



COUNCIL MEETING - 20 SEPTEMBER 2018

Councillors of the London Borough of Islington are summoned to attend a meeting of the Council to be held in the Council Chamber, Town Hall, Upper Street, N1 2UD on **20 September 2018 at 7.30 pm.**

A handwritten signature in black ink that reads "Lesley Seary".

Chief Executive

AGENDA

Page

1. Minutes 1 - 28
The Minutes of the previous meeting held on 5 July 2018.

2. 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.

3. **Mayoral Announcements**
 - (i) Apologies
 - (ii) Order of business
 - (iii) Declaration of discussion items
 - (iv) Mayor's announcements
 - (v) Length of speeches
4. **Leader's Announcements**
5. **Petitions**
6. **Questions from Members of the Public** 29 - 30
7. **Questions from Members of the Council** 31 - 34
8. **Islington Armed Forces Community Covenant: Annual Update** 35 - 44
9. **London Councils Transport and Environment Committee - Governing Agreement Amendment for Electric Vehicle Charging Infrastructure** 45 - 112
10. **Chief Whip's Report** 113 - 114
11. **Notices of Motion** 115 - 118
 Where a motion concerns an executive function, nothing passed can be actioned until approved by the Executive or an officer with the relevant delegated power.

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 Despatched : 12 September 2018

LONDON BOROUGH OF ISLINGTON

COUNCIL MEETING - 5 JULY 2018

MINUTES OF PROCEEDINGS

At the meeting of the Council held at Council Chamber, Town Hall, Upper Street, N1 2UD on 5 July 2018 at 7.30 pm.

Present:

Bell-Bradford	Graham	Picknell
Burgess	Hamitouche	Poole
Caluori	Heather	Poyser
Champion	Hull	Russell
Chapman	Hyde	Shaikh
Chowdhury	Jeapes	Smith
Clarke	Kay	Spall
Comer-Schwartz	Khondoker	Turan
Convery	Khurana	Ward
Cutler	Lukes	Watts
Debono	Mackmurdie	Webbe
Gallagher	Nathan	Williamson
Gantly	O'Halloran	Woolf
Gill	O'Sullivan	

The Mayor (Councillor David Poyser) in the Chair

1 MINUTES

RESOLVED:

That the minutes of the Annual Council meeting on 24 May 2018 be confirmed as a correct record and the Mayor be authorised to sign them.

2 DECLARATIONS OF INTEREST

None.

3 MAYORAL ANNOUNCEMENTS

(i) **Apologies for Absence**

Apologies were received from Councillors Clarke-Perry, Fletcher, Ismail, Klute, Ngongo, Wayne and Woodbyrne.

(ii) Order of Business

No changes were proposed to the order of business.

(iii) Declaration of Discussion Items

No items were declared.

(iv) Mayor's Announcements

The Mayor's thoughts were with all of those affected by the stabbing of a 14 year old boy near Archway the previous weekend. The Mayor said that the escalation of knife crime across London is a huge concern, and thanked the emergency services for their work in responding to all of the terrible incidents quickly and professionally.

The Mayor was honoured to attend the minute's silence to commemorate the anniversary of the Finsbury Park terror attack, alongside the family of Makram Ali, Mohammed Mamoud of the Finsbury Park Mosque; Toufik Kacimi of the Muslim Welfare House; representatives of Islington Faith Forum; local MPs, the Mayor of London, councillors and government ministers. The Mayor thanked the emergency services, councillors and council staff who responded to the attack and thanked everyone for attending.

The Mayor was pleased to attend Armed Forces Day, and thanked Islington Veterans Association and Cllr Poole, the Armed Forces Champion, for their ongoing work in supporting the armed forces.

The Mayor had attended the EPIC Awards, which recognise the outstanding contributions made by Council staff. The Mayor congratulated Jade Alexander, a social worker who supports disabled young people, for receiving the Employee of the Year award. The Mayor was proud to celebrate the achievements of council staff and congratulated all of the award winners and all of those nominated.

The Mayor had attended several community events, including the Cally Festival, Andover Soul in the City, Archway Carnival, the Amwell Street Fair, and events held as part of The Great Get Together, held in memory of Jo Cox MP. The Mayor was pleased to see so many councillors at community events, and encouraged everyone to support their local events over the summer.

(v) Length of speeches

The Mayor asked all members to be mindful of the timer and keep within the permitted length for speeches.

4 LEADER'S ANNOUNCEMENTS

Councillor Watts thanked everyone who attended the event to mark the first anniversary of the Finsbury Park terrorist attack. Councillor Watts thanked the family of Makram Ali and other survivors for attending, as well as representatives of the Muslim Welfare House and Finsbury Park Mosque. Councillor Watts also reiterated his thanks to all of those who provided support after the attack.

Councillor Watts said he was proud of how the borough came together after the attack; the terrorist, Darren Osbourne, had failed in his attempt to drive Islington's communities apart, as the attack had made Islington's communities stronger and brought them closer together.

Councillor Watts noted this was the first ordinary Council meeting since the local election and said that the administration had hit the ground running. The Council had decided to invest in new housing in EC1, had secured apprenticeships for local young people, had secured the largest fine in the council's history for a rogue private landlord, had launched a 'Housing First' pilot to prevent and address homelessness, and had stood up for local people in campaigns to protect NHS services and improve the accessibility of public transport. Councillor Watts said that, although the election was only a few weeks ago, the Council was already making Islington a fairer place.

Councillor Watts also commented on the recent stabbing near Archway and advised that community safety was a top priority of the administration. Local people were concerned about the safety of their neighbourhoods; the Council was firmly on their side and was working to ensure that Islington is a safe and welcoming borough.

Councillor Watts emphasised that the overwhelming majority of young people in Islington are not involved in criminal activity and praised the work of council services, schools and local organisations in providing opportunities to young people, despite the huge cuts to their funding. However, there are real concerns about youth crime in Islington, and the Council was working with the Police to address these.

Islington worked to prevent young people getting involved in crime through its 'early intervention' approach; the Council supported young people and their families by investing in mentors and caseworkers. The extra £2million the Council had invested to keep young people safe had provided a range of services for young people, as well as extra CCTV and pioneering work to understand the root causes of serious youth crime. However, keeping the community safe was increasingly challenging due to continuous government cuts to the council and the Police. The Government had cut 300 police officers in Islington since 2010 and this undoubtedly had an effect on the safety of the borough.

Councillor Watts was pleased that serious knife crime in Islington had fallen 13.5% compared to a London-wide increase of around 2% and praised the work of the Integrated Gangs Team, which included representation from the council, Police, JobCentre, NHS, and other organisations. The team worked to identify and intensively support young people entrenched in gang activity, helping them to turn their lives around and create a positive future for themselves. However, the council was not complacent, and following the recent stabbing near Archway, it was clear that further work is needed to support young people to keep the borough as safe as it possibly can be.

Councillor Watts said that the council would not shirk from this challenge, would work closely with the Mayor of London and Police, whilst providing challenge where necessary, and would work with local people who want to see an end to the senseless violence.

5 PETITIONS

Councillor Spall presented a petition on behalf of residents objecting to a planning application for a proposed shop, café and homeless night shelter on the Elthorne estate.

Councillor Heather presented a petition on behalf of residents regarding noise pollution and potential fire risks caused by restaurants on Seven Sisters Road.

6 PETITION DEBATE - REDUCE TRAFFIC ON NEW ISLINGTON QUIETWAY

Tabitha Tanqueray introduced the petition 'Reduce traffic on new Islington Quietway' on behalf of the petitioners. The petition was submitted at the 22 February 2018 meeting of the Council and, in accordance with Procedure Rule 19.1(d), was scheduled for debate as it received over 2,000 signatures.

Councillor Webbe moved the motion to debate the petition. Councillor Champion seconded. Councillors Khondoker and Russell contributed to the debate. Councillor Webbe exercised her right of reply.

The following main points were raised during the debate:

- Quietway 10 is a major cycle route through the borough, from Finsbury Park to Clerkenwell. The petitioners' believed that reducing traffic on Quietway 10 would make cycling safer and more enticing for all residents. Cycling has health and wellbeing benefits, and also helps to reduce air pollution.
- The petitioners' considered that the most cost effective way of reducing traffic would be modal filtering to reduce through traffic while still allowing residents to access their homes. This could be achieved through bollards or gates.
- The Council was working to provide healthier and safer streets for all road users, and wanted all residents to lead active and healthy lives and enjoy the benefits that came from cycling, without fear of injury.
- The Council was committed to delivering a successful quietway network across Islington, and was also very concerned by the borough's air quality and its effect on the health of local people. The Council understood the benefits of closing certain routes to through traffic, and was exploring options for improving the quietway route, however it was necessary to carry out comprehensive consultation with the local communities that would be affected by road closures, including local businesses.
- It was suggested that a 'live trial' approach could assist in engagement with local communities. It was also suggested that the health and wellbeing benefits of cycling should be a factor any public engagement on traffic reduction schemes.

The motion was put to the vote and **CARRIED**.

RESOLVED:

To continue to encourage residents to participate in local democracy by carefully considering the concerns raised in the petition and to undertake the debate in a spirit of openness and transparency.

7 QUESTIONS FROM MEMBERS OF THE YOUTH COUNCIL

Question a) from Youth Councillor Bella to Councillor Comer-Schwartz, Executive Member for Community Development:

It was great to attend the celebration event to mark the repeal of Section 28 and to learn about how Islington has always been at the forefront of campaigning for LGBT equality. How are faith institutions encouraged to extend LGBT equality within education settings they are responsible for both inside and outside of the school curriculum?

Response:

Thank you for your question. I attended the celebration too, and it is important that we reflect on our history in Islington. The Council works closely with faith institutions to extend LGBT equality. An example of this is in our work with the Westminster Diocese regarding support for Catholic Schools. These schools access support from the Catholic Education Service alongside Islington Council's School Improvement Service and our Health and Wellbeing Team. Both organisations advocate for schools to be inclusive and sensitive to individual pupils. Governing bodies have responsibilities for schools' approaches in relation to the Equalities Act. The Catholic Education Service model policy for relationship and sex education suggests that schools include the statement, "that our school strives to do the best for all of the pupils, irrespective of disability, educational needs, race, nationality, ethnic or national origin, pregnancy, maternity, sex, gender identity, religion or sexual orientation or whether they are looked after children."

Our resources for Islington schools are accessed and used by faith schools, including the 'out with homophobia' teaching resource for both primary and secondary schools. Islington's relationship and sex education resources strive to be inclusive of all children and young people.

In the light of relationship and sex education becoming a statutory duty, the Health and Wellbeing team has been consulting with a number of schools, including faith schools, and will be issuing further guidance following consultation with a range of stakeholders, including LGBT groups within the borough.

Question b) from Young Mayor Honey to Councillor Watts, Leader of the Council:

At the recent council election, Islington's voters provided you with a mandate to continue with the commitment to make Islington a fairer borough. What positive things can Islington's young people expect during the next 12 months which will improve their lives?

Response:

Thank you very much. Islington Labour received 61% of the vote at the election, that is the highest any party had received in my life time. What people were fundamentally voting for wasn't about personalities, it was about politics, priorities, and making Islington a fairer place. We were the only party that had a serious plan for the future of our borough, and our manifesto included a range of policies to make Islington fairer.

I need to mention the work of the Fair Futures Commission. Islington is a fantastic place to grow up; I know that kids who are fortunate enjoy all of the opportunities possible to enjoy; including world class culture and world class job opportunities. If you have a bit of money, Islington is the best place to grow up in the world. However, people who are struggling do not have access to those opportunities, and it isn't fair. That fundamental unfairness drives our determination to make Islington a better place.

I would like to thank Jermain Jackman, Cllr Woodbyrne and others who took part in the Fair Futures Commission, as their proposals will make a real difference to people's lives. In particular, guaranteeing 100 hours of work-related experience by the time young people are 16, working with schools and employers to develop much better, industry-led careers advice, bringing forward plans to address holiday hunger, making the borough more welcoming by reviewing 'No Ball Games' signs in consultation with communities and young people, continuing to keep critical youth facilities open, and aiming for every young person to have experienced 11 cultural experiences in the borough by the time they reach Year 11. That is

fundamentally about ensuring that young people enjoy those same opportunities that the fortunate are able to enjoy, and that will make our borough a fairer place.

Question c) from Youth Councillor Lydia to Councillor Caluori, Executive Member for Children, Young People and Families:

The YMCA in April 2018 conducted research to examine Local Authority expenditure on youth services in England & Wales. In just six years, Local Authorities have cut their expenditure on youth services in England and Wales by more than £750m.

As this research demonstrates, the long-term benefits of youth services are far too often overlooked and young people may miss out on opportunities outside the school setting to engage in activities that support their learning and development. What reassurance can Cllr Caluori provide to Islington's young people that Islington will continue to invest in youth services?

Response:

Thank you very much for your question, Youth Councillor Lydia. I completely agree with you that youth services play an important role in engaging young people and helping with their learning and development, especially in an area as diverse as Islington.

I think it is a scandal that the government is slashing funding for youth services across the country, so I'm really proud that Islington is actually spending more on youth services now than we were in 2010 when we came to office. We have opened a new youth hub near Old Street, we have an amazing summer youth offer available that you are helping us to promote, and the Summerversity and Launch Pad events really show how we are responding to what young people tell us they want: more life skills, and exciting and vibrant cultural and sporting opportunities.

I'm really pleased we are able to offer that, so we are going to continue to invest in youth services, particularly in support services for those who need it, and one of my highlights over the next few years will be working with all of you on how we can reach young people who don't access our services. Maybe they are shy, or scared to travel because of postcode issues, but it's important that all young people are able to benefit from our services.

Question d) from Youth Councillor Jemelia to Councillor Comer-Schwartz, Executive Member for Community Development:

It's been a great year for women as we celebrate the 100th anniversary of women being granted the right to vote following the suffragette movement. We would like to congratulate Cllr Kadeema Woodbyrne on becoming Islington's first ever women and girl's champion and Islington YCllrs have enjoyed working with Cllr Woodbyrne as part of the Fair Futures Commission. What will be the main focus for this role over the next few months, especially for girls and young women in Islington?

Response:

Thank you for your question. I share your excitement in celebrating the 100th anniversary of women's suffrage. Although we have come a long way in the fight for equal rights for women, it is not over yet. Too many women and girls in Islington and across the UK still face harassment, discrimination and violence.

We know that many girls and young women face barriers to opportunity, and the Government's austerity policies have had a serious impact on the younger generation. This is completely unacceptable and this Council wants all women and girls in Islington to feel valued and safe in our community.

So, I am very pleased that the Council has appointed a Women and Girls Champion – the first role of its kind in London. Cllr Woodbyrne will be working to highlight what more can be done to protect the rights of women and girls, as well as championing services designed to support them and end violence against them.

Cllr Woodbyrne and I are currently discussing the details of the role and I am pleased to share with you that her particular areas of interest are tackling period poverty and improving girls' and young women's self-esteem. I know she is looking forward to hearing from and working with women from a wide range of backgrounds. Cllr Woodbyrne will be working with myself, council officers, Voluntary and Community Sector partners and the local community as part of this work. I am sure she will also be meeting with youth councillors soon.

8 QUESTIONS FROM MEMBERS OF THE PUBLIC

Question a) from Sebastian Sandys to Councillor Ward, Executive Member for Housing and Development:

What conditions are the Council proposing to attach to the planning permission granted to the developers of the Richard Cloudesley site?

Response:

Thank you for your question. On 1 March 2018, the Council's Planning Committee resolved to grant planning permission for 66 much needed new council homes and a new two-form entry primary school on this site. This resolution was made subject to the City of London resolving to grant planning permission for a duplicate planning application; this resolution was subsequently made by the City of London Planning and Transportation Committee on 26 March 2018. The resolution was also subject to any direction made by the Mayor of London, and the Mayor confirmed on 18 June 2018 that he did not intend to intervene in this application.

In addition, the resolution to grant planning permission was made subject to the completion of a Section 106 agreement, and a number of planning conditions that were set out in Annex 1 to the committee report, which is available on the Council's website.

The Planning Committee also resolved to delegate authority to the Corporate Director of Environment & Regeneration, in consultation with the Chair of the Committee, to make minor amendments to the Section 106 heads of terms and the conditions.

In accordance with the council's procedures, the committee report, including Annex 1, was published in advance of the meeting of the Planning Committee, and any late representations on the application were reported to the Committee. In addition to this, people who wished to speak for and against the planning application were given the opportunity to do so at the Committee meeting.

Interested parties were therefore provided with an opportunity to view and comment on the draft conditions either verbally or in writing.

Before taking their decision, the Committee properly and fully considered all the written and verbal material that was presented to the meeting, including Annex 1 of the committee report.

The Local Planning Authority is now in a position to issue its decision on the planning application in accordance with the resolution made by the Planning Committee.

Prior to the decision being issued, there will be some changes to the planning conditions set out in Annex 1 of the committee report. These changes will be extremely minor in character and do not materially or substantially change in any way the conditions that were agreed by the Planning Committee. In line with the resolution made by the Planning Committee a decision on these changes will be made by the appropriate officer following consultation with the Chair of the Planning Committee.

Supplementary question:

This afternoon the crowd funder successfully reached its target, which means that the decision will be subject to judicial review. Will you meet me and the objectors to ensure that money is not wasted, and the London Borough of Islington is not again hoodwinked by the Corporation of London.

Response:

I am not going to apologise for 66 new socially rented homes. This Council has a clear mandate for building council housing; I acknowledge your request Sebastian, but given the circumstances will have to defer to our Director of Law and Governance.

Question b) from Benali Hamdache to Councillor Webbe, Executive Member for Environment and Transport:

Can the council inform me what the number 08449312211 is for and how many signs it's currently being displayed on in Islington?

Response:

Thank you, this is a really interesting question that has taken me on a journey. As you probably know, when you call this number, as I did, it plays a recorded message telling you to call an 03 number, which I appreciate is a frustrating experience. The 08 number, which is the original Arsenal Hotline number, was set up to provide information to local residents and businesses about Arsenal match days. The signage was created in 2007, under the Liberal Democrat administration.

I thought about this, and wondered what use the number is for the future, because if you have a smartphone you can easily look up Arsenal match day information online for free, whereas a phone call to the 08 number costs 7p or 8p per minute, and a call to the 03 number costs 3p per minute, although may be free depending on your mobile phone tariff.

The signage is a problem, and is clearly of no use to anyone, so I thought about what we could do. Then I discovered that the signage is due to be there until 2094, and would you believe, the number is displayed on approximately 4,000 signs. Unfortunately, as you can imagine, the cost of removal would be prohibitive.

Supplementary question:

Is there an overall plan to reduce street clutter, like redundant signage, and is there a way to check how many other redundant signs there might be around Islington?

Response:

I think that is a sensible question, during times of austerity it is right to consider the signage we put up, to ensure we are not wasteful. What I want to do in future is move towards smart city innovation, if we can install digital signs then we can change them instantly, and we can make streets more inviting at the same time. We are keen to work with those developing these sorts of solutions, I think it is the future, and that is what we will look to in future.

Question c) from Kaily Fox to Councillor Webbe, Executive Member for Environment and Transport:

What representations has the Council made to TfL in the last three months regarding the delayed improvements to the Shepherdess Walk/City Road/Bath Street junction?

Response:

Thank you for your question. This is of particular interest to me, and my fellow ward councillors, as well as colleagues in Hackney. We are keen to see this junction improve, and I know you are passionate about it too.

We have engaged with Hackney and Transport for London to push for improvements at this location, we are holding regular meetings and we are allocating resources to this issue. Over the last three months we have met with our counterparts to discuss this and other cycling-related issues, as it is important we see approach cycling as a cross-borough issue.

The progress of this TfL scheme has also been raised at a number of meetings of TfL's 'Islington Working Group', that focuses on the progress of TfL road and cycling improvements. I am increasingly frustrated by the length of time from the decision being made to the improvements being realised, although I understand that these things take time, and need detailed work.

Myself and my fellow ward councillors previously campaigned for two-way cycling on Bath Street. It took a long time, but eventually the changes were made, and it benefitted the local community. We will do the same now. We want to see the improvements happen, and we will be working hard to make sure they happen.

Supplementary question:

What will you do to make sure that the proposals happen?

Response:

It is important that we have engaged residents, who are keen to see things move. I am delighted that residents are pushing for change, because it will help the boroughs to reach an agreement. We will continue to work with TfL, and I hope that works will start mid-August. Thank you for all you do to push this agenda.

Question d) from Sarah Weiner to Councillor Ward, Executive Member for Housing and Development:

As a parent and local resident, I hope the council shares the commitment of residents and local councillors to supporting the Highbury/Finsbury Park community; preventing pollution increases in schools and standing up to Sainsbury's attempt to bully its way into Highbury (having revived its plans for building a second store on Blackstock Road). How can the

council help us as we try to protect our children, support local businesses, and keep our pavements for pedestrians?

Response:

The Council is committed to working with the local community to protect and support small businesses including local independent shops. As you are aware, the Council refused the previous planning application by Sainsbury's and successfully defended its decision to refuse the application when Sainsbury's appealed to the Planning Inspectorate.

Local ward councillors and Executive Members have been working with the local community to oppose plans for a second Sainsbury's store on Blackstock Road. We are therefore extremely disappointed, and quite frankly angry, that Sainsbury's has come in with a second planning application in the face of intense local opposition to their plans.

The Council refused the previous planning application due to its concerns about the impact that the proposals would have on the vitality and viability of Finsbury Park Town Centre and Highbury Barn; and the failure of the applicants to make adequate and safe provision for the unloading and loading of goods.

Unfortunately, the Planning Inspector did not agree with the Council that the application would harm the vitality and viability of the town centre and Highbury Barn. However, he did however agree that the proposed arrangements for loading and unloading were inadequate and dismissed Sainsbury's appeal. Sainsbury's new application therefore includes revised proposals for the loading and unloading goods at the store.

Public consultation on the planning application is still taking place, and I would encourage anyone who has an interest in the application to respond. I have had various representations on this issue from Councillor Gantly, Councillor Lukes, and Councillor Hull, the ward councillors have been very involved in this, and together with Councillor Shaikh, I have written to the owner of the site to ask for a meeting. I hope they will be willing to work with the Council to find an alternative to a Sainsbury's store on the site.

