

HIGHBURY COMMUNITY NEWS

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Islington Council’s strategy for reaching net zero carbon by 2030

By GILL SHEPHERD

The progress against the delivery of commitments in the Net Zero Carbon 2030 strategy will be reported on a quarterly basis through the Council’s Scrutiny function. The aim is to provide reporting of progress that is transparent, easily accessible to the community and ensures accountability to residents.

The progress update on commitments is organised according to the eight different programme workstreams that are responsible for the delivery of actions.

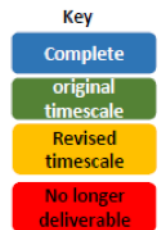
These work streams are:

- Buildings, Housing, Commercial and Infrastructure
- Transport
- Sustainable and affordable energy
- Natural environment, waste reduction and recycling
- Green Economy
- Planning
- Finance and Investment
- Engagement and Communications

The summary chart shows that a total of 144 commitments have been made. So far 37 commitments (26% of the total) have been met which, despite some of the delays indicated,

is a good outcome. However we are not yet getting any reporting on the carbon reduction resulting from completed actions. This is essential.

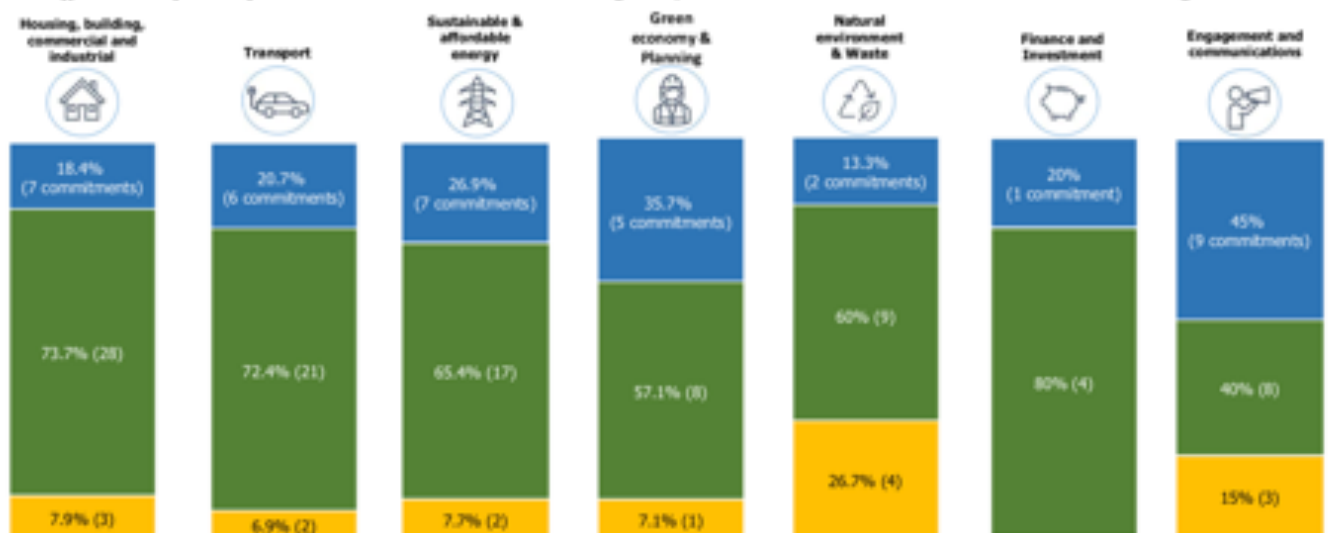
Inevitably progress will slow over the next eight years as the more easily met commitments have been dealt with while more stubborn and expensive commitments still remain. Many commitments such as transport, sustainable energy, and waste reduction and recycling, will require planning with other councils and cannot be dealt with by Islington alone.



Performance

Up to date (end of August) overview of progress being made on the delivery of all commitments based on the original dates and timescales set out in the Net Zero Carbon strategy.

