committees each year.
- The centralised planning committee structure had improved consistency in decision making.

**RESOLVED:**

- 1) That the report be noted.
- 2) That officers look into whether improvements could be made to the email notifications sent to members.

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**FUEL POVERTY SCRUTINY REVIEW - WITNESS EVIDENCE (Item B2)**

The committee heard witness evidence from Matilda Allen, Research Fellow, UCL Institute of Health Equity, Fiona Daly, Head of Sustainability, Barts Health NHS Trust and John Kolm-Murray, Seasonal Health and Affordable Warmth Coordinator.

In Matilda Allen's presentation on the Impact of Cold, Damp Homes on Health and Wellbeing – An Inequalities Focus and the discussion, the following points were made:

- Reducing health inequalities was a matter of fairness and social justice.
- Action on health inequalities required action across all of the social determinants of health.
- Action was required to promote sustainability and the fair distribution of health.
- Reducing health inequalities was vital for the economy and there was a cost associated with inaction.
- The Marmot Review, which was undertaken by Professor Sir Michael Marmot, had the following objectives: 1) To give every child the best start in life; 2) To enable all children, young people and adults to maximise their capabilities and have control over their lives; 3) To create fair employment and good work for all; 4) To ensure a healthy standard of living for all; 5) To create and develop healthy and sustainable places and communities; 6) To strengthen the role and impact of ill-health provision.
- The physical impacts of cold, damp and fuel poverty included respiratory problems, circulatory problems and mortality.
- Visits to GPs for respiratory tract infections increased by up to 19% for every 1 degree drop in temperatures below 5°C.
- Children living in cold homes were more than twice as likely to suffer respiratory problems than those in warm homes.
- Deaths from cardiovascular disease in England were 22.9% higher in winter months.
- Excess winter deaths were almost three times higher in the coldest quarter than in the warmest.
- The mental health impacts of cold, damp and fuel poverty included anxiety, depression and other mental ill-health.
- Energy efficiency improvements had been shown to decrease stress, mental illness and improve happiness.
- Those with bedroom temperatures of 21°C were less likely to experience depression and anxiety than those whose bedrooms were 15°C.
- 28% of young people who lacked affordable warmth had four or more negative mental health symptoms, compared to 4% of young people who had always lived in warm homes. Young people were at a vulnerable age and hormones and studying created stress which could be exacerbated by a lack of affordable warmth.
- Cold, damp and fuel poverty affected babies weight gain and development, absence from work, children's educational attainment, emotional wellbeing and resilience and family dietary opportunities and choices which all had health impacts.
- 4% of households were damp. This varied from 10% in the private rented sector to 2% in owner occupied households.
- 8% of those in relative poverty had damp homes and 15% of those who lived in private rented homes were also in poverty.

- 40% of private renters reported experiencing poor insulation or excess cold in the last 12 months.
- There was increased risk amongst the elderly, children, unemployed and those with long term illnesses or disabilities.
- Those lower down the social gradient were more likely to be exposed to cold and damp homes.
- Cold, damp homes contributed to health inequalities.
- Improving the condition of homes or using other strategies e.g. installing energy efficiency measures to reduce the prevalence of cold and damp homes could improve health and reduce inequalities, as well as having other positive impacts.
- Homes within the private rented sector could be hard to improve. National regulation of private landlords could help.

In Fiona Daly's presentation on Tackling Fuel Poverty: Health Inequalities at Barts Health NHS Trust community and the discussion, the following points were made:

- Cold homes caused 27,000 excess winter deaths in the UK each year.
- 330 people died from cold homes in Tower Hamlets in 2012. The Committee could be provided with the excess winter death figure for Islington.  
[Post meeting note: John Kolm-Murray advised that the 330 deaths in Tower Hamlets appeared to be the total number of deaths over the winter. The usual metric was excess winter deaths, taken as the number or rate of additional deaths in the winter months (December to March) compared to the rest of the year. Comparative figures for the two boroughs were:  
2011/12: Tower Hamlets – 20 excess winter deaths, or 5.0%; Islington – 50 excess winter deaths or 14.3%  
2012/13: Tower Hamlets – 70 excess winter deaths, or 20.9%; Islington – 70 excess winter deaths, or 20.9%. Deaths in Islington were equal to or higher than those for Tower Hamlets over these two winters. Taking a five year average, which was typical for small area statistics, Islington's rate was higher, although not dramatically.]
- The cost to the NHS of excess winter deaths was £850m per annum. This figure did not include secondary illnesses such as pneumonia, mental health problems and respiratory disease.
- Social inequalities affected attainment at school.
- For every £1 spent heating homes saved the NHS 42p.
- Funding was an issue.
- Live Warm, Live Well was a partnership project set up by Barts Health NHS Trust, British Gas and delivery partner Global Action Plan. Its aim was to reduce fuel poverty and health and social inequalities in 250 homes in Tower Hamlets. As part of the project health professionals within the six hospitals in Tower Hamlets were engaged as were GPs within the health community and national support groups within the wider community.
- In the trial, information was provided to 15,000 patients. 14,000 leaflets had been distributed, 200 posters had been displayed, visual display screens had been used and 10,200 appointment letters had been sent. 43 health professionals and 2 local GPs had been trained. There had been 90 referrals directly through the scheme. There had been a 43% increase in referrals following training. The trial had cost £20,000 and there was currently no funding to expand the scheme. The Committee could be provided with a breakdown of the costs of the project by intervention.
- Cleaner Air for East London was an air quality programme which aimed to reduce community based emissions. 577 packs had been sent to 44 clinicians, patients had been given postcards containing tips, 1,200 patients had been engaged and an engagement video had been created. The project enhanced the value of contracts with £1.32m going back into community projects and fuel poverty was a key project.

