



COUNCIL MEETING – 10 DECEMBER 2020

PROPOSED AMENDMENTS TO MOTIONS

Proposed Amendment to Motion 1: Universal Basic Income

Proposed amendment to be moved by Cllr Richard Watts

This Council notes that –

- Financial security is critical to a stable and thriving society
- This year, more than any other, has shown that when unexpected events take place, the precarious nature of low-paid, insecure employment is a major fault-line in the resilience of our economy
- While the welfare system should be there to support people when they need it most, it has been shown to not be fit for purpose during the Covid-19 pandemic and an alternative is needed
- The Conservative Government intends to withdraw the £20 per week uplift in Universal Credit in April 2021, taking away vital funds from families who need it to make ends meet
- According to Trust for London,
 - Islington's rate of child poverty (47%) is well above the London average of 38%.
 - The borough has one of the highest proportions of working-age residents on out-of-work benefits in London, at 9.5% compared to the city average of 4.9% and pay inequality is higher than the London average.
 - Islington also performs badly on premature mortality; recording 365 deaths per 100,000 people who are under the age of 75, compared to the London rate of 303
- A Universal Basic Income (UBI) could help alleviate poverty, opening the door to opportunities that might otherwise be out of reach, and liberate people from the anxiety of job insecurity through a monthly income regardless of employment status, wealth, or marital status.
- A network of UBI Labs has been set up and works with local authorities across the UK developing UBI proposals to address poverty, inequality, discrimination and environmental damage, long-term and immediately, in relation to coronavirus.
- The letter sent from Cross-Party Parliamentary & Local Government Group (CPPLG) on UBI, including Diane Abbott and John McDonnell, in light of the Covid pandemic and the ensuing economic uncertainty, called for a series of UBI trials to take place;

- The 2019 Labour manifesto committed to explore pilots of Universal Basic Income as a way of tackling low pay;
- Sheffield's Labour Council last year agreed a motion which, in relation to UBI, committed to "looking at this further and working with a Labour government in trialling this".
- Universal Basic Services (UBS) also seeks to improve the condition of people's lives and tackle the inequitable distribution of power, money, and resources.
- UBS builds on what we've got, the National Health Service and schools, for example, and branches out to meet other essential needs — housing, transport, childcare, adult social care and access to digital information, as comprehensive public services are invaluable to less well-off households.
- There are many potential benefits to a UBI including:
 - ~~More flexible workforce and greater freedom to change jobs;~~
 - Supporting a caring economy to value unpaid work;
 - Removing the negative impacts of means testing, benefit sanctions and conditionality;
 - ~~Breaking the link between work and consumption, thus helping reduce pressure on the environment;— and~~
 - Enabling greater opportunities for people to work in community and cultural activities or to train or reskill in areas that will be needed to transition to a lower-carbon economy
- Results from a Finnish trial of UBI in 2017-18 which showed improvements in employment and wellbeing for the group who participated
- Some Trade Unions fear that the introduction of UBI could lead to a fall in union membership and a reduction in bargaining power, leading to lower wages in the long run
- The current crisis has increased the risk of poverty for many Islington residents. ~~This is the right time to trial Universal Basic Income.~~

This Council resolves to –

- Write to the Secretary of State for Work and Pensions, and the Chancellor of the Exchequer, ~~the leader of the party in Government, their counterparts in all opposition political parties in parliament, and to both Islington MPs~~ calling for a fully evaluated and fully-funded trial of basic income in our borough, as a result of the effects of the Covid pandemic
- Lobby Government for research and possible investment into a programme of Universal Basic Services for local people, including housing, transport, childcare and adult social care;
- Continue rolling out the Council's joint campaign with the TUC encouraging local people to join a union, as to increase their bargaining power at work and secure better pay and conditions;
- Call for increased research and analysis of the effects of UBI on wages, union membership and bargaining power, and protected characteristics;
- Work with other local authorities to help test UBI in London
- Lobby Central Government to maintain the £20 per week uplift in Universal Credit that many local people rely on