Supplementary question:

I'd like to thank the councillors for supporting the community on this. There has been a lot of talk tonight about taking the community with you, and I wanted to let you know that since submitting my question we have launched a petition against Sainsbury's, and in 8 days it has been signed by over 1,000 people. The community is furious about the arrogance of Sainsbury's. Work has already started on the building, if you look inside the building now, all it needs is some shelves. We thank you for your support. Given that the last planning application was almost two years ago, and we now have new data on pollution in the borough, can you re-assure us that there will be a new, full environmental and business impact assessment in relation to this application?

Response:

This will be an entirely new planning application, so it will need new assessments. They can't just amend the previous application.

Question e) from Nikki Uppal to Councillor Comer-Schwartz, Executive Member for Community Development:

Islington is one of the most deprived local authorities in the UK where a third of residents live in poverty and almost 70% of secondary school girls are eligible for pupil premium. Given this, what is the Council's short and long term strategy to address period poverty in the borough for both women and girls?

Response:

Thank you for your question. I share your concerns about period poverty, which means some girls are forced to miss school and women cannot afford to buy sanitary products. This Council is firmly committed to championing and protecting women by prioritising services and support that makes a difference to them.

On International Women's Day, the Council launched its Tricky Period scheme, in partnership with Streets Kitchen. We are stocking Islington's libraries with free sanitary products, for women and girls in need, and have been widely promoting the scheme.

We are exploring how we can further expand this scheme and work with more Voluntary and Community Sector organisations, and the private sector. This includes talking to Unilever and Boots about bringing the scheme into our schools, and we will be consulting with women and girls about how to do this. We want to ensure that every woman and girl who needs sanitary products has easy access to them in a dignified setting.

Period poverty is a symptom of the inequalities facing women and girls, so it is vital we tackle those inequalities too. This includes our work to fund targeted employment services to help longer-term unemployed women back into work, keeping open all three refuges in the borough, and changing our licensing policy so that more can be done to protect women in licensed premises.

Of course, there is plenty more to do. I am confident that the appointment of our new Women and Girls Champion, Councillor Woodbyrne, along with this Council administration's commitment, will enable us to further tackle period poverty and other inequalities facing women and girls in Islington.

Supplementary question:

Thank you for your response. We are pleased to hear that a champion for women and girls has been appointed. We are also pleased to hear that the Council is working on this issue. However, is it fair that the third sector are taking the lead on this? One of the things we are concerned about is period poverty among school girls, because we know it can affect their attendance and performance. We need to tackle this and make sure that menstrual products are available in schools. Islington has a flagship policy on universal free school meals and spent £1.7 million last year on this. It is a good policy, but it costs £500 per child per year. To provide free sanitary products in school would only cost £40 per girl per year, a fraction of what we spend on universal free school meals. Given that, what possible reason is there for the Council not to put the money forward?

Response:

Thank you. I disagree with your interpretation that the voluntary sector is having to lead on this work. I am really proud of our libraries, as well as the partnerships we have with the voluntary sector, and how we are working together on this issue. It is our ambition to get free sanitary products in as many schools as possible, and we are looking at creative ways of

doing that. We think it would cost around £100,000 a year, which is not a small figure, and because our funding will be cut by 70% by 2020, we know that these decisions need to be taken very carefully. That's why I want to discuss how the private sector can work with us and do the right thing for women and girls.

Question f) from Ernestas Jegorovas to Councillor Hull, Executive Member for Finance, Performance and Community Safety:

How important is it for the council to work closely with the local police to address high crime levels in the borough?

Response:

Thank you for your question. This administration takes tackling crime very seriously and is committed to keeping our communities safe. To this end, it is vitally important that the Council works closely with all our partner organisations, as well as with residents, to reduce crime and antisocial behaviour in Islington. The Police are certainly one of these key partners and we do work closely with them, day-in, day-out.

The government, on the other hand, seems hell-bent on making our borough less safe, cutting 70 per cent of the council's core funding since 2010 and leaving Islington with 300 fewer police officers than it had less than a decade ago. Regressive Government cuts to the Police leave our neighbourhoods less secure. Under a Labour government, the ward I represent, Highbury West, had a dedicated Safer Neighbourhood Team of one Sergeant, two PCs and three PCSOs. We now have a third of a Sergeant, two PCs and one PCSO. That's three and a third officers left policing a population of 16,000 residents.

Nonetheless, despite the government's short-sighted cuts, locally we have had some success of late, particularly when it comes to tackling youth crime in the borough, not least due to the £2m of extra funding we are investing in targeted work with young people on the cusp of criminality. Moped-enabled snatch-theft in Islington is down 60 per cent since Christmas. It is still too high, but concerted partnership action is having an effect.

In our Integrated Gangs Team, the council's youth services are working directly alongside Police and voluntary sector partners to identify and support young people to help them turn their back on gangs, as well as the siblings of gang members. In the last year, the IGT has worked with 133 young people to help give them the best possible start in life. It is, of course, challenging but we are pleased that Ofsted inspectors recently praised the 'strong and robust' support that our Children's Services give to vulnerable adolescents.

Since the launch of the council's youth crime action plan a year ago, knife crime with injury among under-25s has fallen by 13%, bucking the trend in London which saw a 2% increase. Gun crime offences also fell by almost 24.4% in Islington, compared to 3.7% across London.

We cannot be complacent though, and we will continue to work closely with police colleagues to tackle crime and the fear of crime. National government, though, has a role to play too. That is why this Council administration will continue to make representations to the government in the strongest terms to fund our police service properly, in order to keep our residents safe.

Supplementary question:

I have recently spoken to police officers, who told me they are finding it increasingly difficult to find space to hold drop-in sessions. I was surprised to hear that the council charges the Police for hiring their venues. Would you consider working closer with the Police, to ensure that they can hold these sessions with local people?

Response:

I will look into the Police being charged for the use of our facilities for their Safer Neighbourhood meetings, I am surprised to hear that happens, so if you have specific examples please let me know and I will raise it. We have a good working relationship with the Police and I know that they have used council facilities in the past.

The Mayor advised that there was no time remaining for questions from the floor, and encouraged members of the public with outstanding questions to submit them in writing for written response.

9 QUESTIONS FROM MEMBERS OF THE COUNCIL

Question a) from Councillor Clarke to Councillor Ward, Executive Member for Housing and Development:

Islington Council recently secured a High Court victory over a developer who was twice refused planning permission at the former Territorial Army site on Parkhurst Road, because the plans did not include enough genuinely affordable homes. This is a significant legal victory that will support this Council's plans to deliver more genuinely affordable homes for local people, including at the former Holloway Prison site. Can Councillor Ward explain what steps he and the Council are taking to ensure the precedent this judgement sets is recognised by the development industry and by government?

Response:

Thank you for your question. Yes, this really is a landmark legal case, which will help the Council, as well as local authorities across the country, to maximise the delivery of genuinely affordable housing. It will be a powerful tool that will help us dissuade developers from paying too much for land and then using the "dark arts" of viability to reduce the amount of genuinely affordable housing on the site in question. Put simply, you can't overpay for land, and then say "we can't afford to build social housing". They're not going to get away with it anymore. This is a hugely significant victory and we are very proud of it.

Following the High Court decision on 27 April 2018, the Council publicised the judgment very widely. The Parkhurst Road case was then featured in a number of development industry, planning and legal publications, as well as several local papers.

The case continues to attract media interest – only last week City Metric published my article on the Parkhurst Road victory under the title "Developers can no longer over-pay for land to wriggle out of their affordable housing commitments". Over the last couple of months, the case has also featured at a number of legal seminars/events organised by leading law chambers. It truly is a case of national significance.

Council officers distributed the High Court decision to all the specialist officer networks related to planning and development viability in London and have also been invited to give talks on the matter.

You might also be aware that in a highly unusual move, in a postscript to the judgment, Judge Mr Justice Holgate also recommended that the current, widely used, guidance on viability assessments by the Royal Institute of Chartered Surveyors should be revised. That is *“in order to address any misunderstandings about market valuation concepts and techniques, the “circularity” issue and any other problems encountered in practice over the last 6 years, so as to help avoid protracted disputes of the kind we have seen in the present case”*.

This is something that the Council has been calling for over the last couple of years, due to serious concerns about how the RICS Financial Viability in Planning guidance note was being applied in practice. We are now looking to join forces with the Mayor of London to seek engagement with the Ministry of Housing Community and Local Government, the Royal Town Planning Institute and the Royal Institute of Chartered Surveyors to take forward the recommendations set out in the High Court decision.

This is not our only significant achievement in this area. For the Holloway Prison site we prepared and published our own development scenarios and viability advice. This indicated that 50% genuinely affordable housing could be provided on the site. Our aim was to discourage future purchasers of the site from overpaying and then claiming that they could not afford to meet our affordable housing target. We were the first local authority to take this approach.

Supplementary question:

We were told by the Ministry of Justice that the Holloway Prison site would be sold in the spring; we are now being told that the site will be sold by the end of the year. Does Councillor Ward agree that the Council's demand for at least 50% genuinely affordable housing has put off those seeking to make a quick financial gain from the sale of public land at the expense of the local community, and does that bring hope that we can keep this land in public ownership, until we get a Labour Government in future, and we can then have full control over the site?

Response:

I heard Rory Stewart MP's statement last week, and all I can say is that there is no justice without housing justice. If the Ministry of Justice do not understand this, they are not worthy of the name. I hope Rory Stewart has done his homework, I hope Rory Stewart has read the high court judgement, I hope Rory Stewart has read Islington's Council Planning Guidance on the Holloway Prison Site. If he has not, I can summarise it for him: 50 per cent genuinely affordable housing, at least.

Question b) from Councillor Heather to Councillor Ward, Executive Member for Housing and Development:

The former George Robey site in Finsbury Park Ward is the subject of negotiations between Islington Council's Planning Department and a private developer for a chain hotel to be built there. I have asked council officers if genuinely affordable homes could be built on the site, in accordance with Council policy, but I have been informed this is not possible due to the location and size of the site. As there is enormous need for genuinely affordable homes in Finsbury Park Ward I am requesting your second opinion in this matter.

Response:

No one is in any doubt that Islington is facing an unprecedented housing crisis and there is a dire need for genuinely affordable homes across the borough and in Finsbury Park. I know you have personally been involved in much of the consultation on building new genuinely affordable homes in your ward. This Council administration is delivering Islington's largest

council house building programme in 30 years, and will have delivered 1,900 new genuinely affordable homes by 2022.

However, it is also important that we learn the lessons from the past, and that we ensure that any new homes, particularly council homes, offer their occupants a good standard of living and access to outdoor space. I am especially proud of the new council homes that we are building. I believe that they offer better living standards than many of the new private homes that are being built in the borough. This is in stark contrast to the 'poor doors' approach that is pursued and tolerated elsewhere. In addition, local residents are only likely to support increased housing densities, if any new homes are built to high standards.

As you are aware, the Sir George Robey site is currently in private ownership. The site faces directly on to Seven Sisters Road, which is a very busy road, and whilst it is not unusual for Islington residents to live on busy roads, the site also backs directly onto the railway. The site is also very small.

Due to its relatively narrow character and its location sandwiched between the elevated railway tracks and a very busy road, the site is exposed to high levels of noise and vibration and poor air quality. Unfortunately, planning officers have concluded that it is highly improbable that the site could deliver new homes that could achieve environmental health standards and meet the council's planning policies in relation to the quality of accommodation within new homes and the provision of outdoor space. It is likely a high proportion of any new homes would have to be single aspect, and they may not be able to have windows that open. The highly constrained nature of the site means that it would also be very difficult to provide outdoor amenity space for future occupants, and the site was not therefore allocated for a residential use in the council's Site Allocations Document.

As you have stated in your question, a planning application has been submitted for the construction of an eight-storey hotel on this site and planning officers are currently negotiating with the applicants. Planning officers are seeking to secure the inclusion of either affordable workspace or a music venue within the scheme.

I understand your disappointment, I am disappointed too, but we have looked very hard at this site, and our commitment to deliver good quality affordable homes for local people means that not every site is suitable. I would be happy to meet with you to discuss this further.

Supplementary question:

Obviously you will be aware that there is student accommodation next door, there is already a hotel fifty yards away, and you will be aware of the City North development, where there is no problem in building luxury homes. The noise and pollution doesn't seem to be a problem for the hotel.

You mention quality, but we hear about people living in private-rented hovels all over Islington, so it's all relative. What scares me is that development sites are not found easily, we need lots more genuinely affordable homes, especially in Finsbury Park ward, and do we really need another hotel fifty yards away from the other one? I don't think we do. I think we need genuinely affordable homes. I accept your point, but I don't feel as a local ward councillor that it is acceptable for this to go through without being questioned. So my question is, will you please go back and look into this again, just to check that it cannot be done? I want to be sure, and it is only fair to the electorate that we go through this with a fine tooth comb.

Response:

One thing that we agree on is that we are totally committed to building as many new genuinely affordable council homes as possible, so I would be very happy to go back and look at this one more time, just to make sure there is no way that we could develop genuinely affordable homes on this site. I will discuss this with senior officers and come back to you.

Question c) from Councillor Lukes to Councillor Ward, Executive Member for Housing and Development:

I know Councillor Ward will agree with me that it is unacceptable that anyone is forced to sleep rough on the streets, so I was concerned to find out that a couple of people had been seen sleeping on Highbury Fields. I know they are no longer there, and I know we are short of resources due to central government cuts, but could Councillor Ward provide an update on how this Council is supporting vulnerable rough sleepers, including those who may have no access to housing or benefits because of their migration status or rights to reside?

Response:

Thank you for your question Councillor; I completely agree that no one should be forced to sleep rough on our streets, and that's why the council invests a significant resource into preventing homelessness and getting people into appropriate accommodation as soon as possible. The Council commissions St Mungo's outreach team who make contact with those who are rough sleeping in Islington. This team offers support to all rough sleepers, including those who have no access to benefits and will signpost people to specialist services where needed. In recognising the increase in rough sleeping in the borough from 2016 to 2017, the Council has given additional funds to the outreach team for an outreach coordinator's post, to increase the capacity of the team, including outreach and case work.

Not just that, we are also developing new innovative approaches to helping those who face homelessness, and that's why I am very proud to say that we are piloting a Housing First model, which focuses on providing stable housing as a first step, to support people in leaving homelessness behind. But, ultimately we need a government that allows us to build the genuinely affordable council homes, and reverses all the damaging cuts to social security. We need a government that gives private renters more protections than rogue landlords, considering the most common reason for homelessness is the end of an assured short-hold tenancy.

We have been successful in bidding for funds from the Ministry of Housing, Communities and Local Government which will create additional roles, one of which is a part time No Recourse to Public Funds worker whose specific remit will be to work with rough sleepers who have no access to benefits. This is very welcome, but I would also like the Ministry to commit to more genuinely affordable homes and reversing austerity so that this Council can work together with them to prevent homelessness in the first place.

Supplementary question:

I agree with everything you said, but I am a bit concerned by the Homeless Reduction Act, which means that councils need to change the way that they are working with all of those who approach the local authority, and ensure that they actually do get help, advice, information and assistance to prevent their homelessness. I am concerned that we are not necessarily investing enough time and resources in training, supervising and encouraging our staff to take a collaborative approach with people who approach them when they are homeless. I would like to know what we are doing about training and changing the way our staff work with homeless people.

Response:

Thank you Councillor. The Homelessness Reduction Act is fine on paper; the elephant in the room is resources. This government seeks to place additional burdens onto local authorities, but without allocating additional funding. We are prepared for the Homelessness Reduction Act, and we have been busy training staff, and we have been looking over the past year at how our staff speak to homeless residents who need our help. I have shadowed our Outreach Team on an evening, and would be keen to get you involved in this process. I invite you to come out with me and the Outreach Team to see our process in action. Let's work together to make the process as good as it can possibly be.

Question d) from Councillor Khurana to Councillor Webbe, Executive Member for Environment and Transport:

Crouch Hill station in Tollington currently has no step-free access to its platform, which makes it inaccessible to residents with disabilities and mobility issues. The Equality and Human Rights Commission identified access to public transport as a key barrier for disabled people in the UK. Do you agree that Transport for London and the Department for Transport should listen to the calls of local people, and those of my colleagues and I as local community champions, and bring forward plans to make Crouch Hill station accessible for all?

Response:

Thank you for your question. I share local residents' and councillors' concerns about accessibility at Crouch Hill station. The lack of step-free access at the station makes it inaccessible to people with disabilities or mobility issues, and anyone travelling with heavy luggage or young children.

We are committed to making Islington a fairer borough for everyone. We are a borough that seeks to be exemplary on the issue of equality. This includes ensuring our community and facilities are inclusive and accessible for all. Frankly, it is unacceptable that people with disabilities and mobility issues cannot access public transport, and therefore find it harder to access education and work, and socialise. There should be no public facility which is a no-go area for people with disabilities or mobility issues.

This Council administration has been urging TfL to develop plans for all its stations in the borough to be made fully accessible through step-free access. I fully agree that TfL should bring forward plans to make Crouch Hill station accessible for all. There is a real opportunity, because the Gospel Oak to Barking line, which serves the station, is becoming an increasingly important transport connection. Why not make it good practice all the way through, ensuring that people with disabilities are able to access the station.

I am pleased that, in response to a letter sent from local councillors, TfL confirmed last week that it will consider the case for step-free access at Crouch Hill station when the Department for Transport and Network Rail next invite recommendations for Access for All funding. We expect this will happen next year. Until then, I am happy to support Tollington residents and councillors in making the case for Crouch Hill station to be one of the first stations to receive this funding.

Question e) from Councillor Convery to Councillor Caluori, Executive Member for Children, Young People and Families:

Please outline how much money is being spent by the Council in Caledonian Ward on (a) general youth services; and (b) targeted youth services and other preventative measures aimed at reducing the high incidence of gang related crime and ASB.

Response:

Thank you for your question. I have a detailed breakdown on the spend on youth services in Caledonian ward, which I won't talk through now but I will share with you. The top line is that we spend £77,903.60 on general youth services in Caledonian ward. In terms of Targeted Youth Services, they aren't so easily divisible by ward, but the Targeted Youth Service holds one session per week in Caledonian ward, and that will soon be increasing to two. We also have the Y-Truck mobile youth centre which will be in the area. We're also looking to provide summer programmes.

I'd like to thank Councillor Convery and his ward colleagues for the amazing work they've done locally to respond to the very understandable concerns about crime and disorder; I was really pleased to come along to a local meeting, and it's really encouraging that people at the meeting wanted to support young people in the area, rather than demonising them. It's really important that young people are taking part in positive activities, so we will continue to invest in youth services.

Supplementary question:

Thank you very much, I look forward to seeing the detail. I congratulate the administration on how they have safeguarded the level of spending on youth services over the past eight years, at a time when we have faced significant financial constraints.

The reason I ask this question is that Cally faces really considerable obstacles. At times it feels that we have an almost unbreakable culture of youth crime and anti-social behaviour, a culture of violence, that has a pervasive influence throughout the neighbourhood and is making youth work delivery very challenging. We tend to face an institutional response, which is a bit youth-averse, risk-averse at times, that is not very geared to decisive action, and as a result we cannot say that all our young people are safe all of the time. It is worrying that there are hundreds of families that do not feel safe letting their kids outside. Do you agree that we could all work more effectively to make Cally safer for children?

Response:

I certainly agree that the funding we spend could have a bigger impact on the area, and I think we should look again at how that money is targeted at different groups. One issue we face in Cally has been providing activities for younger people, without them having the older young people around influencing what is going on, so I think we need to look at the details to make sure our services are effective.

I think this demonstrates a wider point, that things are not always interchangeable across the borough; some areas are very different, Cally is facing particular problems, other wards are facing other problems, and they are influenced by history, geographic location, and a range of other factors. I think we could do more to target our youth spending to reflect the needs of each area.

Question f) from Councillor Turan to Councillor Burgess, Executive Member for Health and Social Care:

Supporting local people to lead healthier lives is a key priority of this Council. Obesity costs the NHS alone £5.1 billion every year and obese individuals lose on average 12 years of their lives. In Islington, more than a fifth of children start primary school overweight and more than a third leave secondary school overweight. It is clear that the vast quantities of sugar in our modern diets is unhealthy and is contributing to this health crisis. Could Councillor Burgess provide an update on what the Council is doing to tackle obesity and what more can be done to tackle the high levels of sugar in people's diets?

Response:

Thank you for your question. Last October Islington signed the Local Government Declaration on Sugar Reduction and Healthier Food. To sign the declaration, a local authority must make pledges across six different areas, details of this have been circulated in the handout laid round the Chamber. The aim of the declaration is not to ban sugar altogether, but to make a range of changes to make healthier choices easier and more convenient and affordable.

As part our commitment to raising public awareness, Islington has agreed to take forward the Sugar Smart campaign which is a vehicle for engaging our local communities and businesses to take their own action on sugar reduction. The official launch for Sugar Smart is now planned for later in the Summer, and some key local organisations have already given their commitment to signing up and to taking action. These include GLL, Arsenal and The Whittington Hospital.

One key aspect is giving local people access to free drinking water, so that people buy less sugary drinks. "Refill Islington" is a scheme that promotes local cafes, bars and other places that allow the public to come in and fill up their water bottles. 40 business have signed up already, and bids have also been submitted to the GLA to support the installation of water fountains in public places. In Islington we also offer advice and support to parents and their children around weight management which include cooking and eating sessions and 1-1 support. There is a range of work underway, and we will be doing more in this area.

Question g) from Councillor Hyde to Councillor Burgess, Executive Member for Health and Social Care:

The Roman Way Medical Centre, which serves 4,400 local patients, is due to close as one of the current GPs is retiring, the other GP proposes to move. As the GPs own the practice building, it will not be possible to continue providing NHS GP services from the current premises. Roman Way is a much-needed local GP surgery and the closure could particularly affect older and more vulnerable people, of whom there are many in the immediate vicinity. There is vociferous opposition to losing provision in this area from the residents. Working with Councillor Burgess and local people, the Caledonian ward councillors submitted a petition with 550 signatures calling for NHS England to provide a new NHS GP surgery for local people, or to ensure robust plans are in place to expand existing local NHS surgeries to ensure local people maintained good access to NHS services.