- There were examples of good work around the UK and a coordinated approach worked best. Fiona Daly was willing to help if the council was interested in undertaking a project.
- There was a district heating project in Camden and the local authority and NHS worked together on this.
- Blackburn and Darwin Council's public health team had undertaken work to address fuel poverty.
- Councils could encourage public health teams to take steps to address fuel poverty.

In John Kolm-Murray's presentation on Linking Affordable Warmth and Seasonal Health and the discussion, the following points were made:

- In Islington, there were 50 excess winter deaths each year on average between 2007 and 2012. There were approximately seven excess winter emergency hospital admissions per death. There were high rates of respiratory illness, over 20% fuel poverty (GLA definition). Islington was the 14<sup>th</sup> most deprived local authority area in England and had mostly older housing stock which was hard to insulate.
- Social isolation increased seasonal mortality.
- The cost to the NHS of a fall and hip replacement was approximately £20,000.
- Children under five years old were at particular risk of developing respiratory conditions from living in cold and damp conditions. One in nine children in Islington suffered from asthma.
- Seasonal health and affordable warmth work was undertaken locally. There was a strong emphasis on year-round work and prevention as well as reaction.
- The council worked with local teams and organisations to raise cold weather issues.
- Winter outreach work was undertaken with third sector partners.
- Cold weather alerts were disseminated through existing channels and partners.
- The Seasonal Health Interventions Network (SHINE) was launched in 2010. It brought together a wide range of interventions and was set up following the harsh winter of 2008/09. The Health Inequalities National Support Team visited in 2009 and produced guidance on reducing seasonal excess deaths and a new Seasonal Health and Affordable Warmth Strategy was published in December 2010.
- There were many possible seasonal health interventions.
- To date, there had been 8,370 referrals to SHINE. In 2014/15 there had been 2,220 so far.
- There had been almost 38,000 seasonal health interventions to date.
- There were 132 partner teams across 86 organisations.
- Approximately £1.3million was being saved on energy bills annually.
- SHINE had been successful in targeting the right groups. Almost all the clients referred were older, disabled, long-term ill or were low income families with children.
- The model had been adopted by Hackney, Lewisham, Wandsworth and Norwich.
- 2,400 households had signed up to the Warm Home Discount Campaign since November 2013. This was a government scheme which offered those who met certain criteria and applied for the scheme, £140 off their electricity bill.
- Emergency prepayment meter top ups were introduced in 2013. These were low cost, effective intervention. Those requiring them could be assessed to see how they could be helped in other ways when they were provided with the top ups.
- Referrals were received from acute and community teams at the Whittington and UCL hospitals. Public health and NHS Reablement funds supported development. There were escalated referrals for respiratory illness sufferers. The health service was involved in the Prevention and Early Intervention Programme.
- The Locality Multi-Disciplinary Team assessed those in the borough with the most complex needs.
- GP mailing pilots were undertaken in 2014.

- The Evidence Hub was a partnership between the local NHS and Islington Council that brought together information held across different organisations into one accessible place. It provided access to evidence, intelligence and data on the current and anticipated needs of the Islington population
- Fuel poverty rarely occurred as an isolated problem.
- Excess seasonal mortality and morbidity had a number of causes and therefore required a multi-disciplinary approach.
- Health and social care professionals were often receptive to discussing the wider determinants of health, not just fuel poverty.
- Signposting people to services was not effective when dealing with vulnerable people as they were unlikely to contact the service. Therefore this was avoided and people were instead walked through the process.
- The Seasonal Health and Affordable Warmth Team was facing a restructure.
- The council had put in a bid for Better Care Fund funding.
- Including Fuel Poverty in the Joint Health and Wellbeing Strategy would aid with Fuel Poverty work as would greater integration into care pathways and integrated responses with housing.
- A SHINE-type model could be rolled out across London but would face cross-boundary challenges.
- Forthcoming National Institute for Health and Care Excellence (NICE) guidelines would strengthen the case of fuel poverty interventions and Islington was influential in the development of these.
- SHINE had won awards from National Energy Action, the European Commission, iESE and the Energy Institute. It had also received recognition by the OECD, Energy Action Scotland, HNS/PHE Sustainable Development Unit and the Cabinet Office.
- Using the government definition of fuel poverty gave a figure of 9% fuel poverty in Islington. However, the actual figure was at least twice this.
- Concern was raised about design problems on the Andover Estate and it was suggested that if these were not addressed, there would be negative outcomes for people's health. John Kolm-Murray advised that the council was investing in the Andover and Girdlestone Estate. In addition, residents were being educated about steps they could take to minimise problems.
- As the scrutiny review was related to housing, Councillor Murray, Executive Member for Housing and Development and housing officers could be invited to attend a meeting.
- There was a need to ensure that Housing and Public Health realised the benefits of addressing fuel poverty and its related issues.
- A member of the public asked whether overpayments would be paid back to tenants in communally heated blocks. The Chair advised that officers would be reporting back to the committee on 16 March. The tenant could submit the question in advance of the meeting and it would be forwarded to the relevant officer.
- Concern was raised about Green Deal Finance and whether housing benefit was being paid for poor quality homes. This could be considered as part of the scrutiny review.