The amended motion would read as follows:

This Council notes that –

- Financial security is critical to a stable and thriving society
- This year, more than any other, has shown that when unexpected events take place, the precarious nature of low-paid, insecure employment is a major fault-line in the resilience of our economy
- While the welfare system should be there to support people when they need it most, it has been shown to not be fit for purpose during the Covid-19 pandemic and an alternative is needed
- The Conservative Government intends to withdraw the £20 per week uplift in Universal Credit in April 2021, taking away vital funds from families who need it to make ends meet
- According to Trust for London,
 - Islington's rate of child poverty (47%) is well above the London average of 38%.
 - The borough has one of the highest proportions of working-age residents on out-of-work benefits in London, at 9.5% compared to the city average of 4.9% and pay inequality is higher than the London average.
 - Islington also performs badly on premature mortality; recording 365 deaths per 100,000 people who are under the age of 75, compared to the London rate of 303
- A Universal Basic Income (UBI) could help alleviate poverty, opening the door to opportunities that might otherwise be out of reach, and liberate people from the anxiety of job insecurity through a monthly income regardless of employment status, wealth, or marital status.
- A network of UBI Labs has been set up and works with local authorities across the UK developing UBI proposals to address poverty, inequality, discrimination and environmental damage, long-term and immediately, in relation to coronavirus.
- The letter sent from Cross-Party Parliamentary & Local Government Group (CPPLG) on UBI, including Diane Abbott and John McDonnell, in light of the Covid pandemic and the ensuing economic uncertainty, called for a series of UBI trials to take place;
- The 2019 Labour manifesto committed to explore pilots of Universal Basic Income as a way of tackling low pay;
- Sheffield's Labour Council last year agreed a motion which, in relation to UBI, committed to "looking at this further and working with a Labour government in trialling this".
- Universal Basic Services (UBS) also seeks to improve the condition of people's lives and tackle the inequitable distribution of power, money, and resources.

- UBS builds on what we've got, the National Health Service and schools, for example, and branches out to meet other essential needs — housing, transport, childcare, adult social care and access to digital information, as comprehensive public services are invaluable to less well-off households.
- There are many potential benefits to a UBI including:
 - Supporting a caring economy to value unpaid work;
 - Removing the negative impacts of means testing, benefit sanctions and conditionality;
 - Enabling greater opportunities for people to work in community and cultural activities or to train or reskill in areas that will be needed to transition to a lower-carbon economy.
- Results from a Finnish trial of UBI in 2017-18 which showed improvements in employment and wellbeing for the group who participated
- Some Trade Unions fear that the introduction of UBI could lead to a fall in union membership and a reduction in bargaining power, leading to lower wages in the long run
- The current crisis has increased the risk of poverty for many Islington residents.

This Council resolves to –

- Write to the Secretary of State for Work and Pensions and the Chancellor of the Exchequer calling for a fully evaluated and fully-funded trial of basic income in our borough, as a result of the effects of the Covid pandemic
- Lobby Government for research and possible investment into a programme of Universal Basic Services for local people, including housing, transport, childcare and adult social care;
- Continue rolling out the Council's joint campaign with the TUC encouraging local people to join a union, as to increase their bargaining power at work and secure better pay and conditions;
- Call for increased research and analysis of the effects of UBI on wages, union membership and bargaining power, and protected characteristics;
- Work with other local authorities to help test UBI in London
- Lobby Central Government to maintain the £20 per week uplift in Universal Credit that many local people rely on

Proposed Amendment to Motion 5: Motion in support of Islington Council's Low Traffic Neighbourhoods