Now the NHS has delayed a decision on what to do next, will Councillor Burgess confirm that she will continue to work with us as local councillors to get the best outcome for local people, and can she confirm that this Council will always fight to protect the NHS and local people's ability to access NHS services?

Response:

Thank you for your question, and thank you for your fantastic campaigning on this issue.

The Council responded to the NHS England consultation on the future of Roman Way Medical Centre strongly supported re-procurement of this practice. This was based on evidence of existing and future populations in the immediate area and around nearby practices, and also taking into account sheltered housing and also new housing planned for the area.

The Primary Care Commissioning Committee, which is considering options for the future of this practice, listened to councillors' representations and the petition signed by residents, and took this into account at their meeting on 21st June. Recognising the impact on patients registered at the practice, and on other practices and their patients, the committee delayed making a decision on this practice's future. NHS commissioners have committed to meeting the partners at Roman Way Medical Centre with an aim of extending their notice period, allowing more time to find an acceptable solution.

We will continue to work closely with the Clinical Commissioning Group to ensure accessible and high quality primary care provision across the borough. The Council's Public Health and Planning departments have previously analysed the impact of new housing across the borough and practices that are likely to experience the greatest impact from this, and the CCG and the Council's planning department work together to identify how to ensure adequate GP provision for residents in those areas.

In answer to your question, and on the 70th anniversary of the NHS, and I'm pleased to say that this Council will always support the NHS, and support our residents in accessing NHS services.

Supplementary question:

Thank you. In addition to your response, please can you provide us with detailed reassurance that the impending risk of us losing further GP provision in our ward will be considered in discussions with the CCG and other stakeholders. As you will appreciate, Cally has one of the highest levels of deprivation in the borough, and our residents desperately need NHS provision across the ward.

Response:

Thank you. I will certainly raise this with the CCG. We are committed to working with the CCG to make sure that provision is continued there, and I think that the CCG and NHS England need to take these issues into account when making decisions. I know there are some concerns about the future of the Bingfield Street practice, however we are aware that the premises are owned by the NHS, so there is no reason why that would not remain as a GP practice.

The Mayor advised that there was no time remaining for questions from members of the Council, and that outstanding questions would be responded to in writing. The following responses were issued following the meeting:

Question h) from Councillor Jeapes to Councillor Shaikh, Executive Member for Economic Development:

It has been just over one year since the unreasonably high increase in business rates on Islington's businesses, for instance, Canonbury (the N1 area) has suffered a 39% increase. This will have the greatest impact on residents on the lowest incomes and/or those in receipt of benefits, the very people that the Prime Minister, Theresa May, has said she wanted to help – the "JAM's" – "just about managing". For example, a small business like a laundrette burdened with a 39% tax increase will put up their prices to compensate, so putting more pressure on Islington's residents already struggling with this Conservative Government's austerity agenda.

I would like to know if the Council has an idea of how many businesses have been so affected by this tax increase that they have left Islington to find cheaper, more affordable premises or have just gone out of business? What are we doing to get the message across that Councils do not set the rate, but that this is yet another example of a Conservative Government that actually does not care about the majority of residents, and in particular, has really no idea about JAM?

Response:

The Government's decision to revalue business rates has had a significant impact on local businesses in Islington. Many who face huge rates rises may feel they have no choice but to increase prices, which in turn impacts on residents. I therefore share your scepticism that the Prime Minister is particularly concerned about people who are 'just about managing' after years of austerity.

Although the Council does not set business rates, we have been working tirelessly with our local business community to galvanise opposition to the rates increases following the Government's revaluation last year. After a hard-fought campaign and delivery of a 14,000-strong petition to the Government, Islington received one of the largest shares of Government funding to help lessen the impact of the rates rise. Although this funding is by no means enough, this small amount of relief would likely not have materialised without this campaign.

At the time of the business rates revaluation, business rates bills rose by an average of 44 per cent. We do not have precise figures for how many local businesses have left Islington or gone out of business since the revaluation, but it is raised as a significant challenge in almost every conversation I and officers have with local small businesses.

As soon as the new business rates were set, the Council wrote to all local business owners to inform them that the Government had decided that their business rates would rise. In this letter, we made it clear the Council did not set the rates and urged all local business to check that their rateable value was correct. The letter also included details of how local businesses could find out if they were eligible for a discount, funding for which was secured following our aforementioned campaign with the local business community.

We have further spread the message that the Council does not set business rates through meetings and workshops on business rates, along with conversations with local businesses and Town Centre Management Groups. These conversations have resulted in a perceptible shift in understanding of traders, as illustrated by a notable fall in complaints about business rates. The Council is now seen more as a reluctant administrator of business rates rather than the rates setter.

We know that business rates is a key issue for businesses and we are in the process of developing another campaign to put pressure on central government to urge them to rethink the current system which is failing many of our businesses. I would welcome the opportunity to discuss this campaign with you further.

This Council administration is firmly on the side of local businesses and residents. I urge you and your ward colleagues to contact me with any concerns you have about particular businesses who have been hit particularly hard by the Government's hike in business rates in Canonbury.

Question i) from Councillor Russell to Councillor Ward, Executive Member for Housing and Development:

Given the smoke damage and difficulty in exiting the building experienced by residents in 6-10 Aberdeen Park in the recent fire, how many front doors are non-compliant with fire regulations in council properties, tenanted and leasehold, in each ward?

Response:

Fire safety is this Council administration's top priority. Our £38 million fire safety programme is supported by the London Fire Brigade, and we will act to comply with all the recommendations that emerge from the national public inquiry into the tragic fire at Grenfell Tower.

In the Council's directly-managed tenanted stock, we have 16,360 fire compliant doors. We are currently upgrading a further 3,539 doors and plan to replace a further 635. Where we have replaced doors to tenanted properties, we have also offered to replace leaseholders' doors, as leaseholders are responsible for their own front doors. Take-up of this scheme has been low but we are working to increase it through engagement with leaseholders.

Attached as an appendix to this letter is a chart breaking down the number of fire compliant doors in tenanted and non-tenanted properties in each ward, and doors that are included in fire compliance packages. We are working to ensure that necessary works are completed on all doors so they are fire compliant. *[The chart is appended to these minutes]*

In homes managed by Partners for Islington, we plan to survey all tenanted flat front doors as part of a recently-let contract to install interlinked heat and smoke detection and alarms. This work is due to begin in autumn this year and is likely to take several years to complete.

I would like to reiterate my thanks to the council staff and fire services who responded to the recent fire at Aberdeen Park on 29th May, and to the residents for their co-operation while repairs are being carried out.

If you have any questions or concerns about fire safety in particular properties in your ward, please contact me.

Question j) Councillor Russell to Councillor Webbe, Executive Member for Environment and Transport:

The City of London has a pedestrian friendly Electric Vehicle (EV) charging policy that avoids any charging points or boxes being located on the pavement. Why has Islington Council allowed Source London to install EV charging equipment on the footway rather than on pavement build outs in the carriageway as has been done previously e.g. in Sherringham Rd?

Response:

Thank you for your question to me at Full Council on Electric Vehicle (EV) charging points.

I am pleased that Islington is leading the way in rolling out EV charging points. By 2022, we hope to have installed an extra 400 charging points across the borough, enabling local people who require a car to switch to more sustainable and environmentally-friendly options.

There are a wide variety of EV charging points, which vary in size and technical specifications. All of the Source London charging points are free-standing pillars and are significantly smaller than the rapid charger on Sherringham Road, which is approximately the size of a petrol pump.

The Council does not currently prohibit EV chargers on pavements. Instead, existing policy guidance is followed, which seeks to ensure that any new street furniture is appropriately designed and positioned to avoid obstruction on pedestrian routes. If all new EV charging points were prohibited from being located on the pavement, it would significantly hamper the Council's ability to provide the infrastructure necessary to support the transition from petrol and diesel vehicles to electric vehicles.

However, we want to ensure our footways remain accessible and navigable for all pedestrians. I have therefore instructed council officers to work with Source London to ensure that all new EV charging points provide a wider clear footway width of 1.5 meters. Council officers are also ensuring that all new rapid chargers are installed on build outs in the carriageway, such as the one on Sherringham Road, unless there are special site circumstances.

I am sure you will share my excitement that the Council is currently trialling Ubitricity lamp column charges in Balfe Street, and intends to roll out more of these charging points in the future. Although lamp column chargers avoid the creation of street clutter, they can only charge vehicles at a slow speed. It is important that Islington's EV charging network contains a mixture of slow, fast and rapid chargers, which all have different design and space requirements, to meet demand and need.

10 CORPORATE PLAN

Councillor Watts moved that the Council adopt the Corporate Plan 2018-22. Councillor Burgess seconded.

The motion was put to the vote and **CARRIED**.

RESOLVED:

That the Corporate Plan 2018-22 be adopted.

11 CONSTITUTION UPDATE

Councillor Gill moved the recommendations. Councillor Hamitouche seconded.

The recommendations were put to the vote and **CARRIED**.

RESOLVED:

- (i) That the amendments to the Constitution as set out at Appendix 1 to the report submitted be agreed;
- (ii) That the Members Allowance Scheme for 2018/19 be adopted;
- (iii) That the Director of Law and Governance be authorised to make any consequential amendments to the Constitution considered necessary.

12 QUARTERLY MONITORING REPORT

Councillor Gill moved the recommendations in the report. Councillor Hamitouche seconded.

RESOLVED:

To note the decision taken on 13 April 2018 to award a contract to Insight Direct (UK) Ltd for the purchase of Microsoft licences.

13 CHIEF WHIP'S REPORT

Councillor Gill moved the recommendations. Councillor Hamitouche seconded.

The recommendations were put to the vote and **CARRIED**.

RESOLVED:

Committee Appointments

- (i) That Katy Porter, Chief Executive of the Manor Gardens Welfare Trust, be appointed as the voluntary sector representative on the Health and Wellbeing Board and Haringey and Islington Health and Wellbeing Boards Joint Sub-Committee with immediate effect for a two-year term or until a successor is appointed.
- (ii) That Osama Al Jayousi be appointed as Primary Parent Governor representative on the Children's Services Scrutiny Committee with immediate effect for a four-year term or until a successor is appointed.

Outside Body Appointments

- (iii) That Councillor Nathan be appointed as a Council representative on the Sadler's Wells Foundation with immediate effect until February 2019 or until a successor is appointed.
- (iv) That Councillor Spall be appointed as a Council representative on Islington United Charities with immediate effect for a four-year term or until a successor is appointed.

Other Appointments

- (v) That Councillor Lukes be appointed as Migrants Champion with immediate effect for a one-year term or until a successor is appointed.
- (vi) That the appointment of Councillor Turan as a Deputy Whip of the Labour Group be noted.
- (vii) That the appointment of Alan Layton, Director of Financial Management, as the Acting Section 151 Officer be noted.

14 **NOTICES OF MOTION**

MOTION 1: FAIRNESS FOR ALL

As Councillor Ngongo had submitted apologies for absence, the motion was moved by Councillor Comer-Schwartz. Councillor Lukes seconded. Councillor Webbe contributed to the debate.

The motion was put to the vote and **CARRIED**.

RESOLVED:

- (i) To explore establishing a programme of briefing sessions for Voluntary and Community Sector organisations, to enable them to provide advice to residents affected by the Windrush scandal;
- (ii) To explore how to direct local residents affected by the Windrush scandal towards independent immigration advice, including by providing training to Frontline council staff;
- (iii) To make representations to the Government to urge them to implement the recommendations of the All Party Parliamentary Inquiry into Detention, including to end the practice of indefinite detention and introduce a time-limit of 28 days on the length of time anyone can be detained for immigration purposes; prosecute staff if there is evidence of abuse in detention; only use detention as a last resort; and directly involve experts-by-experience in future inquiries into detention;
- (iv) To continue to support calls for the rights of local residents originally from other European Union countries to be immediately guaranteed.

MOTION 2: PARITY OF ESTEEM BETWEEN PHYSICAL AND MENTAL HEALTH SERVICES

Councillor Gantly moved the motion. Councillor Burgess seconded. Councillors Clarke and Russell contributed to the debate.

The motion was put to the vote and **CARRIED**.

RESOLVED:

- (i) To write to the Secretary of State for Health to urge him to ensure a genuine parity of esteem is achieved between physical and mental health services, and to provide adequate funding to ensure the NHS can deliver mental health services for all;
- (ii) To work with NHS partners, and the voluntary and community sector, to ensure residents can access the mental health services they need; including by providing community based preventative services and commissioning specific services for residents from BAME communities;
- (iii) To support Thrive LDN's campaign to empower individuals and communities in Islington to improve their mental health;
- (iv) To reaffirm this Council's commitment to ensuring the NHS remains free at the point of use, and remains publicly owned and publicly accountable.

MOTION 3: MAKE VOTES MATTER

Councillor Russell moved the motion. Councillor Watts moved the amendment circulated in the additional despatch of papers. Councillor Burgess seconded the amendment.

The amendment was put to the vote and **CARRIED**.

The motion as amended was put to the vote and **CARRIED**.

RESOLVED:

- (i) To write to the Prime Minister to ask her to guarantee the full rights of EU Citizens, including their right to vote and stand in local elections;
- (ii) To write to the Secretary of State for Housing, Communities and Local Government to make clear this Council's opposition to requiring voters to present photo identification before being able to vote, and to ask what plans the Government has to increase participation at local elections.

The meeting closed at 9:50pm

MAYOR

APPENDIX: CHART REFERENCED IN MINUTE 9, THE RESPONSE TO QUESTION I FROM COUNCILLOR RUSSELL TO COUNCILLOR WARD, EXECUTIVE MEMBER FOR HOUSING AND DEVELOPMENT:

Total Properties Per Ward	Total Tenanted Properties Per Ward	Ward	Number of Compliant Doors Per Ward	Number of Compliant Doors in tenanted properties	Number of Compliant Doors in Non-Tenanted Properties	Number of non-compliant fire doors in tenanted properties	Number of Tenanted Properties included in Packages	Number of tenanted properties not yet included in packages	Number of non-compliant fire doors in Non-Tenanted properties
489	270	BARNSBURY	108	105	3	165	157	8	216
2,935	2,083	BUNHILL	1,263	1,240	23	843	425	418	829
2,099	1,434	CALEDONIAN	959	947	12	487	481	6	653
1,900	1,492	CANON BURY	893	878	15	614	497	117	393
2,033	1,442	CLERKENWELL	487	478	9	964	946	18	582
1,776	1,358	FINSBURY PARK	891	879	12	479	479	0	406
1,365	871	HIGHBURY EAST	526	521	5	350	277	73	489
1,354	999	HIGHBURY WEST	476	459	17	540	511	29	338
2,339	1,620	HILLRISE	1,057	1,029	28	591	543	48	691
1,620	1,112	HOLLOWAY	541	531	10	581	542	39	498
1,557	1,069	JUNCTION	737	726	11	343	334	9	477
2,038	1,558	MILDMAY	1,165	1,149	16	409	396	13	464
1,523	1,099	ST GEORGE'S	436	433	3	666	659	7	421
1,150	841	ST MARY	333	328	5	513	444	69	304
1,630	1,153	ST PETER	759	754	5	399	341	58	472
1,447	1,064	TOLLINGTON	755	739	16	325	254	71	367

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COUNCIL MEETING – 20 SEPTEMBER 2018

QUESTIONS FROM MEMBERS OF THE PUBLIC

- a Sebastian Sandys to Councillor Watts, Leader of the Council:

Could the Leader please outline what (if any) formal connections he has made over the summer on behalf of the Borough with the City State of Totnes?

- b Natasha Cox to Councillor Webbe, Executive Member for Environment and Transport:

The other day on a 390 bus I was sat in front of a couple saying how much they were looking forward to using the cycle path down Holloway Road when it was completed. With the new protected cycle lanes at Archway and Highbury Corner they and their friends had assumed there were plans to join them. Will you contact TFL and push them to provide protected cycle lanes on Holloway Road connecting Archway and Highbury Corner?

- c Liz Eversole to Councillor Ward, Executive Member for Housing and Development:

Residents of the St Lukes' Community have grave concerns about the current St Lukes' development design's impact of dividing and blocking off much needed community open and green space important to improve health, biodiversity and air quality for a growing local population. The proposal for the site by Islington Council would mean reducing the leisure centre site by over 35% to develop private and social housing and reducing the football pitches by almost 50%. Therefore, can the Executive Member for Planning provide evidence that specifically demonstrates how the current design for the development of the Finsbury Leisure Centre site will improve, insure and maintain the council's policy of Open Space, leisure space and green space of the Finsbury Leisure Centre site, crucially required for the densest populated borough in the UK?

- d Benali Hamdache to Councillor Hull, Executive Member for Finance, Performance and Community Safety:

How many people are currently receiving council tax rebates for "mental disability" in Islington right now?

e John Gabriel to Councillor Webbe, Executive Member for Environment and Transport:

This is a question about the management of the contract between Source London and Islington Council in relation to the location of Electric Vehicle or EV charging units and the and discriminatory access to pavements. The footway on the top of Melgund Road was 1.5 metres before the EV charging equipment was installed and met the Inclusive Mobility guidelines developed by the Department of Transport to comply with the Disability Discrimination Act. After the EV chargers and 400volt feeder pillar were installed, the footway was reduced to 1.28m. The Council have stated that all new EV charging points will allow a footway width of 1.5m. Can the Council instruct Source London to move the Melgund Road chargers and feeder pillar so that residents and pedestrians on Melgund Road have the same rights as those with new EV charging stations and full disabled access is restored to our road? Otherwise the Council will have a two tier set of rights which is not fair or defensible.

f Margaret Wolfe to Councillor Ward, Executive Member for Housing and Development:

Does the council believe that, since most of the activities at Sotheby Mews will be transferred to the new Highbury Roundhouse Community Centre, it is appropriate that most of these activities will take place in the main hall which has no windows set into the walls, with natural light being provided only by 4 sky lights - is there not a concern these elderly vulnerable people will suffer from SAD or depression having to spent considerable lengths of time in this room "without a view"?

g Jacqueline Noone to Councillor Ward, Executive Member for Housing and Development:

Have the executive members of the council reconsidered keeping a community centre and social housing at Sotheby Mews?



COUNCIL MEETING – 20 SEPTEMBER 2018

QUESTIONS FROM MEMBERS OF THE COUNCIL

- a Councillor Clarke to Councillor Shaikh, Executive Member for Inclusive Economy and Jobs:

As the Council's reading champion I have noticed that Islington libraries do not provide small tables and chairs for very young library users. When I travel around this country and Wales and visit libraries in other towns I notice the children's section in most libraries do have at least one small table and chairs. I think it would be good if Islington would try out using small tables and chairs as librarians in other places say they are popular and well used. I have heard constituents ask for them as their children are not as safe on the bigger tables. Would it be possible to try introducing small tables and small chairs for our youngest library users?

- b Councillor Heather to Councillor Webbe, Executive Member for Environment and Transport:

Can you please reassure me that in relation to the installation of electric vehicle chargers in the borough that the council is adequately addressing public concerns regarding:

1. Location and health and safety for users and the general public.
2. Noise generated.
3. Light disturbance.
4. Payment for charging a vehicle.
5. Public and resident consultation.

Finally, what are the actual environmental benefits of using electric vehicles as opposed to petrol or diesel vehicles in terms of the emissions created in each case by the generation of the power sources?

- c Councillor Khondoker to Councillor Webbe, Executive Member for Environment and Transport:

Can you please reassure me that in relation to the installation of cycling facilities across the borough that:

1. Location meets the needs of residents and borough users to facilitate cycling e.g. bicycle racks will be available across the borough including residential street properties and estates both internal secure storage and sheltered/cctv/roadside cycle racks outside estates and commercial areas. Harvist Estate is a prime example of lacking outdoor cycle racks near the shops by Citizens House.
2. Security and surveillance has been considered either using council run cameras or in conjunction with commercially owned cameras.
3. Public and resident consultation and/or survey has informed the placement of facilities.

- d Councillor Khondoker to Councillor Webbe, Executive Member for Environment and Transport:

Can you reassure me that the recently agreed street cleaning procedure is being conducted as agreed, and the council is adequately addressing public concerns with:

1. Streets do not appear to be cleaned daily; streets are often seen with litter scattered along it.
2. Rubbish dumping and dog fouling are reported via the Clean Islington App but few responses are received to confirm if the issue has been addressed or if the littering still persists.

- e Councillor Nathan to Councillor Shaikh, Executive Member for Inclusive Economy and Jobs:

We're delighted to hear that Islington Council is actively pursuing options to make use of the former Fire Station in Clerkenwell. The short-sighted Tory cuts to the fire service, demonstrably are not in the public's interest, either economically or in terms of public safety. Half a million pounds over four years while an iconic and historically significant fire station lies empty. We support the view of local people who would like to see the site used for a mixture of social housing at council rent and affordable workspace. Could Cllr Shaikh give us an insight into how the site might be integrated into the existing affordable workspaces program and further how we could use such opportunities to provide a stepping stone into the prosperous nearby tech and design clusters for local people in support of the borough's inclusive economy strategy?

- f Councillor Smith to Councillor Ward, Executive Member for Housing and Development:

Can I be provided with an itemised costing of the roof repair of 77-84 Rowstock gardens and a complete list of the agreed schedule of rates that apply to this contractor that it is proposed to provide this work to.

- g Councillor Russell to Councillor Hull, Executive Member for Finance, Performance and Community Safety:

How many Islington residents are more than two months in arrears on their council tax?

- h Councillor Russell to Councillor Ward, Executive Member for Housing and Development:

Thank you for your written answer to my question at the last Full Council meeting about how many front doors are non-compliant with fire regulations in council properties, tenanted and leasehold, in each ward.

You sent me a letter and a spreadsheet, but the answer to the question about the overall number of front doors that are not compliant with fire regulations was unclear as you gave numbers for directly managed homes but not for street properties managed by Partners for Islington, where you said you "plan to survey all tenanted flat front doors as part of a recently let contract to install interlinked heat and smoke detection and alarms" which will "take several years to complete".