**RESOLVED:**

- (1) That the evidence be noted.
- (2) That the Committee be provided with the excess winter deaths figure for Islington.
- (3) That the Committee be provided with a breakdown of the costs of the Live Warm, Live Well project by intervention.
- (4) That Councillor Murray and Housing Officers be invited to attend a meeting.
- (5) That Green Deal Finance and whether housing benefit was being paid for poor quality homes be considered at a future meeting.

**COMMUNITY ENERGY SCRUTINY REVIEW - WITNESS EVIDENCE (Item B3)**

The Committee heard evidence from Reg Platt, Senior Partnerships Manager, OVO Energy.

In Reg's presentation and the discussion the following points were made:

- OVO was an independent energy supplier which was launched in 2009 and had 440,000 customers. It aimed to have 1 million customers by 2017. It was the 10<sup>th</sup> fastest growing company in the UK.
- OVO's mission was to be the UK's most trusted energy supplier. It had a high customer satisfaction level, offered competitive pricing and had won a number of awards.
- The energy supply market was transforming. In 1997 the 'Big Six' energy suppliers shared almost 100% of the market, In Autumn 2014, independent suppliers had a 9% market share and the Citibank prediction was for independent suppliers to have a 30% share of the market by 2020.
- Councils could use collective switching to reduce energy bills in their borough.
- If local councils became energy suppliers this could ensure people and businesses paid a fair price for their energy; it could integrate with other energy activities (e.g. energy efficiency, renewable generation and community energy) and maximise their value and it could be self-financing and potentially income generating.
- This model was independent from national policy and was strongly supported by government.
- Approximately two thirds of households did not switch and often overpaid significantly when compared with the cheapest prices. Many of these householders were on low incomes and were vulnerable and often they did not switch as they had a mistrust of energy companies and/or did not know how to switch. Local authorities could reach these customers because they were trusted and could engage people through unique channels.
- Many Islington residents could save up to £300 by switching and customers who used prepayment meters could also save.
- Councils could become energy suppliers using OVO's supply licence and back office functions. OVO would act as a platform and councils could choose to migrate from the platform to have a full supply licence.
- OVO could provide a supply licence and provide services such as customer service and a billing service and the council's responsibilities would include setting the price, designing the tariff and acquiring customers. All customer facing services could be branded as council partner or co-branded.
- OVO services could be provided at cost plus a 3% margin and there would be no set up costs.
- This service was only available to councils, social housing providers and community groups.
- OVO planned to be at the forefront of the move to smart meters which provided better, real-time data, smarter homes and enabled more customer engagement as well as flexible payments. OVO would remove prepayment meters from those who signed up and were currently using them and replace these with smart meters. These could be used in a similar way to prepayment meters or could be topped up using a phone if the resident had set up a link to their bank account. If the person was a low credit risk, they could be moved onto a standard tariff.
- OVO helped support and supply local zero carbon power and reduce bills.
- OVO would launch one partnership per month from March 2015. The first partnerships would be with Cheshire East Council, Peterborough City Council and Southend-on-Sea. OVO had 300 potential partners, 150 of which were councils.
- In response to questions from members, Reg Platt advised that the lead in time would be two months, councils signed up for a five year contract and residents



signed up for one year. Energy companies could only offer four tariffs but Ofgem had given OVO an exemption so each partner could set its own four tariffs with one of these at a variable rate.

- Operational costs were fixed but the cost of energy fluctuated so the tariff could be changed at a tariff review meeting each month or could be changed less regularly i.e. up to every three months.
- Tariff options were discussed. Legal advice would need to be sought on whether there could be a subsidised tariff for vulnerable residents. It was possible that there could be a tariff for those willing to pay a premium to benefit the community.
- The energy supplied by energy companies contained on average 15% renewable energy. OVO's target was 30%.
- OVO had passed the Energy Companies Obligation threshold which meant it had to spend a certain amount of money on energy efficiency improvements which met certain criteria. It would spend this money with partners.
- If the council generated energy e.g. solar energy or CHP, this could be used in the supply of energy.
- Councils could register void properties to receive a council energy supply.
- The Committee asked about potential risks for the council. Reg Platt explained that OVO would manage debt collection and the liability of debt would sit with OVO. The cost of managing the debt would be included in the tariff.

**RESOLVED:**

That the evidence be noted.

**43**

**WORK PROGRAMME (Item B4)**

**RESOLVED:**

That the work programme be noted.

The meeting ended at 10.15 pm

**CHAIR**

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**Report of:** Executive Member for Executive

Meeting of:	Date	Ward(s)
Environment and Regeneration Scrutiny Committee	5 March 2015	Borough wide

## **SUBJECT: Overview of the borough cycling proposals**

### **1. Synopsis**

- 1.1 At Environment and Regeneration Scrutiny Committee on 5<sup>th</sup> March 2015, officers will present an overview of Grid and Quietways cycling improvements proposals, and a summary of the Council's wider cycling programme in Islington.
- 1.2 Transport for London (TfL) has made funding available for a series cycling improvements in Islington. The proposed cycling improvements programme was presented to the Executive on 16 July 2014, and is attached at Appendix 1.