Proposed amendment to be moved by Cllr Rowena Champion

This Council notes that –

- In 2018, Islington Labour were elected with a 57% share of the vote on a manifesto that committed to close certain roads to through traffic to prevent rat-running, make neighbourhoods more liveable and improve cycling routes.
- Islington Council's budget for 2020 committed to spending £1million to commence a programme of liveable neighbourhoods across the borough
- ~~Low Traffic Neighbourhoods (LTNs)~~ People Friendly Streets, which include low traffic neighbourhoods (LTNs) are a response to both the Covid pandemic and the risk of gridlock if even a fraction of the people who used to use public transport switch to travelling by car. increased traffic in residential streets, which has caused more carbon emissions, road danger, air pollution and noise, and less active lifestyles leading to obesity.
- Both ~~the Conservative~~ Central government and the Labour Mayor of London have asked councils to provide create low traffic neighbourhoods, wider pavements to allow for more social distancing and ~~pop-up~~ segregated bike lanes to make safe and convenient alternatives to driving as we continue to use public transport less.
- LTNs make our neighbourhoods accessible safer, greener and healthier by enabling local trips on foot, with a white cane, using a wheelchair, mobility scooter or bike and by reducing the likelihood of car use for local journeys, while making journeys easier for those who have no choice but to use their car.
- ~~The Islington Labour council manifesto in 2018 included: "We see the need to close certain roads to through traffic to prevent rat-running, make neighbourhoods more liveable and improve cycling routes. We will investigate doing this in consultation with local residents and business".~~
- A key part of the People-Friendly Streets programme is the implementation of School Streets across Islington, with 36 School Streets to be in place by the end of 2020.
- LTNs are an urgent public health intervention to reduce adverse impacts from traffic related air pollution and road danger.
- Data shows doubling levels of walking and cycling in the UK would prevent 8,300 premature deaths each year through improved air quality
- The most common cause of death amongst children aged 5 – 14 in the UK is being hit by a vehicle, and a mile driven on a minor road compared to a mile on a main road is twice as likely to kill or seriously injure a child and three times more likely if it's a child on a bicycle.
- LTNs work on the principle that every home is accessible from the main road network and side roads cannot be used as a shortcut from one main road to another.
- LTNs will contribute to achieving the council's commitment to net zero by 2030;

- Recent research shows that the vast majority of people live on streets that could be part of LTN schemes and found no evidence that schemes that try to limit “rat-running” traffic along residential streets disproportionately benefit better-off households.
- The Council has consulted with all emergency services before, during and after the implementation of the trial schemes, and where there have been concerns, changes have been made.
- The ~~Office for National Statistics~~ Department for Transport has reported a ~~74%~~ 72% increase in traffic on side roads in London between 2009 and 2019. This growth coincides with the increasing use of sat nav and apps like Waze that direct traffic on to side roads.
- Some Islington streets have already been protected from traffic leaving a few streets now carrying an unfair burden of increasing sat-nav enabled through-traffic.
- ~~Car ownership in Islington is just 26% of households.~~ 71% of Islington households don't have access to a car.
- ~~The~~ Labour Mayor Sadiq Khan's roll out of the Ultra Low Emission Zone (ULEZ) to the north and south circular roads by 2021 and Streetspace plan to create more space for walking and cycling could ~~will~~ sharply reduce the most polluting vehicles bringing down emissions on Islington's main roads.
- ~~Traffic on London's main roads will be reduced by measures such as work place parking levies, freight consolidation and smart, fair, privacy-friendly road pricing.~~

This Council further notes –

- The ongoing consultation with residents including through Commonplace and resident surveys, with adaptation of LTN schemes as they are rolled out in response to any issues if they arise.
- The endorsement of the Council's people-friendly streets scheme by the Whittington Health NHS Trust on 4th December, stating that “Cutting air pollution & encouraging everyone who can to walk more and drive less can help everyone.”
- A letter from St Bartholomew's to the Council in May 2020 supporting changes to roads which make them better for walking and cycling, and the offer to work with the Council on this.
- The ongoing collection of data on ~~air pollution and road traffic volumes to enable analysis of health impacts,~~ congestion ~~and carbon emissions.~~
- The ongoing collection of data on numbers of school-children and other residents walking and cycling.
- The commitment to a consultation ~~at the end of the full trial period~~ after 12 months of the trial, before the measures are permanent, improved or removed.