My question is how many front doors are currently non-compliant with fire regulations in council properties, tenanted and leasehold, both directly managed and managed by Partners, in Islington? I'm looking for four borough level numbers at Full Council with a ward breakdown in writing.

- i Councillor Mackmurdie to Councillor Webbe, Executive Member for Environment and Transport:

As a Clerkenwell councillor, I have been approached by a number of residents about the implementation of Quietway 10. It is welcome the Council is encouraging more residents to take advantage of the benefits of cycling, but it is important that cyclists and pedestrians coexist without fear of harm within our transport infrastructure. Can Cllr Webbe therefore please confirm that a full and proper consultation on the implementation of Quietway 10 will be conducted with Clerkenwell residents and the community before any decision is made?

- j Councillor Graham to Councillor Caluori, Executive Member for Children, Young People and Families:

While we all welcome the outstanding exam results achieved by students across Islington we must not forget those in greatest need who may be being left at the wayside and, in my opinion, permanently excluded from our schools in the push for improved Ofsted results. Students, who are subsequently diagnosed as having ADHD or as being on the Autism spectrum, are regularly being permanently excluded from our schools prior to diagnosis, being seen as 'naughty' or 'disruptive'.

There seems a reluctance on behalf of our schools to recognise underlying problems students may have. This can happen despite children demonstrating clear symptoms of autism. Things such as refusal to make eye contact when being spoken to by teachers, covering the head and face and avoiding noise and crowds due to sensory issues. Thankfully, some children are moved to an alternative provision unit that encourage people to get a proper diagnosis and ensure they receive the support they should have got all along and go on to flourish.

However, if schools are more aware of the signs to watch out for, this support could be given sooner and would avoid the devastation exclusion can cause. I have been contacted by several parents going through similar experiences with autism and with ADHD. If signs of these conditions were recognised earlier and school staff were made more aware I believe we could drastically reduce the number of our children going through the trauma and stigma of permanent exclusion. And let's not forget, studies have shown that children who are permanently excluded from mainstream education can be 4 times more likely to wind up in the prison system.

I therefore ask Cllr Caluori to lead the way and push our Islington schools to ensure staff are given the proper training in how to recognise these conditions, so they can be supported earlier and that we avoid more of our kids are not left on the scrapheap. I also call for an investigation into how many Islington students who have been excluded are later diagnosed with autism, ADHD or similar conditions.

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Report of: Leader of the Council

Meeting of	Date	Ward(s)
Council	20 September 2018	All

Delete as appropriate	Exempt	Non-exempt

Islington Armed Forces Community Covenant: Annual Update

1 Synopsis

- 1.1 Islington Council is committed to recognising and celebrating the valuable contribution made by the Armed Forces, and to supporting veterans and their families in times of need. In June 2013, the Council signed the Islington Armed Forces Community Covenant, and agreed a package of measures to demonstrate how the spirit of the covenant would be delivered in practice. This report summarises activity over the past year.

2 Recommendations

- 2.1 To note activity over the past year to celebrate and support Armed Forces personnel, veterans and their families.

3 Background

- 3.1 The Armed Forces Covenant is a national agreement which sets out the relationship between the nation, the state and the Armed Forces. It recognises that the whole nation has a moral obligation to members of the Armed Forces and their families and establishes how they should expect to be treated. It applies to both current and ex-Forces personnel and their families, with a view to redressing the disadvantages that the Armed Forces community faces in comparison to other citizens, and recognising the sacrifices they have made.
- 3.2 In addition to the national Covenant, the government has encouraged local authorities, their partners, and military organisations to sign their own Armed Forces Community Covenants, setting out how they will work together to celebrate and support the Armed Forces community within their areas.
- 3.3 Islington Council and its partners signed the Islington Armed Forces Community Covenant in June 2013, and the council backed this up by committing to a package of measures to

celebrate and support Forces personnel in the borough. Details are set out at Appendix A and on our website at <https://www.islington.gov.uk/advice/armed-forces-support>

- 3.4 The government has also established the Covenant Fund, with £10 million a year available for projects across the country which support the ambitions of the Armed Forces Covenants.

4 The Armed Forces population in Islington

Military presence

- 4.1 Islington is home to the Honourable Artillery Company, one of the oldest military organisations in the world. The HAC, which is based in the south of the borough, is now a registered charity whose purpose is to support the defence of the realm. It supports the HAC Regiment, which is the oldest regiment in the British Army and now a renowned regiment within the Territorial Army. It also supports a detachment of the City of London Special Constabulary, plus a number of other charitable activities. The Company consists of 2,500 members, around 400 of whom are actively serving with the HAC regiment or the detachment of Special Constabulary. The remainder are veterans of the HAC Regiment or other military or police services.

Resident population

- 4.2 There is very little data collected on numbers of Armed Forces personnel or veterans at local authority level. The last Census in 2011 identified 75 Islington residents who were, at that time, employed in the Armed Forces. However, the Census did not record details of veterans. The Council has supported a Royal British Legion campaign to capture this data in the next Census to enable a clearer picture of the veteran population.
- 4.3 Latest data from the Annual Schools Census (January 2018), indicates that there are less than 5 pupils across Islington's schools who are from Forces families. Schools are required to capture data on children of service personnel through the annual census as these pupils are eligible for the Pupil Premium.

Street population

- 4.4 The Greater London Authority (GLA) publishes data on rough sleeping across London. Information is derived from the Combined Homelessness and Information Network (CHAIN), a multi-agency database recording information about rough sleepers and the wider street population in London. People are categorised as rough sleeping if they have been encountered by an outreach worker bedded down on the street or in an open space 'not designed for habitation'. The reports do not include 'hidden homeless', for instance those who are 'sofa surfing'.
- 4.5 The CHAIN report for 2017-18 recorded 140 people seen rough sleeping by outreach teams in Islington between April 2017 and March 2018, only 4 of whom had experience of the armed forces.

Prison population

- 4.6 In 2015, the Ministry of Justice began identifying veterans as they entered the prison service, following concerns about the management of ex-service personnel arising from a review of the criminal justice system. Islington has one prison, HMP Pentonville, which takes men aged 18 plus from local courts in the catchment area. The prison has a population of just under 1,300. Feedback from the Governor of HMP Pentonville is that there is currently only 1 inmate with a known Forces history.

5 Islington Armed Forces Covenant – activity over the past year

- 5.1 The commitments set out by the Council to honour the Islington Armed Forces Community Covenant focus upon:
- Recognition, celebration and remembrance: championing the Armed Forces, formally marking important events and celebrating achievements and sacrifices
 - Grants for local projects and organisations
 - Support for veterans and their families: financial support, access to council housing, employment and skills support, and help with health and social care needs
- 5.2 Highlights and activity to meet these commitments over the past year are set out below.

6 Recognition, celebration and remembrance

- 6.1 Each year, the Council nominates an elected councillor as its Armed Forces Champion. The current champion is Cllr Gary Poole. His role includes attending meetings of the Youth Organisations in Uniform (YOU) forum and celebration and commemorative events, and championing and supporting Armed Forces and veterans in Islington.

Marking and commemorating key events

- 6.2 During the past year, the Council has recognised and celebrated a number of significant events related to the Armed Forces including:
- Remembrance Day Service and Parade on 12 November 2017
 - Raising of the Armed Forces Flag on 25 June at the Town Hall, followed by the Armed Forces Day Parade on 30 June 2018
 - Commemoration events for Islington born recipients of the Victoria Cross
- 6.3 These events were attended by the Leader, Mayor and Executive Members of the Council together with senior council officers.
- 6.4 In addition to the events listed above, the Mayor has attended:
- Launch of the Armed Forces Breakfast at Fish Central with Islington Veterans in February 2018
 - Laying of Victoria Cross Paving Stone for Sgt Booth at Islington Green in March 2018
 - Raising of the St George's Flag at the Town Hall on St George's Day (23 April 2018) with Members of the Honourable Artillery Company and Pikemen and Musketeers
 - ANZAC Day Commemoration (25 April) with Islington Veterans Association at Islington Green
 - Honourable Artillery Company Open Day in May 2018
 - Service of Remembrance and Dedication with Cllr Poole on 31 May 2018 to mark the Centenary of the Destruction of the St John Ambulance Brigade Hospital in Etaples in 1918. The service was also attended by HRH The Duke of Gloucester, Grand Prior of The Order of St John
 - "London Remembers WW1" on 1 September with Cllr Poole at the Royal Hospital Chelsea. This was organised by the Reserve Forces' and Cadets' Association for Greater London – the commemoration was a Drumhead Service which is a traditional military religious service using drums as a makeshift altar

Preparing for World War I centenary commemorations

- 6.5 During the past year, a range of activity has taken place across the Council to prepare for the WWI centenary commemorations in November 2018.

- 6.6 A key priority has been to campaign for and secure the restoration of the Memorial Arch at Manor Gardens, ideally in time for the WWI commemorations. The Memorial Arch, which is at the site of the former Royal Northern Hospital at Manor Gardens, is the old Metropolitan Borough of Islington's war memorial, and marks the 1,307 Islingtonians who gave their lives in the Great War of 1914-18. This site has since been redeveloped by Bellway Homes.
- 6.7 Last year, the Council wrote to Bellway Homes asking for their help in restoring the memorial to good condition and enabling public access. However, the Memorial, which is a Grade II Listed war memorial, continues to be in poor condition and remains on the Heritage at Risk register, the only war memorial currently on this register.
- 6.8 In April 2018 the council commissioned a Conservation Report from an architect with a specialist knowledge of historic structures. The report suggested that the current poor condition of the memorial was largely attributed to its treatment during the demolition of the surrounding hospital buildings and its incorporation into the residential development carried out by Bellway Homes circa 1998.
- 6.9 The Council is planning to talk to the War Memorial's Trust to explore the potential for them to contribute grant funding towards restoration of the memorial. However, even if they do agree, the Trust will only award grants of up to £30,000 and up to 75% of the cost of restoring the monument. The Leader has therefore sent a further letter (10 September 2018), co-signed by the Armed Forces Champion and the Executive Member for Economic Development, asking Bellway Homes to match any grant funding that the Council secures from the War Memorials Trust up to a maximum of £30,000 in order to restore the Memorial Arch and facilitate public access.
- 6.10 The Council is also in the process of purchasing a 'Tommy statue' as part of the 'There But Not There' campaign organised by the charity, Remembered. There But Not There's campaign objectives are to commemorate the Fallen, highlighting the sacrifices made by so many through Tommy installations across the country; to educate all, particularly our younger generation, to help them understand why and how 888,246 British and Commonwealth service personnel lost their lives; and to help heal those suffering from the hidden wounds of post-traumatic stress disorder and other legacies of recent combat operations, by raising funds for beneficiary charities. The statue of a soldier will be displayed at Islington Green as part of this year's range of activities that will mark the centenary of the end of WW1. The Mayor has also written to other organisations and business groups in the borough to encourage them to purchase and display statues.
- 6.11 Further events and activities are planned for October/November 2018 when we will be marking the centenary of the end of WW1. Remembrance Day on Sunday 11 November will include a Beacon Lighting in Dartmouth Park at 7.00pm as part of the Nation's Tribute WW1 Beacons of Light.

Contribution of key Council services

- 6.12 This year, the Council's Parks Service has been recognised for the support it has provided over the years in helping to organise both Remembrance Sunday and Armed Forces Day events on Islington Memorial Green, Highbury Fields, Manor Gardens and Spa Green. The Parks services has also consulted and worked with the Veterans on smaller projects and events including Anzac Day, the bedding display to celebrate 100 years of the Suffragette movement and the Veterans' Breakfast Club. The team was presented with a handmade plaque of gratitude from the Islington Veterans Association.
- 6.13 The Heritage Team ensures Islington's history and the achievements of veterans are highlighted and remembered. During the past year, events have taken place to commemorative four Islington born war heroes awarded the Victoria Cross:

- 8 December 2017 a VC commemorative paving stone event at Islington Green. Corporal Charles Train VC
- 6 March 2018: civic memorial service for Sgt Frederick Booth (paving stone laid in Islington Memorial Green in 2017)
- 21 March 1918: Double VC commemorative paving stone event at Islington Green. Lance Corporal John Sayer VC and Lieutenant Colonel Frank Roberts. This event featured on BBC London TV news

- 6.14 The Council's Media Team plays a key role in highlighting, communicating and commemorating the contribution of the Armed Forces. During the past year there have been a wide range of news releases, articles and tweets, with a strong focus on WWI to mark the centenary.
- 6.15 In addition to press releases, Facebook posts and tweets on all of the above events, there have also been articles in Islington Life (the Council's magazine) on Islington during the First World War, and on the Victoria Cross memorial stones. Some stories have been picked up by the Islington Gazette and BBC London News.
- 6.16 The council continues to host an online Book of Remembrance, which commemorates over 13,000 men, women and children of Islington who died as a result of war here and abroad – from 1899 (the beginning of the Boer War) to the 1950s. The book can be found at <http://bookofremembrance.islington.gov.uk/BookOfRemembrance>.

7 Grants and funding

Local Initiatives Fund

- 7.1 The Local Initiatives Fund provides small grants to local projects put forward by ward councillors. Each year, the councillors of St Mary's Ward have awarded funding to the Islington Veteran's Association to organise Armed Forces Day, which takes place in June of each year. The sum applied for this year was for £960.
- 7.2 Local Initiatives Fund is also used to support youth projects, including Youth Organisations in Uniform (YOU). Over the past year, the Islington Sea Cadets have been awarded a total of £6,500 (£3,250 by St Mary's ward and £3,250 by Canonbury ward) to renovate their building. Funding will be used for fire safety improvements, ensuring that the building meets fire safety standards. The materials required for the upgrade have been donated by a building firm. Once refurbished and reopened, the Sea Cadets will provide a valuable element of an integrated youth offer alongside other organisations such as the Rose Bowl. The building will also be available for wider community use.

Armed Forces Community Covenant Grants Scheme

- 7.3 Each year, the government sets aside £10 million through its Covenant Fund to provide grants for projects across the country which benefit the Armed Forces and the community. Applications relating to Islington are endorsed by a local Islington Grants Scheme Panel before being forward to a London panel for decision and ongoing administration of the award.
- 7.4 At the Council meeting on the 24 May 2018, Councillor Kaya Comer-Schwartz and Councillor Gary Poole were nominated as the representatives to the Grant Schemes Panel. NB: the Panel has not been required to meet for some time as there have been no new applications. In fact, since the launch of the Community Covenant Grants Scheme in 2013, there have been fewer than five applications from organisations or projects in Islington.

8 Supporting veterans and their families

- 8.1 The Council has in place a range of measures and services to support vulnerable residents. This support is available to current or ex-Forces personnel and their families in times of need. Evidence to date is that there has been very little demand for support from veterans and their families. This is perhaps not surprising given the evidence of very low numbers who have resettled in Islington. However, it is vital that this support is there for those who need it.

Support for Forces children

- 8.2 The Leader, Cllr Watts, was invited to speak at the Royal British Legion's fringe event at the Labour Party Conference in September 2017, in his role as Chair of the LGA Children & Young People Board. He spoke as part of a panel, on the launch of the Royal British Legion's new best practice guide for schools on the challenges faced by Service pupils. Children of Forces personnel face additional challenges in schools admissions and their wellbeing can be affected by the absence of a parent who is away from home serving in the Armed Forces.
- 8.3 Cllr Watts stressed the importance of local authorities providing extra support for Service children's emotional wellbeing, and targeting extra support for specific groups of children, including Service children, face additional challenges. He also called for the government to provide further funding to local authorities to enable them to best support Service children, and to work with schools and the local community to do so.

Financial support

- 8.4 Our financial and benefits systems do not currently capture details of whether people are ex-Forces. However, we are able to identify those in receipt of War Pensions.
- 8.5 There are 11 veterans in receipt of War Pensions who are also in receipt of Housing Benefit, 10 of whom are also in receipt of Council Tax Support. These are mostly long-standing claims – the most recent being in January 2016.
- 8.6 Three of those in receipt of War Pensions are currently receiving financial support through Islington Social Services on a weekly basis to contribute towards the cost of home care, nursing or residential care.

Access to Council Housing

- 8.7 The Council awards additional points to war widows and injured or disabled ex-personnel, as one of the key commitments in the Covenant.
- 8.8 In terms of rehousing veteran, our data systems do not currently capture whether applicants for council housing are ex-Forces unless they are injured. During the last five years, there has been only one application from a seriously injured ex-serviceman - he and his family were successfully housed in 2013.
- 8.9 Our Housing Team will explore the potential to include a new field in their client database to identify applications from ex-Forces personnel for future reports.

Employment and skills support

- 8.10 The Council's Employment and Skills services have updated their client record systems to capture information on veterans and their families, to help reporting.
- 8.11 However, during the last year, there have been no veterans or their family members enrolling on learning and skills courses delivered by Adult & Community Learning. Similarly, the iWork team has had no requests from veterans or their families for Employment support during the past year.

Support with health and social care needs

- 8.12 The London Veterans service, funded by NHS England, is provided locally by Camden and Islington Foundation Trust and based at St Pancras Hospital. This is a pan-London resource. Data on the number of Islington veterans accessing support is not available.
- 8.13 In terms of locally commissioned support services, there are no health or social care services commissioned specifically for veterans in Islington, but they are able to access support through a range of targeted services.
- 8.14 A number of veterans have been treated through the Better Lives programme - an Integrated Drug and Alcohol Treatment service in Islington.

9 Conclusion

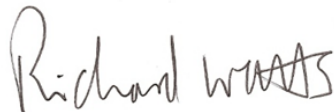
- 9.1 The commitments set out in our Armed Forces Covenant send an important message that the Council and its partners recognise and celebrate the achievements and sacrifices of our Armed Forces, and are able to offer practical support to veterans and their families in times of need to help them adjust to and resettle into civilian life.
- 9.2 Over the past year, the Council has led, organised and supported a wide range of activities to celebrate and commemorate the Armed Forces in Islington. And although evidence indicates that the number of ex-Forces personnel in Islington is low, with little demand for support, it is nonetheless important that we demonstrate our commitment and gratitude to veterans by maintaining that package of support should they ever need it.

Appendices: Islington Armed Forces Community Covenant: Council's Commitment

Background Papers: None

Final Report Clearance

Signed by



.....

Leader of the Council

07.09.18

Date

Report Author: Annette Hobart, Strategy and Change Manager (Lead for Corporate Performance)

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Islington Armed Forces Community Covenant: Council's Commitment

On 29 June 2013 – Armed Forces Day – the Council signed up to the Islington Armed Forces Community Covenant. In doing so it recognised and pledged to promote the valuable contribution of and sacrifices made by the Armed Forces and to provide practical support to help serving and former members of the Armed Forces and their families living in Islington.

The Council already has in place a range of support services for residents, particularly for families on low incomes, disabled people, those with long term health conditions and vulnerable adults and children. Current and ex-serving personnel living in Islington will have access to the same services and support as other residents. This document sets out the commitments the Council has made, over and above the core offer, to support Armed Forces personnel and their families and recognise the contribution they make. We will honour our pledges in the community covenant through:

Financial support

The income of war widows and war disablement will be disregarded when calculating entitlement to:

- Housing Benefit
- Council Tax Support
- Access to financial support through the Resident Support Scheme

Payments to veterans under the War Pension Scheme will be fully disregarded in the financial assessment for social care charging, with the exception of payments of Constant Attendance Allowance, which may be taken into account.

Access to council housing

Our housing allocations policy has been amended to support Armed Forces personnel and their families applying for council housing in the following circumstances:

- Service personnel will not be affected by residency restrictions if they have to live outside Islington as part of their service
- Welfare Category B is an award of 80 points and may be awarded in to bereaved spouses or civil partners of those serving in the regular forces where the bereaved spouse or civil partner has recently ceased, or will cease to be entitled, to reside in Ministry of Defence accommodation following the death of their service spouse or civil partner, and the death was wholly or partly attributable to their service
- Welfare Category C is an award of 40 points and may be awarded to applicants whose welfare needs are comparable to former members of the regular forces
- Medical Category A gives the maximum 150 points and will be awarded to serving members of the regular forces who are suffering from a serious injury, illness or disability which is wholly or partly attributable to their service

Employment and skills support

Ex-forces personnel who are facing challenges in securing employment will be eligible for support through council employment programmes. This could include support in developing new skills and in accessing local vacancies. The discipline, resilience and team spirit of armed forces personnel could be a considerable incentive to employers.

The Council provides employment and skills support to vulnerable groups and / or those facing significant barriers as part of its commitment to tackle poverty and inequality in Islington.

Support for health and social care needs

The Council will provide:

- Mental Health First Aid training to Armed Forces organisations / charities enabling them to

recognise mental health issues and refer on to relevant support

- Alcohol awareness training to representatives of Armed Forces organisations / charities
- Support (both financial and practical) with housing adaptations – for those moving to private as well as council housing, and refer those with disabilities / longer term health conditions onto relevant support services

Appointment of an Armed Forces Champion

Each year the Council will formally nominate a councillor to be the Armed Forces Champion, ensuring good relationships with Armed Forces organisations in the borough and promoting engagement activities and support. The current Armed Forces Champion is Cllr Gary Poole.

Formally recognising the contribution of the Armed Forces

- The Armed Forces Flag will be flown on the roof of the Town Hall each year on Armed Forces Day
- A Veteran or Cadet of the Year Award will be launched during Armed Forces Week 2014 to highlight the contribution of individuals
- Freedom of the Borough has been awarded to:
 - The Honorary Artillery Company in 2009
 - Colonel Brian Kay, the former Deputy Lieutenant in 2010

Supporting 'Youth Organisations in Uniform'

Islington has a number of Air Training Corps, Army Cadets and Sea Cadets in the borough and the Islington Academy has just set up a Combined Cadet Force. The Council will support these positive activities for young people through:

- Active involvement of the Mayor in visiting and supporting the activities of the various cadet forces in Islington
- Access to funding for running costs and activities through the Council's two small grants schemes – the Local Initiatives Fund and Islington Community Chest
- Chiring meetings of Youth Organisations in Uniform (YOU) which brings together various organisations - the Cubs, Scouts, Boys Brigade etc. – to identify opportunities for sharing help and resources

Promote the Community Covenants Grants Scheme

The government has established a Covenant Fund, with £10m available per year for projects across the country which support the priorities of local Armed Forces Community Covenants, and which bring together the civilian and Armed Forces communities to promote integration and raise awareness of the contribution and sacrifices made by Forces personnel.