### **2. Recommendations**

- 2.1 Note the proposed borough-wide cycling programme, including the TfL funded programme contained in Appendix 1.

### **3. Background**

- 3.1 On 16 July 2014, the Executive agreed the Council's bids and proposed programmes for the Central London Cycle grid and the Non-Grid Quietways programme (2014/2015 – 2015/16). This cycling improvement programme supports the Council's strategic priorities. For further details regarding the proposals for cycling improvements, please refer to Appendix 1.
- 3.2 At the 5 March 2015 Environment and Regeneration Scrutiny Committee, officers will present an overview of Grid and Quietways proposals and the wider cycling programme. The programme and presentation will include the following topics:
  - The Mayor's Vision for Cycling
  - Cycle Superhighways
  - The TfL Better Junctions programme
  - The Central London Cycle Grid
  - The Quietways programme
  - Cycle wayfinding

- Cycle Training
- Safer Urban Driver training
- Cycle parking

## **4. Implications**

- 4.1 **Financial implications** – Refer to Appendix 1
- 4.2 **Legal Implications** – Refer to Appendix 1
- 4.3 **Environmental Implications** – Refer to Appendix 1
- 4.4 **Resident Impact Assessment**– Refer to Appendix 1

## **5. Conclusion and reasons for recommendations**

- 5.1 Note the Council's cycling programme.

### **Appendices:**

Appendix 1 Report to Executive 16 July 2014: TfL Funding for cycling improvements (2014/15 - 2015/16)

Final report clearance:

### **Signed by:**

Date

Report author: Will Umney  
Tel: 020 7527 1845  
Email: Will.Umney@islington.gov.uk

**Report of: Executive Member for Environment**

Meeting of:	Date	Ward(s)
Executive	10 July 2014	All

**SUBJECT: TfL Funding for Cycling Improvements (2014/15 – 2015/16), the Crossrail Complementary Measures programme (2015/16 – 2018/19), and the Roads Task Force Incubator Fund (2014/15 – 2017/18)****1. Synopsis**

- 1.1 Transport for London (TfL) has made funding available for a series of programmes to deliver transport and public realm improvements in Islington. In all cases, the funding is available only for these purposes and is not transferrable to other projects. This report outlines the Council's proposals for programmes that deliver against these funding streams, comprising the following:
- Cycling Improvements - Central London Cycling Grid and also Non-Grid Cycling Quietways;
  - Crossrail Complementary Measures fund, and;
  - Roads Task Force Future Streets Incubator Fund
- 1.2 The Central London Cycling Grid and also Non-Grid Cycling Quietways programmes deliver cycling improvements across the borough (the proposed programmes are set out in Appendices 1 and 2).
- 1.3 The Crossrail Complementary Measures fund provides funding for reinstatement and public space works around Crossrail stations (Appendix 3).
- 1.4 The Future Streets Incubator Fund provides funding for small-scale pilot scheme submissions from local boroughs, Business Improvement Districts and community groups. This fund is for projects that trial new ideas, such as temporary public plazas, new street layouts, technology and infrastructure (Appendix 4).
- 1.5 The final programmes will continue to be developed in consultation with the Executive Member for Environment and Ward Councillors for the areas affected. These programmes will be delivered subject to the outcome of public consultation.

## **2. Recommendations**

- 2.1 To agree the bids and proposed programmes for the Central London Cycle Grid and Non-Grid Quietways programmes, the Crossrail Complementary Measures programme and Future Streets Incubator Fund programme (attached as Appendices 1-4) for submission to TfL.
- 2.2 To authorise the Corporate Director of Environment and Regeneration, in consultation with the Executive Member for Environment, to make any necessary and subsequent changes to the above programmes.

## **3. Background**

### **Cycling Improvements in Central London – The Grid**

- 3.1 As part of the delivery of the Mayor of London's Vision for Cycling, TfL announced in December 2013 that Central London boroughs would be funded to deliver a network of cycle routes across Central London known as the Central London Cycle Grid. TfL has allocated £30m towards the delivery of Grid routes over the next two years (2014/15 and 2015/16).
- 3.2 TfL identified seven routes in Islington (shown in Appendix 1), and provided funding to the Council to complete feasibility studies on routes 1, 2, 3, 4 and 5. Prior to the completion of these studies TfL has decided to prioritise the delivery of routes 1, 2 and 3, and in June 2014 TfL awarded funding to the Council to design, consult on and deliver routes 1 (Clerkenwell Road from the junction with Farringdon Road to Old Street roundabout), and 3 (Lloyd Baker Street from the junction with Farringdon Road to Arlington Avenue at the junction with New North Road), and part of route 2 (Bath Street from the junction with City Road to Finsbury Square at the junction with Wilson Street). The Council proposes to complete design work and undertake ward member engagement and public consultation before the delivery of each route.