This Council resolves to –

- Seek opportunities to make streets as accessible as possible with well-maintained pavements, dropped kerbs and tactile paving in the right places.
- Seek funding from TfL for main road mitigation measures like new pedestrian crossings, pavement widening, greening, new seating and protected cycle routes.
- [Work with local people to amend and improve the People-Friendly Streets measures where appropriate](#)
- Continue to ~~roll-out Low Traffic Neighbourhoods~~ [create people friendly streets](#) across the borough.

The amended motion would read as follows:

This Council notes that –

- In 2018, Islington Labour were elected with a 57% share of the vote on a manifesto that committed to close certain roads to through traffic to prevent rat-running, make neighbourhoods more liveable and improve cycling routes.
- Islington Council's budget for 2020 committed to spending £1million to commence a programme of liveable neighbourhoods across the borough
- People Friendly Streets, which include low traffic neighbourhoods (LTNs) are a response to increased traffic in residential streets, which has caused more carbon emissions, road danger, air pollution and noise, and less active lifestyles leading to obesity.
- Both Central government and the Labour Mayor of London have asked councils to create low traffic neighbourhoods, wider pavements to allow for more social distancing and segregated bike lanes to make safe and convenient alternatives to driving as we continue to use public transport less.
- LTNs make our neighbourhoods safer, greener and healthier by enabling local trips on foot, with a white cane, using a wheelchair, mobility scooter or bike and by reducing the likelihood of car use for local journeys, while making journeys easier for those who have no choice but to use their car.
- A key part of the People-Friendly Streets programme is the implementation of School Streets across Islington, with 36 School Streets to be in place by the end of 2020.
- LTNs are an urgent public health intervention to reduce adverse impacts from traffic related air pollution and road danger.
- Data shows doubling levels of walking and cycling in the UK would prevent 8,300 premature deaths each year through improved air quality
- The most common cause of death amongst children aged 5 – 14 in the UK is being hit by a vehicle, and a mile driven on a minor road compared to a mile on a main road is twice as likely to kill or seriously injure a child and three times more likely if it's a child on a bicycle.

- LTNs work on the principle that every home is accessible from the main road network and side roads cannot be used as a shortcut from one main road to another.
- LTNs will contribute to achieving the council's commitment to net zero by 2030;
- Recent research shows that the vast majority of people live on streets that could be part of LTN schemes and found no evidence that schemes that try to limit "rat-running" traffic along residential streets disproportionately benefit better-off households.
- The Council has consulted with all emergency services before, during and after the implementation of the trial schemes, and where there have been concerns, changes have been made.
- The Department for Transport has reported a 72% increase in traffic on side roads in London between 2009 and 2019. This growth coincides with the increasing use of sat nav and apps like Waze that direct traffic on to side roads.
- Some Islington streets have already been protected from traffic leaving a few streets now carrying an unfair burden of increasing sat-nav enabled through-traffic.
- 71% of Islington households don't have access to a car.
- Labour Mayor Sadiq Khan's roll out of the Ultra Low Emission Zone (ULEZ) to the north and south circular roads by 2021 and Streetspace plan to create more space for walking and cycling could sharply reduce the most polluting vehicles bringing down emissions on Islington's main roads.

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- The ongoing collection of data on congestion.
- The ongoing collection of data on numbers of school-children and other residents walking and cycling.
- The commitment to a consultation after 12 months of the trial, before the measures are permanent, improved or removed.

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- Seek funding from TfL for main road mitigation measures like new pedestrian crossings, pavement widening, greening, new seating and protected cycle routes.
- Work with local people to amend and improve the People-Friendly Streets measures where appropriate
- Continue to create people friendly streets across the borough.