The scheme is administered on a regional basis. Applications can be submitted by any part of the community, including voluntary and community sector organisations / charities, community interest companies (CICs), local authorities and schools. Projects should deliver tangible results and meet the overall aims of the community covenant.

The Council will promote the Covenant Fund through its links with local Youth Organisations in Uniform (YOU), other voluntary and community sector organisations, statutory sector partners, schools and local businesses. The Council will also, through the Armed Forces Champion, convene a local panel to act as the Local Covenant Partnership (comprising senior Armed Forces / Council representatives) to review and support local bids to the Covenant Fund.

Islington Council will work closely with Armed Forces organisations to increase understanding of, and address issues faced by, serving and ex-personnel and to maximise awareness and take up of the commitments made through this covenant

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Report of: **Executive Member for Environment and Transport**

Meeting of:	Date	Wards
Council	20 th September 2018	All

Delete as appropriate	Exempt	Non-exempt
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SUBJECT: London Councils' Transport and Environment Committee – Governing Agreement Amendment for Electric Vehicle Charging Infrastructure

1. Synopsis

- 1.1 London Councils' project team for the 'Go Ultra Low City Scheme' (GULCS) are investigating the potential to establish a delivery partnership arrangement for the London-wide management of public electric vehicle charging infrastructure.
- 1.2 London Councils' Transport and Environment Committee (LCTEC) are proposing changes to their Governing Agreement to provide authority to take on the operational management as well as the strategic oversight of a London-wide electric vehicle charging point network on behalf of London's local authorities, should this be required.
- 1.3 LCTEC will be developing a business case following further consultation with local authorities and other stakeholders and this will be presented to LCTEC for approval before any partnership is established.
- 1.4 In order for LCTEC to take on the function of managing and delivering electric vehicle charging infrastructure, each of the 33 London local authorities participating in LCTEC are required to formally delegate the exercise of additional functions to the committee. This delegation requires each London local authority formally agree to the variation of the LCTEC Governing Agreement, dated 13 December 2001 (as amended).
- 1.5 This report proposes that the Council resolves to delegate authority to LCTEC to exercise the function as outlined in paragraph 3.8 below.

2. Recommendations

- 2.1 To delegate authority to LCTEC to exercise the further functions, set out in paragraph 3.8 of this report.
- 2.2 To authorise the Council's acting Director of Law and Governance to sign any necessary documents to give effect to the variation of the LCTEC Governing Agreement dated 13 December 2001 (as amended), and as attached at Appendix A.
- 2.3 To note that a subsequent decision will be needed before the Council can formally agree the details of LCTEC's actual exercise of this new function of managing and delivering electric vehicle charging infrastructure.

3. Background

- 3.1 The Capital's GULCS bid to the Office for Low Emission Vehicles' was submitted by the Mayor of London, Transport for London (TfL) and London Councils in October 2016. The bid involved a number of different elements including the installation of residential charging infrastructure, installation of charge points adjacent to car club bays and the establishment of a pan-London delivery vehicle for new charging points. This London's bid was successful and was awarded £13m of funding.
- 3.2 TfL and London Councils are currently in stage 1 of the GULCS project, which involves granting funds to various London local authorities to install electric vehicle charging points for public use. London Councils have also established a procurement framework to assist boroughs in delivering their agreed GULCS initiatives. During these early stages of GULCS project work, it quickly became apparent that some form of centralised contract management and customer facing partnership body was desirable, given the resource constraints boroughs are facing and the benefits a consistent approach might deliver.
- 3.3 All London local authorities¹ currently participate in LCTEC, a body that provides a range of services such as administration of parking and traffic appeals, the Lorry Control Scheme and the Freedom Pass. LCTEC also lobbies on behalf of London boroughs regarding transport and environment policies generated by government departments, the European Union, and the Mayor of London. As an existing joint committee representing all of London's local highway authorities, LCTEC has agreed that it is a suitable body to undertake both the strategic oversight and operational management of such a partnership.
- 3.4 Islington Council is represented on LCTEC by Councillor Claudia Webbe (Executive Member for Environment and Transport). Councillor Webbe is also a member of the London Councils' Electric Vehicle Charging Infrastructure Working Group.
- 3.5 A report was presented to a LCTEC meeting on 15 June 2017 proposing amendments to the LCTEC Governing Agreement in support of the GULCS activities (see Appendix B). This measure is proposed to overcome the legal and constitutional barriers to the proposed delivery partnership. The proposed changes to LCTEC's Governing Agreement would provide LCTEC with the authority to take on the operational management, as well as the strategic oversight of a London-wide electric vehicle charging point delivery partnership on behalf of London's local authorities, should this be required.
- 3.6 This new function for LCTEC would require each of the 33 London local authorities participating in the TEC joint committee arrangements to delegate the exercise of additional functions to the joint committee, which requires all London local authorities to formally agree to the variation of the LCTEC Governing Agreement, dated 13 December 2001 (as amended), and attached at Appendix A.
- 3.7 As of 14 August 2018, nine London boroughs have given their consent to amend LCTEC's Governing Agreement:

¹ London local authorities include 29 London boroughs, the Royal Boroughs of Kensington and Chelsea and Kingston-upon Thames, the City of Westminster and the City of London.

- Barnet
- Camden
- Croydon
- Enfield
- Hackney
- Hounslow
- Lewisham
- Redbridge
- Westminster

3.8 LCTEC are requesting that each London local authority agree to the following amendment to the LCTEC Governing Agreement by way of an addition to the Part 3(D) Functions, inserting a new paragraph 2(b) as follows:

“(b)(i) The provision and operation of charging apparatus for electrically powered motor vehicles and/or the grant of permission to provide and operate charging apparatus for electrically powered motor vehicles under section 16 of the London Local Authorities and Transport for London Act 2013 PROVIDED THAT such provision and operation may only take place at locations first agreed by the Participating Council which is the highway authority for the affected road (or, where it is the highway authority for the affected road, TfL) AND PROVIDED FURTHER THAT any grant or other monies provided to LCTEC for the purpose of providing and/or operating charging apparatus for electrically powered motor vehicles shall be applied to any such provision and operation by LCTEC which shall be at no cost or expense to the Participating Councils unless first agreed.

(b)(ii) The exercise of powers under Section 1 of the Localism Act 2011 for the purposes of giving effect to the joint exercise of functions under Section 16 of the London Local Authorities and Transport for London Act 2013 by LCTEC, or otherwise for the purposes of supporting and facilitating the Participating Councils and/or TfL in their exercise of those functions, including but not limited to oversight and management of the arrangements

(b)(iii) For the purposes of exercising functions under (b)(i) and (b)(ii) above LCTEC may appoint TfL to act as its agent (subject to Part 7 of this Agreement applying to any such appointment, including its termination) and FOR THE AVOIDANCE OF DOUBT the functions referred to at (b)(i) and (b)(ii) above may be exercised directly by LCTEC or pursuant to a contract or Service Level Agreement between LCTEC and TfL (or between LCTEC and another appropriate body) or through such servant, agent or contractor as LCTEC may appoint.

3.9 The amendments to Part 3(D) are not minor variations for the purposes of Clause 15 of the LCTEC Governing Agreement, but are made by the procedure set out in Paragraph 3(D) 1 of the LCTEC Agreement, which provides an alternative process for delegating the exercise of functions to the joint committee without requiring a separate formal variation agreement to be agreed by each authority before the delegation to the joint committee is effective. The procedure was adopted under an earlier formal variation to the Governing Agreement with the consent of all the London local authorities and TfL, and provides that the functions may be delegated by each London local authority to operate under the existing terms of the Governing Agreement “subject to consultation with the Participating Councils and the written agreement of each Participating Council”.

3.10 Given the uncertainties surrounding the establishment of a London-wide delivery arrangement, mainly due to funding constraints, LCTEC may not choose to utilise this delegation. However, given the possibility that it may be the preferred route for LCTEC to undertake both the strategic oversight and operational management role for the boroughs and TfL, and considering the time required for all 33 local authorities to formally agree to this variation, officers from London Councils seek to investigate the feasibility of a delivery arrangement in parallel with the process of securing formal agreement to the variation of the LCTEC Governing Agreement.

3.11 Officers from London Councils are currently developing a detailed business case which will be reported to LCTEC for future consideration before any decision is taken to use the delegated authority. The

boroughs would also need to agree any delegated action which resulted in additional cost or expense being passed to them.

4. Operational Implications

- 4.1 If LCTEC's Governing Agreement is amended, it will allow any individual local authority to subsequently decide if they want LCTEC to have any involvement in their electric vehicle charging infrastructure. Individual boroughs will need to opt into any delivery agreement that is created by LCTEC – i.e. it will be optional to join, not mandatory.
- 4.2 London Councils have estimated that their delivery partnership model could cumulatively save London's local authorities up to £30 million over a 10-year period through scale of economy and efficiency gains². The delivery partnership is also likely to result in cost savings for Islington Council due to less officer time being dedicated to the management of electric vehicle infrastructure.
- 4.3 The objectives of the LCTEC delivery partnership³ are:
- Provide and manage all installations and maintenance, coordinating all stakeholders and processes to agreed service standards
 - Provide a single point of contact for ULEV owners and operators that will provide advice on what infrastructure is suitable and available for the customer needs, and promote the availability of charging infrastructure
 - Agree a design specification with councils and ensure installations meet those standards and analyse the market for new ideas that meet those design standards
 - Develop a sustainable funding model that in the long term funds the installation of charging infrastructure without the need for public subsidy
 - Manage a membership system and bookings, including using smart allocation of spaces and pre-booking apps
 - Manage back office functions once infrastructure is installed, including maintenance, to deliver a simple and straightforward user model in residential areas
- 4.4 Although the exactly roles and responsibilities of LCTEC's delivery partnership are still being investigated, one of the key roles is likely to be the creation of a single Pan-London customer interface for users of charging points vested into the partnership. The creation of such an interface would benefit residents by enhancing customer service and simplifying payment methods.
- 4.5 The delivery partnership network is intended to complement London's existing commercial networks such as Source London and POLAR. LCTEC's delivery partnership is likely to cover public charge points owned by local authorities, rather than charge points owned and managed by private companies or land owners. Although the majority of Islington's public charging points are currently operated and managed by 3rd parties, these charging points can be transferred back into Council ownership at the end of the concession contract (typically 5- 8 years). This would allow the Council to take full advantage of the LCTEC delivery partnership in the future, if it the council so wishes. Any new charging points can also be procured in a way to ensure they are compatible with a future LCTEC delivery partnership.
- 4.6 If the delivery partnership were to take an involved role in the procurement, delivery and operation of charging points, it could also help to reduce the end costs for Islington residents who use the charging points. This would help ensure that charging points are affordable so that no one is excluded on grounds of affordability.
- 4.7 The delivery partnership would not take control away from boroughs over the location of new charge points. Similarly, the partnership would not take control or ownership of charge point assets away from boroughs.

² As outlined in a London Councils presentation to Council officers on 04 July 2018

³ As outlined in the London GULCS funding bid, October 2015

4.8 If the delivery partnership were to be responsible for the installation and operation of charging points, it may need to apply for planning permission for new charging points⁴. However, this will be dependent on the exact responsibilities of the delivery partnership and the detail of any contractual arrangements.

5. Organisational and Political Implications

5.1 In order for the LCTEC Governing Agreement to be amended, it requires all London local authorities to agree to the change. In other words, only if all boroughs agree to the change can LCTEC have a role in electric charging point administration in one or more boroughs. Therefore, if Islington Council does not agree to the proposed changes, it would prevent other boroughs from taking advantage of the 'offer' from London Councils to help deliver and manage their electric charging infrastructure. Conversely, no individual local authority is under any obligation as a result of agreeing to the proposed amendment to the LCTEC Governing Agreement.

5.2 The precise details of what the partnership may look like are still being developed by London Councils, and they are developing a business case in parallel with seeking a change to the Governing Agreement.

5.3 The Council has some concern about the lack of specific details about the delivery partnership. However, it is considered that this concern is mitigated by the fact that Islington Council is not obliged to join any future delivery partnership if it is not satisfied with the specific arrangements. The legal implications of signing this agreement have been considered carefully and there is no risk of financial or any other disadvantage to the Council as a result of agreeing to the proposed amendment to the LCTEC Governing Agreement.

5.4 The Council also has some reservations about the likelihood of the delivery partnership being successfully established. This concern is due to uncertain funding models, the delays that have already occurred to the GULCS project and the recent announcement of a Mayoral Taskforce into electric vehicle infrastructure, which is due to publish a delivery plan in 2019 with recommendations around how, when and where to increase London's electric vehicle infrastructure up until 2025.

5.5 The design, procurement, maintenance and customer management of electric vehicle charging points is becoming an increasingly complicated and specialised task that would benefit from more centralised planning and consistency across London.

5.6 Given that the demand for electric vehicle charging infrastructure is set to continue in the foreseeable future, it is considered that there could be benefits to both Islington Council and Greater London as a whole if there was one single organisation representing individual boroughs with responsibilities for public electric vehicle charging infrastructure.

5.7 If the Council were to opt into London Councils' delivery partnership in the future, it could potentially result in cost savings to the Council. There could also be benefits to residents of Greater London who would be presented with a single point of contact for customer service.

6. Financial Implications

6.1 There are no direct financial implications arising from the recommendations in this report. The boroughs participating in LCTEC, including Islington, would need to agree to any delegated action resulting in additional cost or expense being passed on to London local authorities.

7. Legal Implications

7.1 In accordance with Section 101(5) of the Local Government Act 1972, two or more local authorities may discharge any of their functions jointly. Where arrangements are in force for them to do so, they may also arrange for the discharge of those functions by a joint committee of theirs. These powers enable the Council to delegate functions to LCTEC.

⁴ See - Part 12, Class A, of the General Permitted Development Order 2015

7.2 The proposed delegation of functions to LCTEC set out in paragraph 3.8 of this report is required to be approved by full Council as those further functions include non-executive functions.

8. Environmental Implications

8.1 London is currently suffering from high pollution levels which are causing significant human health and environmental issues. Approximately 50% of London's air pollution comes from road transport⁵ and electric vehicles offer the opportunity to significantly reduce this source of air pollution. Measures that encourage people switching from existing petrol and diesel vehicles to electric vehicles will help to reduce this source of air pollution.

8.2 The proposed changes to the LCTEC Governing Agreement do not involve any commitment to the installation of additional electric vehicle infrastructure (since it is merely a potential change in the administration or management of charging point infrastructure). However, the proposed delivery partnership may result in a more efficient method of installing and operating London's public electric vehicle charging network, thus indirectly helping to increase uptake of electric vehicles and leading to increased environmental benefits.

9. Resident Impact Assessment

9.1 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.

9.2 There are not considered to be any equality implications arising from the recommendations of this report. A Resident Impact Assessment has not been completed because it is not considered applicable to the proposed amendment to the LCTEC Governing Agreement. However, equality implications will need to be specifically considered at the appropriate time in the context of any individual actions proposed by LCTEC.

10. Reason for recommendations

10.1 Approving the further delegations to LCTEC will make it possible for London Councils to develop a London-wide delivery partnership for electric vehicle charging infrastructure. Such a partnership has the potential to improve the efficiency of rolling out and managing out of electric vehicle charging infrastructure. The delivery partnership is likely to benefit both Islington Council and end-users of electric vehicle charging points.

Appendices

- Appendix A - LCTEC Governing Agreement (Consolidated Version), 13 December 2001
- Appendix B - LCTEC Meeting Report (Item 12), 15 June 2017

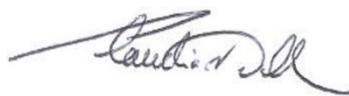
Background Papers

- None

⁵ Transport for London - [Understanding the Health Impacts of Air Pollution in London](#), July 2015

Final report clearance:

Signed by



Executive Member for Transport and Environment Date: 11.9.18

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London Councils Transport and Environment Committee (LCTEC) Governing Agreement (consolidated version)

13 December 2001

DATED 13 DECEMBER, 2001

[LONDON COUNCILS]¹

TRANSPORT AND ENVIRONMENT COMMITTEE: AGREEMENT

This joint committee approved the change of name of the Association of London Government Transport and Environment Committee (“ALGTEC”) to London Councils Transport and Environment Committee (“LCTEC”) on 17 October 2006. In this agreement, references to “ALGTEC” have been replaced with “LCTEC”.

In addition, the joint committee established in accordance with the London Councils Agreement referred to in Recital 1.1 below and otherwise known as Leaders’ Committee changed its name from the Association of London Government to London Councils on 12 September 2006. In this agreement, references to ‘Association of London Government’ and “ALG” have been replaced with “London Councils”.

Ref: TL0100/003/LJ

¹ This joint committee approved the change of name of the Association of London Government Transport and Environment Committee (“ALGTEC”) to London Councils Transport and Environment Committee (“LCTEC”) on 17 October 2006.

THIS AGREEMENT is made this 13th. day of December, 2001

BETWEEN THE Councils listed in Schedule 1 hereto and Transport for London of 14th. Floor, Windsor House, 42-50 Victoria Street, London SW1H 0TL in pursuance of arrangements made under sections 73 and 74 Road Traffic Act 1991 (as amended by section 283 Greater London Authority Act 1999), sections 101(5) and 101(5B) and 102 Local Government Act 1972, section 20 Local Government Act 2000, the Local Authorities (Arrangements for the Discharge of Functions) Regulations 2000², the Local Authorities (Goods and Services) Act 1970 and all other enabling powers

1. **RECITALS**

1.1 By the Transport Committee for London Agreement dated 15 January, 1998, as amended by the Association of London Government Agreement dated 1 April, 2000, the Councils named in Schedule 1, in the interests of achieving greater efficiency and economy in the use of their resources, delegated the functions previously carried out by joint committees established under Sections 101 and 102 Local Government Act 1972 (as amended) and known as the London Lorry Ban and the London Committee on Accessible Transport ("LCAT") respectively to the joint committee established pursuant to Section 73 Road Traffic Act 1991 known as the Parking Committee for London and changed the name of the Parking Committee for London to the Transport Committee for London to reflect its wider remit

1.2 On 30th August, 2000, Transport for London became a member of the Transport Committee for London in accordance with section 283 Greater

² Reference to section 20 of the Local Government Act 2000 and the Local Authorities (Arrangements for the Discharge of Functions) Regulations 2000 should now be read as section 9EB of the Local Government Act 2000 and the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012; those provisions having been substituted in England

London Authority Act 1999 for the purposes of the functions set out in Parts 1 and 2 of Schedule 2

- 1.3 On 20th June, 2000, the name of Transport Committee for London was changed to the Association of London Government Transport and Environment Committee (“ALGTEC”)³
- 1.4 The Councils referred to in Clause 1.1 above are herein collectively named “the Participating Councils”
- 1.5 The functions discharged by [LCTEC] are set out in Schedule 2
- 1.6 The functions of some of the Participating Councils set out in Schedule 2 are the responsibility of the executive of those Councils under executive arrangements adopted for the purposes of section 10 Local Government Act 2000 while the functions of other Councils remain the responsibility of the Councils themselves
- 1.7 It is expedient that any Participating Council which should adopt executive arrangements after the date of this Agreement should be able through arrangements made by their mayors, executives, members of executives, committees of executives, executive leaders or council managers (as appropriate) to continue as or to become parties to this Agreement.
- 1.8 This joint committee approved the change of name of name of the Association of London Government Transport and Environment Committee (“ALGTEC”) to London Councils Transport and Environment Committee (“LCTEC”) on 17 October 2006 (shortly after the Association of London Government had changed its name to London Councils)

³ This joint committee approved the change of name of the Association of London Government Transport and Environment Committee (“ALGTEC”) to London Councils Transport and Environment Committee (“LCTEC”) on 17 October 2006. (Additional information: The Association of London Government changed its name to London Councils on 12 September 2006.)

IT IS HEREBY AGREED AS FOLLOWS

2. COMMENCEMENT AND DURATION

2.1 This Agreement shall commence on 13th. December, 2001 ("the Commencement Date") and shall replace the Agreement referred to in Recital 1.1, above, and shall continue until terminated in accordance with the provisions of Clause 13 below

3. DEFINITIONS AND INTERPRETATION

3.1 ["London Councils" means the joint committee of all the Participating Councils established in accordance with the London Councils Agreement referred to in Recital 1.1 above]⁴

3.2 "the [London Councils] Agreement" means the agreement of even date herewith made by all the Participating Councils

3.3 "the Finance Officer" means the Finance Officer appointed in accordance with Clause 8.3⁵

3.4 "the Previous Agreement" means the Transport Committee for London Agreement referred to in Recital 1.1 above

[3.4(A) "the Schedule 1 Part 2 Participating Councils" means those Councils listed in Schedule 1 Part 2 hereto]⁶

3.5 The Schedules annexed hereto are intended to form part of this Agreement

⁴ The Association of London Government changed its name to London Councils on 12 September 2006. This joint committee is otherwise known as Leaders' Committee. [Deleted: "ALG" means the Association of London Government, the joint committee of all the Participating Councils established in accordance with the Association of London Government Agreement referred to in Recital 1.1 above.]

⁵ It is noted that this definition is not in alphabetical order.