### **Cycling Improvements across Islington outside the Central London area - Quietways**

- 3.3 Also as part of the Mayor's Vision for Cycling, a series of high quality cycling routes on quiet back streets (Quietways) were proposed across London outside the Central London area. TfL has allocated £120m towards the delivery of the Quietways programme over the next 10 years, and has appointed Sustrans to develop this programme in partnership with the affected boroughs.
- 3.4 In January 2014, TfL and Sustrans announced that Islington will host one of eight pilot Quietways routes to be consulted on and delivered by the Council by Spring 2015. The route that has been selected is the 'Bloomsbury to Walthamstow Route' and further details of where this route serves Islington are shown in Appendix 2.
- 3.5 The Council is bidding to TfL for additional funding to begin design work on this route. In September 2014, TfL is expected to announce its decision on whether funding will be made available to the Council to undertake public consultation on design options and, subject to the outcome of public consultation, deliver this route.

### **The Crossrail Complementary Measures Programme**

- 3.6 TfL has announced that £28.5m has been made available to boroughs for urban realm improvements around Crossrail stations over the next four financial years (2015/16 to 2018/19) as part of its Crossrail

Complementary Measures (CCM) programme.

- 3.7 The programme is directed towards delivering improvements to public spaces at stations outside Central London. However, TfL has indicated that it will consider submissions for Central London stations (including Farringdon) if funding permits. A decision on the Council's funding bid to TfL is expected to be announced in October 2014.
- 3.8 The Council's proposed CCM programme at Farringdon (set out in Appendix 3) will be developed and consulted on with the Executive Member for Environment as well as the local Ward Councillors.

### **Future Streets Incubator Fund**

- 3.9 In March 2014, TfL announced the launch of the Incubator fund and has allocated £1.8m towards the programme over three years (2014/15–2016/17). Bids of up to £100,000 for each initiative were invited from boroughs, Business Improvement Districts and Community Groups for small-scale projects that trialled new ideas, such as new street layouts, new technology and infrastructure. The trial seeks to test the efficacy of innovative low-cost measures.
- 3.10 The Council has developed three bids for this fund as shown in Appendix 4. These bids focus on:
- Archway Mall – a bid to secure funding to trial innovative ways to encourage activities that bring life to Archway Mall;
  - Finsbury Park – a proposal to temporarily remove buses from Station Place to create a new public space that can host one-off events; and
  - Slim profile traffic signals - the proposal is to trial new slim-line traffic lights at the junction of Old Street and Goswell Road.
- 3.11 In discussion with the Council two community groups have submitted bids to TfL. The community led bids focus on Crayford Road (near Tufnell Park Road) and Hargrave Road (off Junction Road). Both bids seek 'home zone' style improvements to their streets.
- 3.12 The bids will be developed in consultation with the Executive Member for Environment and local Ward Councillors. Designs for changes and the delivery of any improvements will be subject to public consultation. TfL will announce the successful projects in October 2014.

## **4. Implications**

### **4.1 Financial implications:**

- 4.1.1 The development of the Central London Cycle Grid and Quietways programmes, the Crossrail Complementary Measures and Future Streets Incubator Fund submissions are funded from the Environment and Regeneration (Spatial Planning and Transport) revenue budget.
- 4.1.2 TfL approval of the programmes will provide funding to plan, develop, consult on and deliver the cycling programme improvements, public realm improvements at Farringdon Station and improvements from the Future Streets Incubator Fund.

### **4.2 Legal Implications:**

- 4.2.1 TfL may give financial assistance to the Council for projects which in its opinion are conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London (section 159 of the Greater London Authority Act 1999).

- 4.2.2 The Council has the power to implement the schemes for which TfL funding is being sought pursuant to various statutes including the Highways Act 1980, the Town and Country Planning Act 1990 and the Road Traffic Regulation Act 1984.
- 4.2.3 In exercising its powers under the Traffic Regulation Act 1984, section 122 of that Act imposes a duty on the Council to have regard (so far as practicable) to securing the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council must also have regard to such matters as the desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected. Any final decision to implement any scheme needs to take account of the considerations set out above and the outcome of public consultation.
- 4.2.4 Where implementation of the proposed schemes requires public consultation to be carried out either on an informal or statutory basis, it must follow public law principles in that it must be carried out at a formative stage of the decision making process, last for a reasonable period, provide sufficient information for consultees to make an informed representation and all representations must be taken into account before any decision is made.

### **4.3 Environmental Implications**

- 4.3.1 Successful implementation of TfL's funding programmes (cycling and public realm) will increase cycling and walking, reduce carbon emissions, reduce local pollution to air and reduce the number of people killed or injured on Islington's roads. No negative environmental impacts are anticipated.

### **4.4 Residents Impact Assessment**

- 4.4.1 Through the Residents Impact Assessment, the Council must, in the exercise of its functions, have due regard to the need to eliminate discrimination, harassment and victimisation, and to advance equality of opportunity, and foster good relations, between those who share a relevant protected characteristic and those who do not share it (section 149 Equality Act 2010). The Council has a duty to have due regard to the need to remove or minimise disadvantages, take steps to meet needs, in particular steps to take account of disabled persons' disabilities, and encourage people to participate in public life. The Council must have due regard to the need to tackle prejudice and promote understanding.
- 4.4.2 Residents Impact Assessments of the Grid and Quietway programmes, Crossrail Complementary Measures programme and Future Streets Incubator Fund projects will be carried out in July 2014.

## **5. Conclusion and reason for recommendations**

- 5.1 The Council is presented with funding opportunities for specific purposes linked to cycle infrastructure improvements, public realm improvements at Farringdon Station and trials to encourage investment in innovation in London.
- 5.2 In a period when financial resources are scarce, it is particularly important that the Council is clear about its priorities and makes the most of opportunities to secure external funding that will ensure that investment remains directed towards those people and places that need it most and in a way that is supportive of the Council's broader strategic priorities.