⁶ Inserted by Variation (also known as the Second ALGTFEC Agreement) dated 1 May 2003

3.6 Words importing the singular shall include the plural and vice versa Words importing any gender shall include both genders and words importing persons shall include bodies corporate, unincorporated associations and partnerships

3.7 Clause headings are inserted for reference only and shall not affect the interpretation or construction of this Agreement

4. **FUNCTIONS OF [LCTEC]**

4.1 As from the Commencement Date the Participating Councils and (insofar as relevant) Transport for London have delegated the functions set out in Schedule 2 to [LCTEC]

[4.1(A) As from the Second [LCTEC] Agreement Commencement Date the Schedule 1 Part 2 Participating Councils have delegated the functions set out in Schedule 2 Part 3(A) to [LCTEC]. Any of the Participating Councils listed in Schedule 1 Part 1 may elect at any time to delegate the functions set out in Schedule 2 Part 3(A) to [LCTEC]. Such delegation is hereby deemed a minor variation for the purposes of Clause 15.1 and this Agreement shall thereafter be construed as if each of those Participating Councils were listed in Schedule 1 Part 2. Any of the Schedule 1 Part 2 Participating Councils may at any time revoke the delegation of the functions set out in Schedule 2 Part 3(A) to [LCTEC]. Such revocation is hereby deemed a minor variation for the purposes of Clause 15.1 and this Agreement shall thereafter be construed as if that Schedule 1 Part 2 Participating Council's name were removed from Schedule 1 Part 2]⁷

[4.1(B) As from 30th November 2006 the Schedule 1 Part 1 Participating Councils have delegated to LCTEC the functions set out in Part 3(B) of Schedule 2 of this

⁷ Inserted by Variation (also known as the Second ALCTEC Agreement) dated 1 May 2003

Agreement. Any of the Schedule 1 Part 1 Participating Councils may at any time revoke the delegation of the functions set out in Part 3(B) of Schedule 2 in accordance with Clause 13.2]⁸

[4.1(C) As from 8th June 2009 the Schedule 1 Part 1 Participating Councils have delegated to the Committee the functions set out in Part 3(C) and Part 3(D) of Schedule 2 to this Agreement. Any of the Schedule 1 Part 1 Participating Councils may at any time revoke the delegation of the functions set out in Part 3(C) and Part 3(D) of Schedule 2 in accordance with Clause 13.2]⁹

[4.1(D) The Schedule 1 Part 1 Participating Councils have delegated to LCTEC the functions set out in Part 3(E) of Schedule 2 of this Agreement. The Participating Councils may revoke this delegation in accordance with clause 13.2, that is with the unanimous consent of all the Participating Councils or otherwise in accordance with clause 13.2.3]¹⁰

4.2 [LCTEC shall submit, by way of the organisation's Corporate Plan, a statement regarding its functions for the following financial year for consultation by London Council's.]¹¹

5. MEMBERSHIP AND CONSTITUTION OF [LCTEC]

5.1 Each Participating Council and Transport for London shall appoint a representative to [LCTEC] in accordance with law and its own constitutional arrangements

5.2 Each Participating Council and Transport for London shall as soon as

⁸ Substituted by Second Further Variation (also known as the Fourth ALGTEC Agreement) dated 8 June 2009

⁹ Inserted by Second Further Variation (also known as the Fourth ALGTEC Agreement) dated 8 June 2009

¹⁰ Inserted by Third Further Variation (also known as the Fifth ALGTEC Agreement) dated 14 May 2015

¹¹ Substituted by minor variations approved by LCTEC on 17 July 2014

practicable after becoming party to this Agreement notify the Director of [LCTEC] of the identity of its representative and the identity of any substitute representative

5.3 Each Participating Council and Transport for London shall be entitled by notice in writing in accordance with Clause 5.4 below to remove such representative from [LCTEC] at any time or until he ceases to be entitled to be a representative of that Participating Council or Transport for London under the constitutional arrangements applicable to the appointing Participating Council or Transport for London and by like notice to appoint to [LCTEC] any other representative from that Participating Council or Transport for London in place of the representative so removed

5.4 A notice of appointment or removal shall be signed by a duly authorised officer of the Participating Council or Transport for London as the case may be and shall take effect upon delivery thereof to the Director of [LCTEC]

5.5 Every representative appointed pursuant to Clause 5.1 shall hold office until he is either removed from office or dies or resigns or until he ceases to be entitled to be a representative of the Participating Council or Transport for London under the constitutional arrangements applicable to that Participating Council or Transport for London

6. MEETINGS AND PROCEEDINGS OF [LCTEC]

6.1 [LCTEC] shall hold at least 2 meetings each year one of which shall be an Annual General Meeting

6.2 Subject to Clause 6.1 above, meetings of [LCTEC] shall be called in accordance with the Standing Orders set out in Schedule 6 of the [London

Councils] Agreement and the procedure to be adopted at such meetings shall be determined in accordance with those Standing Orders

- 6.3 No representative appointed by [a Participating Council or]¹² Transport for London shall be entitled to speak or vote or receive papers relating to any question arising in respect of a function to which [that Participating Council or]¹³ Transport for London does not subscribe and shall not be counted as part of the quorum for the meeting or part thereof wherein such question is considered

7. LEAD AUTHORITY FUNCTIONS

- 7.1 [LCTEC] may by agreement with the Participating Council and/or [London Councils] appoint one or more of the Participating Councils and/or [London Councils] to act as its agent in discharging all or any of the functions which are set out in Schedule 3
- 7.2 In the event that any Participating Council or [London Councils] withdraws its consent to discharge a Lead Authority function it shall give (unless otherwise agreed) not less than six calendar months' written notice (to expire on 31st March) of its intention to do so to
- 7.3 [LCTEC] may terminate the appointment of a Participating Council or [London Councils] in respect of any Lead Authority function following a majority vote of the members of [LCTEC]
- 7.4 Subject to Clause 7.5 below, any termination pursuant to Clause 7.3 may be made by [LCTEC] giving (unless otherwise agreed) not less than six calendar months' notice in writing to the Participating Council or [London Councils] of its

¹² Inserted by Variation (also known as the Second ALGTEC Agreement) dated 1 May 2003

¹³ Inserted by Variation (also known as the Second ALGTEC Agreement) dated 1 May 2003

intention to terminate the appointment and may be given at any time.

- 7.5 Notwithstanding Clause 7.4, if the Participating Council or [London Councils] is in material breach of any of its obligations in respect of a Lead Authority function (whether the obligations are contained in this Agreement or in any Service Level Agreement for the time being between [LCTEC] and the Participating Council or [London Councils]) any such termination pursuant to Clause 7.3 may be made at any time thereafter by [LCTEC] giving not less than one calendar month's notice in writing to the Participating Council or [London Councils] of its intention to terminate the appointment
- 7.6 Notwithstanding Clause 7.2 above if [LCTEC] is in material breach of any of its obligations to the Participating Council or [London Councils] (whether the obligations are contained in this Agreement or in any Service Level Agreement between [LCTEC] and the Participating Council or [London Councils]) the Participating Council or [London Councils] may withdraw its consent to act in respect of a Lead Authority function by giving not less than three calendar months' notice in writing to [LCTEC] of its intention to withdraw its consent
- 7.7 [LCTEC] shall reimburse each Participating Council and/or [London Councils] appointed under this Clause 7 all costs and charges including VAT correctly levied in the provision of all services provided by that Participating Council and/or [London Councils] hereunder (or arising/outstanding under the Previous Agreement) within 30 days of receipt of invoices submitted by it to [LCTEC]
- 7.8 The consideration payable by [LCTEC] to each Participating Council and/or [London Councils] appointed or acting under this Clause 7 shall be subject to audit by [LCTEC] and the Participating Council(s) and/or [London Councils] shall upon request make available all accounts records and other documents

reasonably required for such purpose

- 7.9 Upon the termination of any appointment of a Participating Council or [London Councils] under this Clause 7 howsoever occasioned, the Participating Council or [London Councils] shall be entitled to claim from [LCTEC] any outstanding costs reasonably incurred in the performance of its duties in respect of a Lead Authority function

PROVIDED THAT if [LCTEC] appoints [London Councils] to discharge the functions set out in paragraph 2 and/or 3 of Schedule 3, references to [London Councils] shall be construed as meaning all the Participating Councils acting by [London Councils]

8. OBLIGATIONS OF [LCTEC]

- 8.1 [LCTEC] shall carry out the functions contained in Schedule 2 and in so doing shall act in the collective interests of the Participating Councils and (insofar as relevant) Transport for London
- 8.2 [LCTEC] shall comply with the Standing Orders set out in Schedule 6 of the [London Councils] Agreement, the Financial Regulations contained in Schedule 7 of the [London Councils] Agreement and the financial arrangements contained in Clauses 11 and 12
- 8.3 [LCTEC] shall procure the appointment of a Finance Officer to be responsible for the proper administration of the financial affairs of [LCTEC]
- 8.4 [LCTEC] shall procure the appointment of an auditor approved by the Audit Commission to complete an audit of the annual accounts of [LCTEC] at the end of each financial year. Copies of audited accounts shall be sent to each of the Participating Councils and the relevant extracts of the audited accounts shall be

sent to Transport for London

9. OBLIGATIONS OF PARTICIPATING COUNCILS AND TRANSPORT FOR LONDON

9.1 Each Participating Council and Transport for London shall:

9.1.1 contribute to the costs and expenses of [LCTEC] in accordance with the provisions of Clause 12 and Schedule 4

9.1.2 provide [LCTEC] with such information as is required by [LCTEC] to carry out the functions set out in Schedule 2 and to recover costs in accordance with Schedule 4

[9.1.3 act jointly in relation to those functions of [LCTEC] set out in Schedule 2

9.1.4 share any information, including (in so far as they may in accordance with the Data Protection Act 1998) 'personal data', as defined under the Data Protection Act 1998, in order to comply with their obligations under this Agreement]¹⁴

10. ASSETS AND LIABILITIES

10.1 The assets and liabilities which vested in [LCTEC] prior to the Commencement Date shall continue to so vest following the Commencement Date

11. FINANCIAL ARRANGEMENTS

11.1 [Each year, LCTEC shall cause draft budgets for the following financial year to be sent in respect of the operation of each of the functions contained in

¹⁴ Inserted by Variation (also known as the Second LCCTEC Agreement) dated 1 May 2003

Schedule 2 for comment by the Participating Councils and LCTEC shall send a draft budget for the following financial year in respect of the operation of the functions contained in Parts 1 and 2 of Schedule 2 to Transport for London. The budget for each function shall be finalised and approved by LCTEC in December of each year or such other date as shall be agreed by LCTEC The annual budget (including any contingency sum) in respect of any function shall not be exceeded without the prior approval of LCTEC]¹⁵

11.2 [LCTEC] shall cause proper accounts to be kept and shall make all accounts records and other documents available for inspection by any Participating Council on request and shall make all accounts records and other documents relevant to the Schedule 2 Parts 1 and 2 functions available for inspection by Transport for London on request

11.3 Whenever any sum of money is recoverable from or payable by a Participating Council and/or Transport for London it may be deducted from any sum then due to that Participating Council and/or Transport for London and vice versa

11.4 [LCTEC] shall cause a separate balance sheet to be maintained for all payments received from the Participating Councils and Transport for London in respect of each of the functions set out in Schedule 2 such payments to be held as nominee for the Participating Council or Transport for London as the case may be

12. **COSTS AND EXPENSES**

12.1 The costs and expenses of [LCTEC] shall be reimbursed by the Participating Councils and Transport for London in accordance with the provisions of

¹⁵ Substituted by minor variations approved by LCTEC on 17 July 2014. In effect the change is that "Each year" has been substituted for "In October of each year" at the beginning of the clause.

Schedule 4. This shall be subject to review by [LCTEC] For the avoidance of doubt the consent of all Councils and Transport for London participating in each of the functions set out in Part 2 of Schedule 2 shall be required to change the basis on which costs are apportioned in respect of that function

12.2 In the event [LCTEC] cannot reach agreement at a meeting of [LCTEC] on the proportions in which the costs and expenses of [LCTEC] are to be defrayed by the Participating Councils and Transport for London the matter shall be referred to an arbitrator nominated by the Chartered Institute of Arbitrators and the decision of the arbitrator shall be binding on [LCTEC] The costs of any arbitration hereunder shall be met by the Participating Councils and Transport for London in equal shares

12.3 [LCTEC] shall cause to be notified each of the Participating Councils and Transport for London by not later than 31st January in each year of the amount due from that Participating Council and Transport for London under Clause 12.1 other than in relation to the Concessionary Fares Scheme (as described in Schedule 2 Part 3) such notification to include a breakdown of the sums payable in respect of each of the heads set out in Schedule 4 (other than the Concessionary Fares Scheme) and the date on which payment is due. In addition, in relation to the Concessionary Fares Scheme, [LCTEC] shall cause to be notified to each of the Participating Councils by not later than 31 January in each year of the amount due from that Participating Council in relation to the share to be borne by it of the cost of the Current Concessions (as defined in Schedule 2 Part 3) in the ensuing fiscal year and as to the date(s) on which payment by that Participating Council is due to the Transport Operators (as defined in Schedule 2 Part 3) by direct payment by that Participating Council to

Transport for London and to [LCTEC] for payments to the Association of Train Operating Companies or its successors.

- 12.4 Interest shall accrue at the rate of 2 per cent above the base rate for the time being of National Westminster Bank Plc on all amounts due to [LCTEC] Transport for London or the Transport Operators (as defined in Clause 12.3) pursuant to Clause 12.3 from the due date of payment until the date of payment in full inclusive
- 12.5 In the event of any disagreement as to the amount of costs and expenses to be borne by Transport for London and/or any Participating Council Transport for London and/or the Participating Council(s) in dispute shall not later than 14th February or a date agreed with the Finance Officer following the date of notification under Clause 12.3 notify the Finance Officer of the nature of the dispute and shall provide full supporting reasoning and documentation as appropriate to the Finance Officer. The Finance Officer and Transport for London and/or the Participating Council(s) shall thereafter use all reasonable endeavours to resolve the dispute. In the event that the dispute remains unresolved on 14th March or a date to be decided by the Finance Officer following the date of notification under Clause 12.3 the matter shall be referred by [LCTEC] to an independent Chartered Accountant of not less than ten years' standing. Any such independent Chartered Accountant shall be deemed to act as an expert and not as an arbitrator and his determination shall in the absence of manifest error be binding on [LCTEC] and Transport for London and/or the Participating Council(s). In the event that the dispute is resolved at first instance by the Finance Officer or by the Chartered Accountant in favour of Transport for London and/or the Participating Council(s) interest shall not be payable on any

outstanding sums In the event that the dispute is resolved in favour of [LCTEC] by the Chartered Accountant interest shall accrue on all outstanding payments in accordance with Clause 12.4 Costs of arbitration hereunder shall be met by the unsuccessful party

13. TERMINATION AND BREACH

13.1 The termination of this Agreement or any part thereof however caused and the serving of notice to terminate shall be without prejudice to any obligations or rights of any of the parties which have accrued prior to such termination and shall not affect any provision of this Agreement which is expressly or by implication provided to come into effect on or to continue in effect after such termination

13.2 Without prejudice to any other rights or remedies this Agreement or any part thereof shall terminate on the earlier of:-

13.2.1 unanimous agreement of all the Participating Councils and Transport for London in respect of the functions set out in Part 2 of Schedule 2

13.2.2 unanimous agreement of all the Participating Councils in respect of the functions set out in Part 3 of Schedule 2

13.2.3 where by reason of any change in law or other reason not attributable to the fault of the Participating Councils and/or Transport for London they shall be prohibited from giving effect to their obligations hereunder

13.3 This Agreement may be terminated in relation to any Participating Council by

[LCTEC] by written notice effective on receipt on the occurrence of any of the following events:-

13.3.1 that Participating Council materially breaches any of the provisions of this Agreement and in the case of a breach capable of remedy fails to remedy the same within 28 days of being notified of the breach by [LCTEC] and being required to remedy the same; or

13.3.2 where by reason of any change in law or other reason not attributable to the fault of the Participating Council or Transport for London that Council or Transport for London shall be unable to give effect to its obligations hereunder

PROVIDED THAT termination under Clause 13.3.1 cannot take place in respect of the Schedule 2 Part 1 functions

13.4 This Agreement may be terminated by any Participating Council in respect of:

13.4.1 the London Taxicard Scheme as set out in Part 3 of Schedule 2 for which the period of notice shall be six months to expire on 31st March;

13.4.2 the Schedule 2 Part 2 functions (the London Lorry Ban) by the Participating Council giving one year's notice to expire on 31st March¹⁶

[13.5 Part 3(E) of Schedule 2 of this Agreement may be terminated by LCTEC by a resolution of LCTEC passed in accordance with the joint committee's normal

¹⁶ Barnet, Havering, Hillingdon and Redbridge have terminated under this clause 13.4.2

procedures]¹⁷

14. GENERAL

14.1 Notices

All notices which are required to be given hereunder shall be in writing. Any such notice may be delivered personally or by first class prepaid letter or facsimile transmission and shall be deemed to have been served if by personal delivery when delivered if by first class post 48 hours after posting and if by facsimile transmission on successful transmission. Any notice sent by facsimile transmission shall be confirmed by letter delivered personally or by first class pre-paid post by the close of business on the next following business day (in which case, the effective notice shall be deemed to be that sent by facsimile transmission)

14.2 Continuing Agreement

All provisions of this Agreement shall so far as they are capable of being performed and observed continue in full force and effect notwithstanding termination except in respect of those matters then already performed

14.3 Good Faith

Each of the parties undertakes with each of the others to do all things reasonably within its powers which are necessary or desirable to give effect to the spirit and intent of this Agreement

14.4 Further Assurance

Each of the parties shall (and shall insofar as it is able use its reasonable

¹⁷ Inserted by Third Further Variation (also known as the Fifth ALGTEC Agreement) dated 14 May 2015

endeavours to procure that any necessary third party with whom such party has entered into any contractual or other arrangement for the purposes of this Agreement shall) do execute and perform all such further deeds documents assurances acts and things as any other party may reasonably require by notice in writing to the first party to carry the provisions of this Agreement into full force and effect

14.5 Waiver

No failure to exercise and no delay in exercising on the part of any of the parties any right power or privilege hereunder shall operate as a waiver thereof nor shall any single or partial exercise of any right power or privilege preclude any other or further exercise thereof or the exercise of any other right power or privilege The rights and remedies provided in this Agreement are cumulative and not exclusive of any rights or remedies otherwise provided by law

14.6 Severability

Notwithstanding that any provision of this Agreement may prove to be illegal or unenforceable the remaining provisions of this Agreement shall continue in full force and effect

[14.7 The Data Protection Act 1998 ('the DPA')

14.7.1 [London Councils] is the data controller in respect of the processing of all personal data, required for:

- i. the performance by LCTEC of its obligations set out in this Agreement, and
- ii. the performance by [London Councils] of its obligations set out in Schedule 3 when acting as Lead Authority for

[LCTEC]

14.7.2 Each of the parties shall take all necessary steps to ensure that they comply with the provisions of the DPA when processing any personal data held by them as a result of the performance of their obligations under this Agreement

14.7.3 The meaning of 'data controller', 'processing' and 'personal data' in this Clause shall be as defined in the DPA]¹⁸

15. ENTIRE AGREEMENT

15.1 This Agreement, the [London Councils] Agreement and any service level agreements between [LCTEC] and any Participating Council(s) discharging any Lead Authority functions constitute the entire agreement between the parties with respect to the matters dealt with herein and supersedes any previous agreement between the parties in relation to such matters. No variation of this Agreement other than variations which [LCTEC] reasonably considers to be minor shall be valid or effective unless made by one or more instruments in writing signed by all the parties. For the purposes of this clause minor variations shall not involve any additional financial contributions other than those specifically provided for herein and each Participating Council and Transport for London shall be given 28 days' notice of the variation which shall only come into effect if no objection is received from any Participating Council and/or Transport for London during the notice period.

16. EXECUTION

16.1 This Agreement is executed by each party signing the annexed Memorandum of

¹⁸ Inserted by Variation (also known as the Second LCCTEC Agreement) dated 1 May 2003

Participation on behalf of that party and such Memorandum of Participation shall be evidence of execution by that party when Memoranda executed by all the parties are incorporated into this Agreement

SCHEDULE 1

PART 1

THE PARTICIPATING COUNCILS

Council

The London Borough of Barking and Dagenham

The London Borough of Barnet

The London Borough of Bexley

The London Borough of Brent

The London Borough of Bromley

The London Borough of Camden

The London Borough of Croydon

The London Borough of Ealing

The London Borough of Enfield

The London Borough of Greenwich

The London Borough of Hackney

The London Borough of Hammersmith and Fulham

The London Borough of Haringey

The London Borough of Harrow

The London Borough of Havering

The London Borough of Hillingdon

The London Borough of Hounslow

The London Borough of Islington

The Royal Borough of Kensington & Chelsea

The Royal Borough of Kingston-upon-Thames

The London Borough of Lambeth

The London Borough of Lewisham

The London Borough of Merton

The London Borough of Newham

The London Borough of Redbridge

The London Borough of Richmond upon Thames

The London Borough of Southwark

The London Borough of Sutton

The London Borough of Tower Hamlets

The London Borough of Waltham Forest

The London Borough of Wandsworth

The City of Westminster

The Mayor and Commonalty and Citizens of the City of London

[PART 2

THE SCHEDULE 1 PART 2 PARTICIPATING COUNCILS

The London Borough of Barking and Dagenham

The London Borough of Barnet

The London Borough of Brent

The London Borough of Camden

The London Borough of Croydon

The London Borough of Ealing

The London Borough of Enfield

The London Borough of Greenwich

The London Borough of Hackney

The London Borough of Hammersmith and Fulham

The London Borough of Haringey

The London Borough of Harrow

The London Borough of Hillingdon

The London Borough of Hounslow

The London Borough of Islington

The Royal Borough of Kensington and Chelsea

The London Borough of Lambeth

The London Borough of Lewisham

The London Borough of Merton

The London Borough of Newham

The London Borough of Richmond upon Thames

The London Borough of Southwark

The London Borough of Sutton

The London Borough of Tower Hamlets

The London Borough of Waltham Forest

The London Borough of Wandsworth

The City of Westminster

The Mayor and Commonalty and Citizens of the City of London]¹⁹

¹⁹ Inserted by Variation (also known as the Second ALG75C Agreement) dated 1 May 2003

SCHEDULE 2

PART 1 FUNCTIONS: IN RESPECT OF ARRANGEMENTS PURSUANT TO SECTION 73 and 74 ROAD TRAFFIC ACT 1991 (as amended)²⁰

1. STATUTORY

- (a) Appoint parking adjudicators for the purposes of the Road Traffic Act 1991 subject to the Lord Chancellor's consent
- (b) Provide accommodation and administrative staff for the parking adjudicators
- (c) Determine the penalty charge levels and fees for de-clamping vehicle recovery storage and disposal subject to the approval of the Secretary of State
- (d) Determine the rate of discount for early payment of penalty charge notices
- (e) Determine the form for aggrieved motorists to make representations to Local Authorities under Section 71 of the Act
- (f) Determine the places at which parking adjudicators are to sit
- (g) Make and publish an annual report in writing to the Secretary of State on the discharge by the parking adjudicators of their functions

2. NON-STATUTORY

Any functions (subject to Section 111 of the Local Government Act 1972) which [LCTEC] agrees are appropriate for its implementation Without prejudice to the

²⁰ Although sections 73 & 74 of the Road Traffic Act 1991 have now been repealed, these arrangements continue in force until such time as they are varied or replaced by virtue of regulations 15(2) & 24(3) of the Civil Enforcement of Parking Contraventions (England) General Regulations 2007

generality of the foregoing such functions may include but not be limited to the following:-

- (a) The publication and updating as necessary of the Code of Practice for Parking in London
- (b) The co-ordination and maintenance of vehicle removal and clamping operations
- (c) The establishment and maintenance of a communications and control service to deal with vehicle removals
- (d) The establishment and maintenance of a communications and control service to deal with wheel clamping
- (e) The establishment of links with the Metropolitan and City Police the County Courts and the DVLA
- (f) The co-ordination of -
 - (i) payment facilities
 - (ii) pound facilities
- (g) The maintenance of records detailing persistent evaders and ringed vehicles
- (h) Ticket Processing
- (i) General data collection and service monitoring
- (j) The co-ordination of publicity and public relations activities
- (k) the establishment of common training standards in connection with parking standards the accreditation of training centres and award of qualifications
- (l) the establishment of London-wide parking schemes

Any changes to the agreed non-statutory functions shall be approved and evidenced in writing by [LCTEC]

In the event of [LCTEC] electing to provide any of the non-statutory functions detailed above any Participating Council and/or Transport for London may (without obligation to do so) avail itself of the services provided at the costs set out in Schedule 4

PART 2 FUNCTIONS: IN RESPECT OF THE IMPLEMENTATION AND ENFORCEMENT OF THE GREATER LONDON (RESTRICTION OF GOODS VEHICLES) TRAFFIC ORDER 1985

("THE LONDON LORRY BAN")

To provide for the implementation and enforcement of the Greater London (Restriction of Goods Vehicles) Traffic Order 1985 (the Principal Order) including, but not limited to, the monitoring of the effectiveness of the said implementation and enforcement, the examination of vehicles, the issue of permits including the consideration of appeals arising from the refusal or conditioning of permits, the erection of adequate signs, liaison with the police, the prosecution of offences arising under the Principal Order and any amendment thereto approved from time to time, the updating of technical information on new vehicle designs, the taking of all necessary steps to promote and make amending supplementary and other variation orders affecting the Principal Order and the determination and implementation of policy and the giving of advice.

PART 3 : IN RESPECT OF TRAVEL CONCESSION ARRANGEMENTS UNDER SECTION 244 GREATER LONDON AUTHORITY ACT 1999

1. DEFINITIONS

In this Part 3 of this Schedule 2:

- 1.1 "Concession" means the reduction or waiver of a fare or charge (either absolutely or subject to terms limitations or conditions) granted pursuant to Section 240 of the Greater London Authority Act 1999 or any successor legislation;
- 1.2 "Current Concessions" means the Concessions applicable to the London Concessionary Fares Scheme for each fiscal year as such Concessions are described in current Contracts in force with the Transport Operators (or their agents) or such other Concessions as may be unanimously agreed by the Participating Councils and the Transport Operators;
- 1.3 "Limited Concessions" means Current Concessions where a reduced fare is charged on certain limited stop or express bus services such reduced fare to be determined by [LCTEC].
- 1.4 "External Auditor" means the District Auditor or such firm of Chartered Accountants as the Audit Commission may from time to time determine;
- 1.5 "Functions" means powers and duties and includes the power to do anything which is calculated to facilitate or is conducive or incidental to the discharge of any of those functions;
- 1.6 "Hours of Availability" means the times during the day and during the week in which the Transport Operators agree to apply the Concessions;
- 1.7 "the London Taxicard Scheme" means the scheme established to

provide a taxi service for disabled Londoners who find it difficult or impossible to use bus, underground or railway services to travel around London or in the vicinity of London;

1.8 "the London Taxicard Scheme Participating Councils" means the Participating Councils who have notified to [LCTEC] their agreement to participate in the London Taxicard Scheme for a period of not less than one fiscal year (1 April to 31 March) in any contract period for that Scheme.

1.9 "The Transport Operators" means all or any of London Regional Transport, Transport for London, a PPP company for the purposes of section 210 Greater London Authority Act 1999, Docklands Light Railway and any independent transport service operators or their successors, as defined in section 240(6) Greater London Authority Act 1999.

2. CONCESSIONARY FARES SCHEME

2.1 [LCTEC] shall carry out the following functions:-

(a) all arrangements pursuant to Section 244 of the Greater London Authority Act 1999 (or any subsequent re-enactment or amendment of that section); and

(b) all administrative arrangements made with a view to, or consequent upon, the arrangements referred to in paragraph (a) of this Clause;

all as more particularly described below subject to such conditions and restrictions as may from time to time be agreed by the Participating

Councils.

- 2.2 In particular [LCTEC] shall have the power to negotiate contracts in the name of the Participating Councils not exceeding seven years in duration (the duration of such contracts current at the date of this Agreement not to be exceeded without the consent of all the Participating Councils) with the Transport Operators which shall be binding on all the Participating Councils and [LCTEC] shall have the power to agree to reimburse to the Transport Operators the cost of Concessions granted pursuant to Section 240 of the Greater London Authority Act 1999 except the unanimous consent of the Participating Councils shall be required for any increase, decrease or variation in the Current Concessions (but not the Limited Concessions any increase, decrease or variation in which may be agreed by [LCTEC]) and for any increase, decrease or variation in the Hours of Availability.
- 2.3 To manage on behalf of the Participating Councils the Concessionary Fares Scheme and in particular to make arrangements to reimburse to the Transport Operators the cost of the Current Concessions.
- 2.4 To make appropriate arrangements for the issue of travel permits, photocards, blind persons cards etc to eligible persons for the purpose of the Concessionary Fares Scheme.
- 2.5 To carry out or have carried out or commission and oversee such research and survey work as shall from time to time be deemed necessary for the calculation of an appropriate reimbursement to the Transport Operators for providing concessionary travel on their services;

- 2.6 To approve survey work associated with assessment of the volume and notional value of bus travel made by holders of concessionary free travel permits;
- 2.7 To monitor and assess the performance of the consultants selected to carry out the work of the Greater London Bus Passenger Survey;
- 2.8 To approve survey work associated with the London Underground, Docklands Light Railway and any such other rail survey work as is deemed appropriate;
- 2.9 To approve survey work associated with establishing payment to bus operators or other independent bus operators.
- 2.10 To negotiate with Post Office Counters Limited or other bodies agency legal agreements and charges for the distribution of elderly and/or disabled persons' travel permits.
- 2.11 Providing that nothing herein shall prevent any of the Participating Councils from setting their own eligibility criteria for the discretionary elements of the Concessionary Fares Scheme

3. DELEGATION OF FUNCTIONS IN RELATION TO THE LONDON TAXICARD SCHEME

- 3.1 The London Taxicard Scheme shall be subject to such general conditions and restrictions as may from time to time be unanimously agreed by the London Taxicard Scheme Participating Councils PROVIDED THAT nothing herein shall prevent any of the Participating Councils from setting their own eligibility criteria for the discretionary elements of the London

Taxicard Scheme

- 3.2 [LCTEC] shall have the duty to carry out tendering procedures and the power to enter into contracts²¹ in the name of the London Taxicard Scheme. Participating Councils with taxi operators which shall be binding on all the London Taxicard Scheme Participating Councils whereby [LCTEC] pays the taxi operators the sums due from each of those London Taxicard Scheme Participating Councils for taxi journeys made by persons who are approved members of the Scheme and resident in the area of the Council concerned provided such journeys are made in accordance with the particular restrictions respectively imposed by each such Council.
- 3.3 To provide policy and development advice concerning the London Taxicard Scheme to London Taxicard Scheme Participating Councils and any other relevant organisations.
- 3.4 To manage the day to day operation and budget of the London Taxicard Scheme to ensure that agreed strategic aims, objectives and targets of the Scheme are fully implemented in accordance with [LCTEC]'s Annual Business Plan and so as to comply with eligibility, membership, budgetary provision and trip allocation requirements specified by London Taxicard Scheme Participating Councils.
- 3.5 To make appropriate arrangements for the issue of taxicards, photocards etc. to eligible persons for the purpose of the London Taxicard Scheme.

²¹ The words "(not exceeding four years in duration)" deleted by way of minor variation agreed by the LCTEC on the 15 June 2017 and notified to the Participating Councils and Transport for London on [INSERT DATE] without any objection being received within 28 days of that notice, per clauses 14.1 and 15.1 of the Governing Agreement .

- 3.6 To prepare an Annual Business Plan for the London Taxicard Scheme for incorporation within the overall [LCTEC] Annual Business Plan for submission to [LCTEC] and taking account of economic, demographic, technical and other relevant considerations.
- 3.7 To prepare, monitor and review the Annual Budget for the London Taxicard Scheme and authorise expenditure from the Budget in accordance with financial regulations and procedures in force.

4. **ACCESSIBLE TRANSPORT**

- 4.1 [LCTEC] may consider issues relating to accessible transport in London and inform, advise and consult with the Participating Councils so as to assist them in formulating policies and in carrying out their powers and duties in the field of accessible transport for people with disabilities.
- 4.2 [LCTEC] may consider issues relating to the accessibility of transport whenever any new service of public transport, e.g. trams or service on the Thames, is being developed.
- 4.3 To prepare policy reports for, and give advice on matters concerning transport for mobility handicapped people
- 4.4 To originate, plan and execute research and development initiatives in the field of transport for people with disabilities, and report as appropriate.

[PART 3(A): IN RESPECT OF ROADSIDE VEHICLE EMISSIONS TESTING AND ISSUING OF FIXED PENALTY NOTICES PURSUANT TO THE ROAD TRAFFIC (VEHICLE EMISSIONS) (FIXED PENALTY) (ENGLAND) REGULATIONS 2002

1. Pursuant to Regulation 6(1) and in accordance with Regulation 6(2) of the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 (“the Regulations”) authorise any officer or person -
 - 1.1 to carry out tests on vehicles which are in, or which are about to pass through, or which have passed through an area designated as an air quality management area; and
 - 1.2 to issue fixed penalty notices in respect of emission offences; and
 - 1.3 to carry out any other functions required or permitted by Part 5 of the Regulations.
- 2 The reduction or waiver of fixed penalties in accordance with Regulation 19 of the Regulations.
- 3 The withdrawal of a fixed penalty notice in accordance with Regulation 20 of the Regulations.
- 4 The recovery of unpaid fixed penalties in accordance with Part 8 of the Regulations.
- 5 The prosecution of offences arising under Regulation 9(7), Regulation 11(2) and Regulation 18(2) of the Regulations.
- 6 The service of a fresh fixed penalty notice in accordance with Regulation 23(4)(e) of the Regulations.
- 7 The carrying out of any other function required or permitted by the Regulations.]²²

²² Inserted by Variation (also known as the Second ALG/TSC Agreement) dated 1 May 2003

[PART 3(B) FUNCTIONS: IN RESPECT OF FUNCTIONS UNDER THE LONDON LOCAL AUTHORITIES AND TRANSPORT FOR LONDON ACT 2003 AND THE LONDON LOCAL AUTHORITIES ACT 2004

1. To set the levels of fixed penalties for any fixed penalty offences under the London Local Authorities and Transport for London Act 2003 and the London Local Authorities Act 2004.

2. To undertake any other functions that are required or permitted to be undertaken by a joint committee of London local authorities under the London Local Authorities and Transport for London Act 2003 and the London Local Authorities Act 2004.]²³

²³ Inserted by Further Variation (also known as the Third ALGTEC Agreement) dated 30 November 2006

**[PART 3(C) FUNCTIONS: IN RESPECT OF THE EXERCISE OF FUNCTIONS
UNDER THE LONDON LOCAL AUTHORITIES ACT 2007**

1. To publish a code of practice in accordance with section 11 of the London Local Authorities Act 2007 (unauthorised advertising: measures to be taken).
2. To publish a code of practice in accordance with section 25 of the London Local Authorities Act 2007 (powers to require removal of waste unlawfully deposited) after consultation with each of the Participating Councils.
3. In accordance with section 28 of the London Local Authorities Act 2007 (disposal of removed vehicles), to prescribe the sum to be paid as a bond under subsection 4(5) of the Refuse Disposal (Amenity) Act 1978.
4. To set the levels of penalty charges in accordance with sections 66 of the London Local Authorities Act 2007.
5. To undertake any other functions that are required or permitted to be undertaken by a joint committee of London local authorities under the London Local Authorities Act 2007.]²⁴

²⁴ Inserted by Second Further Variation (also known as the Fourth ALGTEC Agreement) dated 8 June 2009

[PART 3(D) FUNCTIONS: IN RESPECT OF THE EXERCISE OF ANY OF THE PARTICIPATING COUNCILS' STATUTORY FUNCTIONS CONFERRED UNDER EXISTING OR FUTURE LONDON ACTS AS THEY RELATE TO TRANSPORT, ENVIRONMENT AND PLANNING MATTERS

1. To undertake any other functions conferred on the Participating Councils and Transport for London under any other legislation insofar as such legislation relates to transport, environment and planning matters, subject to consultation with the Participating Councils and the written agreement of each Participating Council and, insofar as is relevant, Transport for London, such functions to be listed at paragraph 2 below.

2. Pursuant to paragraph 1 above, the further functions which the Participating Councils, and where relevant Transport for London, have agreed shall be exercised by the Committee under Part 3(D) of this Agreement are:
 - a. [Make pan-London traffic order(s) under section 6 of the Road Traffic Regulation Act 1984, and all other enabling powers, where it is in the collective interests of the Participating Authorities, and TfL as relevant, such decision to be taken only after consultation with each of them. To provide for the implementation and enforcement of any order(s) so made including but not limited to the monitoring of the effectiveness of the said implementation and enforcement, the examination of vehicles, the issue of permits including the consideration of appeals arising from the refusal or conditioning of any such permits, the erection of adequate signs, liaison with the police, the prosecution of offences arising under such order(s) and any amendments approved from time to time, the updating of technical information on new vehicle designs,

the taking of all necessary steps to promote and make amending, supplementary and other variation orders affecting the primary order(s) and the determination and implementation of policy and the giving of advice.]²⁵

...

3. At such time as amendments are made under this Part 3(D), the Committee shall provide each Participating Council and Transport for London with an updated copy of this Part 3(D) reflecting the amendments to paragraph 2.]²⁶

1. **[PART 3(E) FUNCTIONS – PARKING ON PRIVATE LAND APPEALS SERVICE**

2. The general power of competence under section 1 of the Localism Act 2011 for the purpose of providing, on a full cost recovery basis, and independent appeals service for disputes arising in respect of parking on private land (with reference to section 56 and Schedule 4 of the Protection of Freedoms Act 2012)]²⁷

PART 4 FUNCTIONS: GENERAL

1. To do anything which is calculated to facilitate or is conducive or incidental to any of the functions set out in [Parts 1-3E]²⁸ of this Schedule ("the Functions")
2. To procure the employment of such staff on such terms and conditions of

²⁵ At 27th October 2014 all the Participating Councils and Transport for London had made the delegation in the same form.

²⁶ Inserted by Second Further Variation (also known as the Fourth ALGTEC Agreement) dated 8 June 2009

²⁷ Inserted by Third Further Variation (also known as the Fifth ALGTEC Agreement) dated 14 May 2015

²⁸ Substituted by Third Further Variation (also known as the Fifth ALGTEC Agreement) dated 14 May 2015

employment as [LCTEC] considers appropriate to discharge the Functions

3. To enter into contracts for goods works and services in relation to any aspect of the Functions or such other functions as [LCTEC] can lawfully discharge and to enter into service level agreements with any of the Participating Councils in relation thereto. For the avoidance of doubt the Participating Councils have hereby delegated to [LCTEC] the function of negotiating and entering into a contract with Transport for London for the purposes of the recovery of costs pursuant to section 275(3) Greater London Authority Act 1999 to [LCTEC] (the installation operation and maintenance of traffic signal and associated traffic control equipment on borough roads and associated advice)

- [4. To undertake any policy actions on behalf of the Participating Councils in relation to any aspect of the Functions or other such functions as [LCTEC] can lawfully discharge, including functions conferred on the Participating Councils under any legislation insofar as such legislation relates to transport, environment and planning matters, such policy actions to be subject to consultation with the Participating Councils

5. To publish any statutory codes of practice in relation to any aspect of the Functions or other such functions as [LCTEC] can lawfully discharge, including functions conferred on the Participating Councils under legislation insofar as such legislation relates to transport, environment and planning matters

6. In this Part of this Schedule:
 - (a) “policy action” shall mean any of the following actions on behalf of the

Participating Councils:

- (i) the lobbying of Government bodies in relation to proposed legislation and Government policy,
 - (ii) responding to Government consultations,
 - (iii) liaising with other persons and bodies and representing the views of the Participating Councils in relation to the development of policies,
 - (iv) drafting policies, guidance, model documents and codes of practice for adoption or use by the Participating Councils
PROVIDED THAT no policy or code of practice so drafted shall be deemed to have been adopted by a Participating Council unless approval to it has been given by that Council or it is a statutory code of practice which falls within paragraph 6(b) below
- (b) “statutory code of practice” shall mean a code of practice published (after consultation with each of the Participating Councils) in response to a stipulation in an Act of Parliament or in subordinate legislation or in response to an undertaking given to Parliament that certain powers contained in that Act of Parliament or subordinate legislation may not be or will not be (as the case may be) exercised until a joint committee of the London local authorities has published a code of practice in relation thereto]²⁹

²⁹ Inserted by Second Further Variation (also known as the Fourth ALGTEC Agreement) dated 8 June 2009

SCHEDULE 3

LEAD AUTHORITY FUNCTIONS

1. To procure or provide such professional advice including but not limited to financial, legal, surveying and personnel as [LCTEC] shall require for the due and proper execution of its duties
2. To employ staff to undertake any [LCTEC] function and/or to provide payroll facilities and access to pension arrangements for staff employed by [LCTEC]
3. To negotiate and execute contracts in respect of goods, works, services and property transactions on behalf of [LCTEC] on request
4. To institute and defend in its own name any court proceedings on behalf of [LCTEC] on request
5. Such further functions as may be agreed by [LCTEC]

SCHEDULE 4

COSTS AND EXPENSES

PART 1: IN RESPECT OF FUNCTIONS PURSUANT TO SECTION 73(1) ROAD TRAFFIC ACT 1991 (APPOINTMENT OF PARKING ADJUDICATORS)(AS AMENDED)

1. The following costs shall be apportioned equally amongst the Participating Councils and Transport for London :-
 - 1.1 Appoint parking adjudicators for the purposes of the Road Traffic Act 1991 subject to the Lord Chancellor's consent
 - 1.2 Determine the penalty charge levels and fees for de-clamping vehicle recovery storage and disposal subject to the approval of the Secretary of State
 - 1.3 Determine the rate of discount for early payment of penalty charge notices
 - 1.4 Determine the form for aggrieved motorists to make representations to Local Authorities under Section 71 of the Act
 - 1.5 The publication and updating as necessary of the Code of Practice for Parking in London
 - 1.6 General data collection and service monitoring
 - 1.7 The co-ordination of publicity and public relations activities
 - 1.8 The establishment of common training standards in connection with parking standards the accreditation of training centres and award of qualifications

- 1.9 The establishment of London-wide parking schemes
- 2, The following costs shall be apportioned according to the number of PCNs issued:
 - 2.1 Provision of accommodation and administrative staff for the parking adjudicators
 - 2.2 The establishment of links with the Metropolitan and City Police the County Courts and the DVLA
 - 2.3 The co-ordination of -
 - 2.3.1 payment facilities
 - 2.3.2 pound facilities
 - 2.4 The maintenance of records detailing persistent evaders and offenders
3. The following costs shall be apportioned according to actual use:
 - 3.1 The marginal costs of the functions set out in Clause 2 above together with those set out below
 - 3.2 The co-ordination and maintenance of vehicle removal and clamping operations
 - 3.3 The establishment and maintenance of a communications and control service to deal with vehicle removals
 - 3.4 The establishment and maintenance of a communications and control service to deal with wheel clamping
 - 3.5 Ticket Processing

PART 2: IN RESPECT OF THE LONDON LORRY BAN

1. The amounts of the contributions of each Participating Council shall be determined so that the expenditure (including an apportionment of staffing, premises and general administration costs) in respect of which they are payable is borne by the Participating Council in proportion to the populations of their respective areas
2. For the purposes of paragraph 1 above the population of any area shall be taken to be the total resident population of the area of each Participating Council on 30th June in the financial year beginning two years before the beginning of the financial year in respect of which the expenditure is payable as estimated by the Registrar General in accordance with the Levying Bodies (General) Regulations 1992 (or any future method of calculation introduced by any amendment or re-enactment thereof)
3. Transport for London shall be treated as if had a resident population equal to the average resident population of the Participating Councils as determined in accordance with paragraph 2 above for the purposes of calculating its contribution to the costs of the London Lorry Ban

PART 3: IN RESPECT OF FUNCTIONS PURSUANT TO SECTION 240 GREATER LONDON AUTHORITY ACT 1999 (TRAVEL CONCESSIONS)

[1. The cost of reimbursement to The Transport Operators in respect of the concessionary fares scheme, together with the cost of survey and other work needed to assess the reimbursement due to The Transport Operators, are:

- (a) in respect of permits issued to eligible London residents, allocated to Participating Councils in proportion to the number of persons resident in those boroughs holding valid permits to travel on 30th September in those years in which permits are reissued, or on such other dates as LCTEC may determine following consultation with the Participating Councils, subject to any decision taken by LCTEC in accordance with section 244 of the Greater London Authority Act 1999 and Clause 12.1 of the Agreement to vary these arrangements; and
- (b) in respect of permits issued to eligible persons under section 145A(4) of the Transport Act 2000, allocated to Participating Councils in such proportions as may be agreed by ALGTEC in accordance with section 244 of the Greater London Authority Act 1999 and Clause 12.1 of the Agreement.]³⁰

2. All costs arising out of the exercise of the delegated functions in relation to the

³⁰ Substituted by Second Further Variation (also known as the Fourth ALGTEC Agreement) dated 8 June 2009. This paragraph now needs to be read in conjunction with the consent award dated 8 October 2008, which changes the basis of apportionment. In light of the availability of two years' worth of usage data for London Overground and National Rail and consistent with the consent award dated 8 October 2008, on 13 December 2012 the LCTEC voted unanimously for a 3-year transitional period for the introduction of usage apportionment for the National Rail and London Overground elements of the Freedom Pass settlement from 2014/15 onwards.