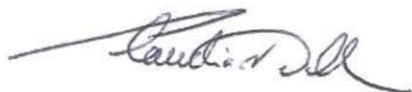


## Appendices:

- Appendix 1 – Central London Cycling Grid programme 2014/15 – 2015/16
- Appendix 2 – Quietways programme 2014/15 – 2015/16
- Appendix 3 – Crossrail Complementary Measures programme 2015/16 – 2018/19
- Appendix 4 – Future Streets Incubator Fund programme 2014/15 – 2016/17

Final report clearance:

**Signed by:**



Executive Member for Environment

26 June 2014

Date

Report Author: Eshwyn Prabhu  
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## Appendix 1 Central London Cycle Grid

Table 1 below provides details of the Council's proposed routes that fall within the Grid. Funding has been secured for routes 1, 2, and 3.

Route Descriptions	Study phase	Delivery stage		Total
	Phase 1 (Dec '13 - Sept '14) (£'000s)	Phase 2 (June '14 - to Mar '15) (£'000s)	Phase 3 (Mar '15 - Mar '16) (£'000s)	(£'000s)
<b>Feasibility studies for Routes 1, 2, 3, 4, and 5</b>	245	0	0	<b>245</b>
<b>Route 1:</b> Clerkenwell Road (Jctn with Farringdon Road - Old Street (Old Street Roundabout))	-	150	750	<b>900</b>
<b>Route 2:</b> Bath Street (jctn with City Road), Bunhill Row, Chiswell Street, Finsbury Square (jctn with Wilson Street)	-	150	230	<b>380</b>
<b>Route 3:</b> Lloyd Baker Street (jctn with Farringdon Road), River Street, Myddleton Square, Chadwell Street, Owen Street, Colebrooke Row, Gerrard Road, Burgh Street, Arlington Avenue (jctn with New North Road)	-	130	300	<b>430</b>
Route development funding	50	N/A	N/A	<b>50</b>
<b>Total (secured)</b>	<b>295</b>	<b>430</b>	<b>1,280</b>	<b>2,005</b>

Table 2 below provides details additional proposed Grid routes the Council seeks to design, consult on and deliver subject to funding being made available.

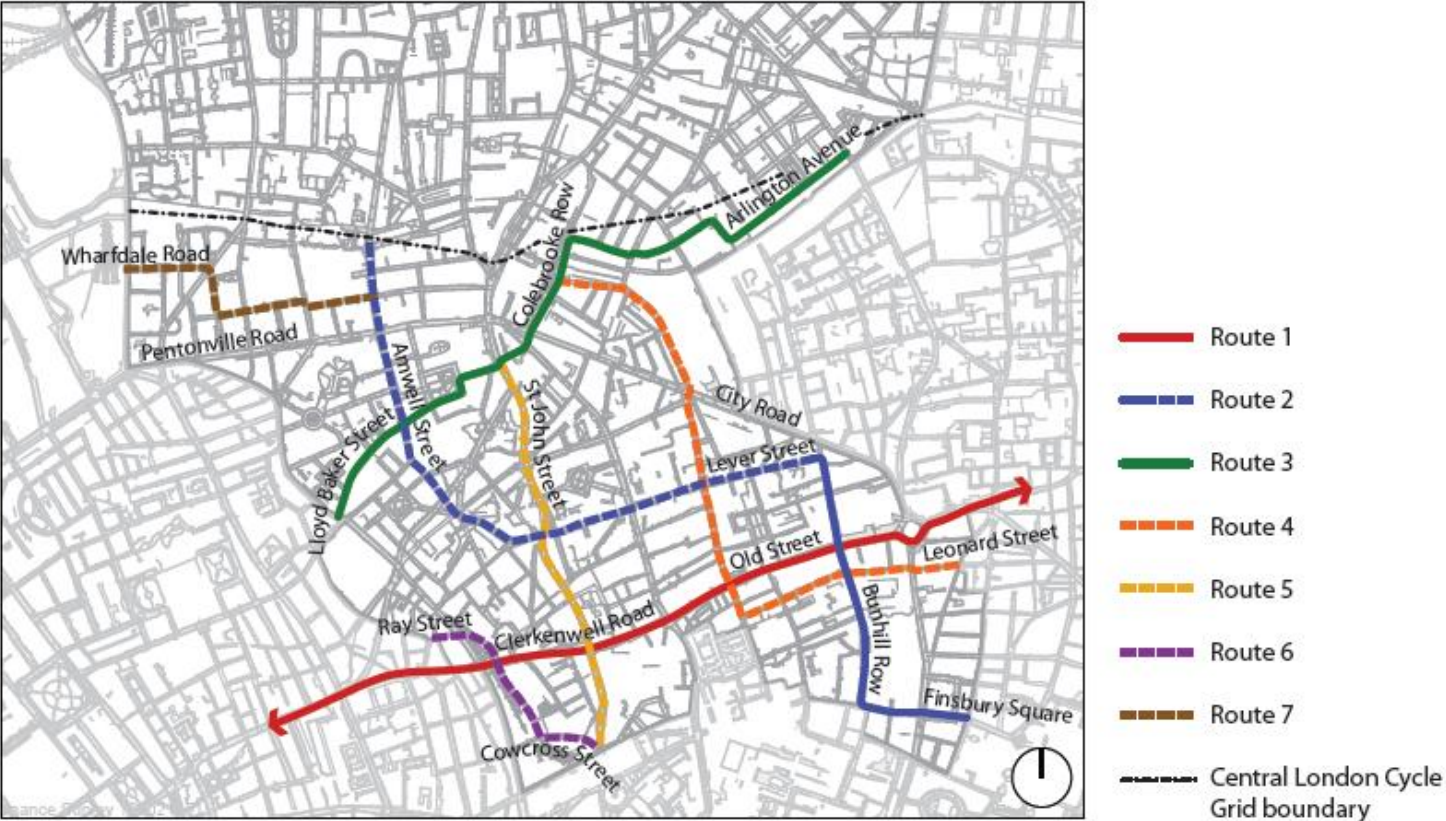
Route Descriptions	Phase 1 (Dec '13 - Sept '14) (£'000s)	Phase 2 (June '14 - to Mar '15) (£'000s)	Phase 3 (Mar '15 - Mar '16) (£'000s)	(£'000s)
<b>Route 2 (remainder of route 2):</b> Penton Street (jctn with Tolpuddle Street), Amwell Street, Rosoman Street, Skinner Street, Percival Street, Lever Street (jctn with Bath Street)	-	100	300	<b>400</b>
<b>Route 4:</b> Vincent Terrace (jctn with Colebrook Row), Graham Street, Central Street, Golden Lane, Banner Street, Featherstone Street, Leonard Street (jctn with Tabernacle Street)	-	100	150	<b>250</b>
<b>Route 5:</b> St John Street (the whole length)	-	200	250	<b>450</b>

<b>Route 6:</b> Ray Street (jctn with Warner Street), Farringdon Lane, Turnmill Street, Cowcross Street (jctn with Charterhouse Street)	0	50	100	<b>150</b>
<b>Route 7:</b> Wharfdale Road (jctn with Goods Way), Killick Street, Collier Street, Donegal Street (jctn with Penton Street)	0	100	250	<b>350</b>
<b>Total (unsecured)</b>	<b>0</b>	<b>450</b>	<b>750</b>	<b>1,200</b>

The Central London Cycle Grid routes are shown below. Routes where funding has been secured from TfL are shown as solid lines. Dashed lines represent grid routes for which future funding will be sought from TfL.

# Central London Cycle Grid

## Proposed routes in Islington



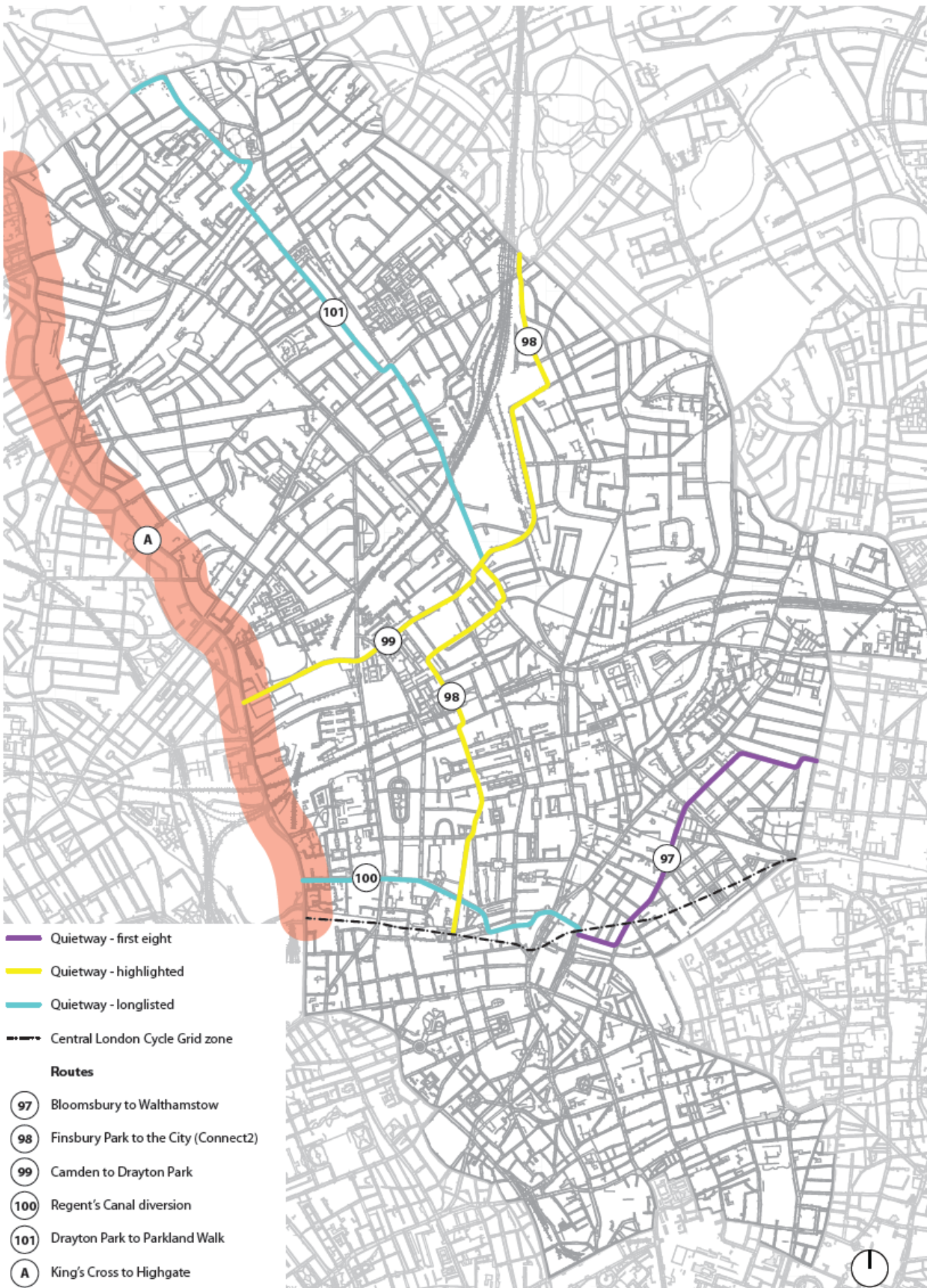
## Appendix 2: Non-Grid Quietways Programme