London taxicard scheme (including an apportionment of staffing, premises and general administration costs) are allocated to Participating Councils in proportion to their share of the total membership of the London taxicard scheme as at 30th September in the preceding year.

PART 4: GENERAL

1. The annual costs of [LCTEC] in respect of premises staffing IT audit general administration and all associated and ancillary costs including the costs and expenses of the Lead Authority(ies) together with any future costs not provided for herein and shall be reimbursed by the Participating Councils as reasonably determined by [LCTEC] following consultation with the Participating Councils

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London Councils' Transport and Environment Committee

Go Ultra Low City Scheme (GULCS) - Phase 1 Delivery for Residential and Car Club Electric Charge Points Update

Item No: 12

Report by: Katharina Winbeck **Job titles:** Head of Transport, Environment & Infrastructure
Date: 15 June 2017
Contact Officer: Katharina Winbeck
Telephone: 020 7934 9945 **Email:** Katharina.winbeck@londoncouncils.gov.uk

Summary: This report updates TEC on delivery of Phase 1 for the residential and car club element of the GULCS, the borough consultation that has been taking place during March and April 2017 and the proposed future work.

The report asks TEC to agree to start the process of amending the TEC agreement to delegate the borough's functions relating to Electric Vehicle Charging Apparatus to London Councils' TEC, potentially required for London Councils' TEC to operationally manage Electric Vehicle Charging Technology on behalf of the boroughs and TfL. The feasibility of TEC undertaking this role will be considered and a business case developed for future TEC consideration before any of the delegated functions are exercised by TEC.

Recommendations: Members are asked to:

1. Note and comment on the report
2. Agree to consult on and seek written agreement from all London local authorities to amend the LCTEC agreement as outlined in paragraph 28.

GULCS - Phase 1 delivery for residential and car club electric charge points

Overview

1. TEC received an update report on GULCS covering the Phase 1 for the residential and car club elements at its March meeting. This report gave an update on the investigations into legal, constitutional and financial matters and explained Phase 1 for delivering residential and car club electric charging points. This and earlier reports explained that the GLA, TfL and London Councils were collaborating to achieve a London-wide approach and economies of scale. The collaboration was loosely described as a “partnership”. Earlier reports also explained that a Steering Group to guide implementation arrangements, representing all three stakeholders, had been established.
2. This report updates members on the interest received from boroughs to participate in Phase 1, some changes required to the delivery of it and the proposed criteria to allocate the GULCS funding.
3. Furthermore, as the GULCS “partnership” considers further the potential of a Phase 2 to set-up London-wide delivery for electric vehicle charging infrastructure, TEC members are asked to consider an amendment to the TEC agreement that would allow London Councils TEC to take on the operational management as well as the strategic oversight on behalf of the boroughs and TfL should this be the preferred option.

Phase 1 Expression of Interest

4. Boroughs were asked to express an interest for funding of electric vehicle charging infrastructure for years 2017/18 and 2018/19 for both the residential and car club elements of the scheme. These do not commit the boroughs to the scheme, this will be at a later, funding application stage.
5. Boroughs were asked to do this in the knowledge that they will have to provide match funding consisting of;
 - Their own management costs,
 - Potential Traffic Management Orders and signing and lining,
 - 25 per cent of the capital costs,
 - The operating costs of the charge points, such as maintenance and management.
6. A total of 24 expressions of interest have been received with an ambition to install 1,374 electric vehicle charge points in 2017/18 and 1,566 in 2018/19. Table 1 below gives more detail.

Type of EVCP	Residential	Car Club	Total
2017/18			
Lamppost	1063	7	1070
Freestanding	195	109	304
Sub- Total	1258	116	1374
2018/19			
Lamppost	1112	83	1195
Freestanding	224	147	371
Sub-Total	1336	230	1566
All years			
Lamppost	2175	90	2265

Type of EVCP	Residential	Car Club	Total
Freestanding	419	256	675
Total	2594	346	2940

Table 1 showing the Expression of Interest received from boroughs for 2017/18 and 2018/19

7. These ambitions demonstrate the growing need of electric vehicle charging infrastructure in London and boroughs willingness and preparedness to address this need.
8. The GULCS Steering Group adopted a number of guiding principles for implementation of Phase 1, these are replicated in Table 2 below, with officer comments on how they have been addressed through the Expression of Interests;

Guiding Principles for Phase 1 Expression of Interest	Commentary from assessing the Expression of Interests
1) It should give certainty to London whether the cheaper lamp post charging technology can be scaled up	Given the Expression of interest included 1,070 potential sites for lamp post technology in 2017/18 alone, Phase 1 will gain greater certainty whether this technology can be scaled up in London.
2) It should mitigate any risks that could prevent any implemented charge points under Phase 1 being transferred to a delivery “partnership” in the future	The GULCS project partners and officers working on the procurement element in particular are ensuring that the specifications and contracts are drawn up in such a way to mitigate this.
3) Phase 1 should meet existing demand in the first instance as well as address strategic demand, pending further discussions with the potential service providers	Officer assessment suggests boroughs Expressions of Interest included about half for charging infrastructure without an identified demand. This is greater than the Steering Group has previously agreed to and will therefore require further consideration.
4) It should be consistent with (or easier than) the OLEV “Grants to Provide Residential On-Street Chargepoints for Plug-in Electric Vehicles: Guidance for Local Authorities” published in December 2016 and administered by the Energy Savings Trust (EST)	OLEV has still not received many applications for their grant, which leads officers to the conclusion that GULCS is easier to participate in.

Table 2 showing the guiding principles for Phase 1 and officer assessment of whether they have been met

9. The volume of Expressions of Interest received means that 150 per cent of the GULCS funding for the residential element would be required, if all requests were agreed. This percentage figure will vary depending on the actual tendered costs for the charging points. Officers have analysed this for three cost scenarios; best, base and worst cases and the percentage points vary from 99 to 179 respectively.
10. The GULCS “partnership”, however is keen to have some funding for any potential future phases to ensure that the remaining nine boroughs who have not currently expressed an interest are able to do so. Officers have therefore devised a mechanism, for consideration by

the GULCS Steering Group that meets on 28 June 2017 and on which we would like TEC's views and comments.

11. Some of the underlying principles are;

- Given that the Expression of Interest for years 2017/18 and 2018/19 exceeds the GULCS funding available, officers are currently only considering the Expression of interest for 2017/18.
- Dividing the available amount for the residential and car club streams equally amongst the 24 boroughs that have expressed an interest would be the equivalent of £297k, rounded to £300k, worth of funding. 18 boroughs have expressed an interest in £300k or less funding in 2017/18. Six boroughs have requested more than £300k in funding; on average, boroughs have requested £229k.
- It therefore seems prudent to keep £300k per borough which is not participating in Phase 1 back for a future phase. This would require £2.7m to be kept back.
- GULCS partners will start engaging with OLEV to see whether further funding can be made available for London.

12. This results in the following proposed mechanism;

- All 24 boroughs expression of interest will be honoured for 2017/18 up to a cap of £300k.
- Boroughs will have to commit this funding by a certain date (possibly October 2018); any funding that is not committed by that time will be used for future phases.
- This would result in £4.35m committed funds and leaves £2.77m of uncommitted funding for a future phase.

Procurement

13. The March TEC paper on GULCS Phase 1 describes the planned procurement process. TfL is undertaking the procurement for Phase 1 in consultation with the other stakeholders, and is currently drawing up a joint specification with GLA, London Councils and boroughs input.

14. Following recent advice from the Crown Commercial Services Framework operator, the GULCS project team officer group has been developing a revised route to procurement (for consideration by the GULCS Steering Group on 28 June 2017).

15. Pursuant to the Public Contracts Regulations 2015, section 4, regulation 33, TfL will via a competitive tender process under and in accordance with the procedures set out in existing Crown Commercial Services (CCS) Framework TMT2, procure a single supplier to deliver the GULCS requirement on behalf of the relevant boroughs. The boroughs will provide indicative charge point quantities and installation information. Also TfL and London Councils will create a procurement toolkit for the boroughs if they wish to call off from the framework themselves.

Borough Survey results

16. As part of the Expression of Interest process, boroughs were asked to complete a detailed survey about certain aspects of the GULCS scheme to inform Phase 1 further. 12 borough officers have completed this detailed questionnaire and the following paragraphs present an overview of their views.

17. During our conversations with boroughs it became apparent that lamp post technology was favoured more highly with a number of boroughs. We wanted to test this technology further and some of the requirements needed to make the introduction of this technology a reality.

From the respondents, there were only two that were not willing to trial lamp posts in their borough; all others wanted to trial this. This has followed through in the Expressions of Interest, where GULCS has received a large number of requests for lamp post charging.

18. Boroughs were confident that their street lighting network will be able to accommodate lamp post charging and there was a mixture of views regarding the installation, maintenance, operation and management. Regarding installation, the most favourable option was for the borough or the borough's service provider to install the lamp post technology. For maintenance, operation and management, the most favoured view was for the GULCS service provider to do this, although some boroughs felt strongly that they prefer themselves or their own provider to handle this.
19. Some boroughs raised concerns with using the Crown Commercial Services Framework, mainly because there is no clarity on whether individual technical requirements will be able to be met and because there is no specific lamp post charging provider on the framework, they would have to sub-contract, which may increase the costs.
20. To cover the operational costs, boroughs are generally prepared to accept contract terms up to eight years, however some have indicated that they prefer not to have any contract period and cover the operational costs themselves. The majority of respondents do not want to own the infrastructure.
21. Most participating boroughs prefer having their borough branding on the charging technology, although all would consider having co-branding led by TfL with GLA and borough input.
22. Encouragingly all boroughs that responded to the survey would consider allowing commercial sponsorship of the Electric Vehicle Charge Points, as long as the boroughs each approved it.

Amending the TEC Agreement

23. As the survey results reiterate, boroughs generally do not wish to be liable for the management and maintenance function of electric vehicle charging infrastructure themselves. This has been the main reason for the GLA, TfL and London Councils to try and set up a London-wide delivery arrangement. However, as the March TEC paper outlined in detail, the three GULCS stakeholders have come against a number of significant barriers – legal and constitutional as well as financial.
24. The GULCS stakeholders are still committed to try and find a solution to the issue of long-term maintenance and management and believe there to be a number of avenues for exploration, such as third party sponsorship, additional match funding from boroughs and/or the infrastructure provider.
25. The GULCS stakeholders will therefore continue to investigate the setting up of a delivery “partnership” in the long term. Through much discussion at the GULCS Steering Group as well as TEC, there is clarity around the governance ambition of such a “partnership”. London Councils TEC is seen as the ideal body to undertake both the strategic oversight and operational management on behalf of TfL and the boroughs.
26. However, the addition of the operational management role for London Councils TEC would require each of the 33 London local authorities participating in the TEC joint committee arrangements to delegate the exercise of additional functions to the joint committee, which

requires the TEC constitution (Governing Agreement, dated 13 December 2001 (as amended)) to be varied.

27. An appropriate amendment would be by way of an addition to the Part 3(D) Functions, inserting a new paragraph 2(b) as follows:

“(b)(i) The provision and operation of charging apparatus for electrically powered motor vehicles and/or the grant of permission to provide and operate charging apparatus for electrically powered motor vehicles under section 16 of the London Local Authorities and Transport for London Act 2013 PROVIDED THAT such provision and operation may only take place at locations first agreed by the Participating Council which is the highway authority for the affected road (or, where it is the highway authority for the affected road, TfL) AND PROVIDED FURTHER THAT any grant or other monies provided to LCTEC for the purpose of providing and/or operating charging apparatus for electrically powered motor vehicles shall be applied to any such provision and operation by LCTEC which shall be at no cost or expense to the Participating Councils unless first agreed.

(b)(ii) The exercise of powers under Section 1 of the Localism Act 2011 for the purposes of giving effect to the joint exercise of functions under Section 16 of the London Local Authorities and Transport for London Act 2013 by LCTEC, or otherwise for the purposes of supporting and facilitating the Participating Councils and/or TfL in their exercise of those functions, including but not limited to oversight and management of the arrangements

(b)(iii) For the purposes of exercising functions under (b)(i) and (b)(ii) above LCTEC may appoint TfL to act as its agent (subject to Part 7 of this Agreement applying to any such appointment, including its termination) and FOR THE AVOIDANCE OF DOUBT the functions referred to at (b)(i) and (b)(ii) above may be exercised directly by LCTEC or pursuant to a contract or Service Level Agreement between LCTEC and TfL (or between LCTEC and another appropriate body) or through such servant, agent or contractor as LCTEC may appoint.

28. Amendments to Part 3(D) are not minor variations for the purposes of Clause 15 of the LCTEC Governing Agreement, but are made by the procedure set out in Paragraph 3(D) 1 of the LCTEC Agreement which provides an alternative process for delegating the exercise of functions to the joint committee without requiring a separate formal variation agreement to be agreed by each authority before the delegation to the joint committee is effective. The procedure was adopted under an earlier formal variation to the Governing Agreement with the consent of all the London local authorities and TfL and provides that the functions may be delegated by each London local authority to operate under the existing terms of the Governing Agreement “subject to consultation with the Participating Councils and the written agreement of each Participating Council”. (An updated copy of any amended Part 3(D) must also be provided). Past experience shows that gaining consent in this way from all London local authorities takes at least six months. It is still a more expedient process than having all 33 authorities and TfL enter into a formal variation agreement setting out the terms of the delegation, which experience has shown can take up to two years.

29. Given the uncertainties surrounding Phase 2 (the establishment of a London-wide “partnership”), mainly due to funding constraints, London Councils TEC may not choose to utilise this delegation. However, given the possibility that it may be the preferred route for London Councils TEC to undertake both the strategic oversight and operational management role for the boroughs and TfL, officers would like to investigate the feasibility of Phase 2 in parallel with seeking the agreement of the boroughs to amending the TEC agreement. A business case will be reported to TEC for future consideration before any decision is taken to use the delegated authority. The boroughs would also need to agree any delegated action which resulted in additional cost or expense being passed to them.

Recommendations: The Committee is asked to:

- Note and comment on the report
- Agree to consult on and seek the written agreement from all London local authorities to amend the LCTEC agreement as outlined in paragraph 30.

Financial Implications

The Director of Corporate Resources reports that there are no specific financial implications at this stage for London Councils, although there may need to be a realignment of central and management costs to reflect this new area of work.

Legal Implications

The legal implications are outlined in the report at paragraphs 26-29.

Equalities Implications

There are no equalities implications of the recommendations.

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ISLINGTON

COUNCIL MEETING – 20 SEPTEMBER 2018

REPORT OF THE CHIEF WHIP

EXECUTIVE PORTFOLIOS

1. AMENDMENT TO EXECUTIVE PORTFOLIOS

- a) That the Leader of the Council has amended the title of the Executive Member for Economic Development to the 'Executive Member for Inclusive Economy and Jobs'.

Recommendation:

- a) To note that the Leader of the Council has amended the title of the Executive Member for Economic Development to the 'Executive Member for Inclusive Economy and Jobs'.

OTHER APPOINTMENTS

1. SOCIAL ENTERPRISE CHAMPION

- a) To note that Councillor Kay has stood down as the Council's Social Enterprise Champion and that a successor will be appointed.

COUNCILLOR SATNAM GILL
Chief Whip

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COUNCIL MEETING – 20 SEPTEMBER 2018

NOTICES OF MOTION

Motion 1: Single Use Plastic – Unflushables

Moved by Cllr Caroline Russell

This council notes:

- The recent report of the Environment Committee of the London Assembly on single-use plastic unflushables.
- That use of single use plastic disposable products is increasing. There has been a 25 percent increase in the use of wet wipes and fifty percent increase in the use of incontinence products over the last five years.
- That period pads and incontinence products contain up to 90 percent plastic and disposable nappies up to 50 percent.
- No period or incontinence product or wet wipe on the market disintegrates fully when flushed.
- Unflushables combine with fat in sewers forming blockages and fatbergs.
- Thames Water unclog five blockages an hour from London's sewers. These cause huge distress to people who are flooded with backed up sewage and cost Thames Water and ultimately Londoners £12 million per year to clear.

This council further notes:

- The significant cost and environmental damage caused by the inappropriate flushing of single use plastic items such as incontinence and period products, as well as disposable nappies and wet wipes.
- The important role borough councils have in London in educating and informing residents in order to reduce this environmental damage.
- The particular role of the council as an education authority and early years provider.
- That Islington already participates in the reusable nappy scheme offering new parents a voucher to buy reusable nappies worth the equivalent cost of sending an average baby's nappies to landfill.
- That while reusable nappies and reusable period products such as menstrual cups, period pants and washable pads can save people significant sums of money, people in nappy or period poverty may not have access to convenient washing facilities to make their use viable.

This council resolves:

- To work with head teachers to develop culturally sensitive period positive education as part of the Healthy Schools initiative; and to use period positive language to reduce stigma around menstruation enabling students to more easily discuss opportunities to cut the cost of managing their periods with reusable products and binning not flushing single use plastic wipes and period products.
- To use contact with parents through the council's Brightstart Early Years provision to raise awareness of the opportunity for people to save money via the council's reusable nappy voucher scheme and by using reusable period products; and to raise awareness of the importance of binning not flushing wetwipes and disposable period products.
- To provide "bin it, don't flush" it labels for toilet doors in schools and council buildings along with bins in men's toilets for single use plastic unflushable items.

Motion 2: Council Tax Relief

Moved by Cllr Caroline Russell

This council notes:

- That the Conservative government's local authority and welfare cuts have been an unprecedented and destructive attack on disabled people and society's poorest.
- That changes to disability benefits have affected disabled people's independence, well-being and security.
- That the UN Committee on the Rights of Persons with Disabilities described the behaviour of the Department for Work and Pensions as a "human catastrophe", violating the human rights of disabled people.
- That Universal Credit (UC) is being rolled out in Islington.
- That in UC trial areas, administrative errors have added, on average, an extra three weeks to the formal 35 day wait for an initial benefit payment.
- That, as revealed by a Freedom of Information request by the Observer Newspaper, one in three UC recipients are facing regular deductions from their benefit, because of having to pay back advance payments due to arrears in rent, council tax or utility bills.
- That Islington Council's Policy and Performance Committee is looking at the impact of UC on Islington residents, the council and other local services.

This council further notes:

- That in 2013 the Coalition government scrapped Council Tax Benefit and forced councils to implement their own council tax reduction schemes.
- That whilst Islington Council has laudably implemented a council tax reduction scheme that is more generous than many other councils, still many households are falling into arrears.
- In 2017 Camden Council decided to exempt the borough's poorest entirely from paying council tax, taking 12,000 households out of the tax.
- That Haringey Council is looking to reform council tax, investing £1.6 million to exempt 6,000 of the poorest households from council tax.
- That Islington Council has exempted care leavers and foster carers from paying council tax, recognising that exempting certain groups from paying council tax is worthwhile.

This council resolves:

- To review the Council Tax exemption scheme, to see whether a similar scheme to those in Haringey and Camden could be rolled out in Islington in time for this year's budget.

Motion 3: Protect per pupil funding and SEND funding in Islington Schools

Moved by Cllr Joe Caluori

Seconded by Cllr Vivien Cutler

This Council notes that:

- Islington students achieved the best-ever GCSE set of results in 2018, against a backdrop of tougher exams and a new grading system.
- 49 out of 52 schools in Islington face further funding cuts by central Government between now and 2020.
- Between 2015 and 2020, central Government funding for Islington schools will have been cut by an estimated £6.4 million. As a result, schools in Islington will have on average £309 less to spend on each pupil, which risks limiting pupils' ability to reach their full potential.
- Central Government's failure to invest any new money into local authorities' Special Education Needs and Disabilities (SEND) budgets imposes further financial burdens on Islington's schools.
- Islington's schools have significantly improved and now rank in the top 20% for boosting pupils' attainment. In 2008, Islington ranked in the bottom 20 local areas in the country. However, ongoing central Government cuts risks undermining this progress.

This Council further notes:

- Almost half (48%) of Islington schools have had to cut staff between 2014 and 2017, and over half (58%) of Islington schools have seen an increase in their pupil/teacher ratio. Islington's schools face losing an estimated 99 teachers between 2015 and 2019.
- Islington's High Needs Block funding has had a shortfall of £2.3 million between 2016/17 and 2018/19. Further funding pressure is also expected this year.
- The Leader of Islington Council recently wrote to the Secretary of State for Education, along with 38 council leaders and union representatives, urging him to take action to ensure every child with SEND receives the support they need so they can thrive.

This Council resolves to:

- Write to the Secretary of State to urge him to reverse the £2.7 billion cuts to schools' budget in England, protect per-pupil funding in real terms and fully fund the pay increase for teachers recommended by the School Teachers' Review Body.
- Continue to work closely with Islington's SEND Forum to ensure the needs of Islington's SEND children are met.
- Work with parents, teachers, unions and the local community to make representations to Government to ensure Islington's schools receive the funding they need.

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