The table below provides details of the Council's proposed Quietways routes. TfL has provisionally agreed to fund Route 97 (designated 'Quietway Route 38') and is expected to confirm funding in September 2014. All other routes listed here require further development work to establish the likely cost and, subject to the outcome of public consultation, the delivery timetable

Quietways in Islington			
Route	Description	Delivery	Totals (£000)
Route 97 - Bloomsbury to Walthamstow ('Quietway Route 38')	<p>Wards: St Peter's</p> <p>Colebrooke Row (jctn with City Road), Gerrard Road, Danbury Street, Rheidol Terrace, Prebend Street, Bishop Street, Basire Street, Popham Road, Ecclesbourne Road, Elmore Street, Cleveland Road, Northchurch Road (jctn with Southgate Road)</p>	2014/15	100
Route 99 - Camden to Drayton Park	<p>Wards: Caledonian, Holloway, St Mary's, Highbury East, Highbury West</p> <p>Agar Grove (LB Camden), York Way, Market Road, Caledonian Road, McKenzie Road, Palmer Place, Drayton Park</p>	-	-
Route 100 – Regent's Canal diversion (Copenhagen Street to Southgate Road)	<p>Wards: Caledonian, Barnsbury, St Peter's</p> <p>Goods Way (LB Camden), York Way, Copenhagen Street, Cloudesley Road, Ritchie Street, Upper Street, Bromfield Street, Parkfield Street, Berners Road, Charlton Place, Colebrooke Row, Gerrard Road, Burgh Street, St Peter's Street, Frome Street, Dame Street, Arlington Avenue, New North Road, Baring Street, Bridport Place (LB Hackney)</p> <p>This route includes a southern towpath alternative from St Peter's Street, Baldwin Terrace, Packington Square, Shepherdess Walk (LB Hackney), Eagle Wharf Road, Poole Street</p>	-	-
Route 101 - Drayton Park to Parkland Walk	<p>Wards: Highbury West, Finsbury Park, Tollington, Hillrise</p> <p>Drayton Park, Benwell Road, Hornsey Road, Seven Sisters Road, Sussex Way, Courtauld Road, Hazellville Road, Hornsey Lane</p>	-	-
Route A - King's Cross to Highgate	<p>Wards: Caledonian, Holloway, St George's, Junction</p> <p>This route is currently being discussed and developed by Islington, Camden and Haringey councils. This route is proposed to run up York Way and using less busy streets, make its way up to Highgate. This route will also connect Archway Town Centre</p>	-	-



## Quietways in Islington



### Appendix 3: Crossrail Complementary Measures Programme

Name	Description	2015/16 (£'000)	2016/17 (£'000)	Totals (£000)
Farringdon Station environs	Environmental improvements to CCTV, Lighting, Taxi rank provision, and trees	150	100	<b>250</b>
St John Street	Improvements to public space, new paving, seating, lighting, CCTV, trees and planting	500	1,500	<b>2,000</b>
<b>Total</b>		<b>650</b>	<b>1,600</b>	<b>2,250</b>

### Appendix 4: Future Street Incubator Fund Programme

Future Streets Incubator Fund Programme			
Name	Description	Delivery	Totals (£000)
Archway Mall	Revitalise Archway Mall using a number of different activities to bring the public space to life	2015/16	100
Finsbury Park	Trial the removal of buses from Station Place to allow one-off events to take place in the public space	2015/16	100
Traffic signals at junction of Old Street / Goswell Road	Trial the use of slimmer profile traffic signals, and the potential to create more usable public space at the junction	2014/15	85
Community-led bids submitted in discussion with the Council			
Crayford Road	Home-zone style improvements to Crayford Road	2015/16	60
Hargrave Road	Home-zone style improvements to Hargrave Road	2015/16	N/A

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

**5 March 2015**

1. Community energy – witness evidence – Agamemnon Otero, Brixton Energy and Planning Officer from Hackney
2. Cycling and energy charging points

**16 March 2015**

1. Community Energy - witness evidence
2. Fuel Poverty - witness evidence
3. Communal Heating update

**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
3. Air Quality - report back
4. Executive Member's report

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