89% (previously 85%) of commitments have either being completed or are on track to be delivered within the original timescale



IEEA (Islington Environmental Emergency Alliance)

By GILL SHEPHERD

The alliance had its first meeting in March and meets regularly. Its aim is to work productively with Islington Council on its 'Zero Carbon by 2030' commitments, which are being taken forward by the Environment and Regeneration Scrutiny Committee (ERSC).

IEEA has divided into various working groups, which follow the areas of focus set by Islington Council itself. HCA is involved insofar as Gill Shepherd is on the Scrutiny Working Group (SWC) and Diane Burrige on the Transport Working Group.

The SWC met in July and will meet again shortly. It has been following meetings of the Council's ERSC (Environment and Regeneration Scrutiny Committee), Kate Pothalingam (HFA) attending its July meeting and Gill Shepherd its September meeting on 14th, at which the council's progress on its commitments were reported, and which are reproduced in this newsletter.

Help us keep our membership list up to date.

Let us know if you have moved, or have updated your email address.

Do you think your neighbours would like to receive the newsletter? Simply ask them to email us and we'll do the rest...

Please contact us at hcanews@hotmail.com

Islington Greener Together Festival - 18-29 October 2021 Planning a Jumble Trail in Highbury

By RACHEL BOWER



Islington Council developed [Vision 2030](#) as a roadmap for creating a zero carbon Islington by 2030. This October, the council will run the 'Islington Greener Together' Festival, the first major event to engage with and galvanise those who live and work in Islington to take action in support of this goal. The festival aims to:

- Raise awareness of the climate emergency
- Give our communities the opportunity to shape the ways in which we will become a net zero carbon borough
- Ensure everyone in Islington's communities has a voice in this process, particularly those who are disproportionately impacted by climate change and have previously been underrepresented in this space to encourage community-led, community-owned action

The council will be organising and running a series of its own events but we want to enable communities to run events alongside these on climate change issues that matter to them. We hope that by working together, we can influence those around us to make positive change to protect our planet. The more organisations taking part, the greater the chances of a successful festival!

Under this banner, we plan a jumble trail in Highbury. Local residents have expressed interest in holding a jumble trail/ yard sale. The concept is simple: a car boot sale without the hassle. Save yourself the trouble of driving to a remote location, or lugging stuff to a charity shop and sheepishly discarding it. Lay out bric-a-brac items in an inviting fashion outside where you live (a handful or a shedful, your choice, your responsibility).

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Islington Greener Together Festival 18-29 October 2021 Planning a Jumble Trail in Highbury

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Sell them at knock-down prices, and pass on proceeds to your chosen charity.

If we can gather a critical mass of willing participants, especially in lower Highbury Hill / Arsenal tube area, we can make this event a success. Schools haven't been able to hold fairs / sales during the pandemic, so I think out there could be a wealth of outgrown children's clothes, toys, books, jigsaws and other pandemic entertainments, unwanted gifts...

The intention is to combine the event with an exchange of ideas with the recycling team at LBI, and with light refreshments. The planned date is Saturday 23rd October, 3-6pm.

If you are interested in participating/helping, or have any questions, please contact Rachel Bower, rachelcbower@yahoo.co.uk. It will be free to participate, as a stall holder, if you commit. No minimum quantity of "stuff"; you simply take away what doesn't sell.

London Boroughs Healthy Streets Scorecard

The healthy streets scorecard ranks London boroughs on how healthy their streets are on nine indicators.

These are:

1. low traffic neighbourhoods
2. 20 miles an hour speed limits
3. controlled parking zones
4. physically protected cycle tracks
5. provision for schools such as school streets
6. Sustainable mode share (i.e. the percentages of the borough's population mainly using walking, cycling, and public transport for travel)
7. active travel rate for (a) walking and (b) cycling
8. road collision casualties for (a) pedestrians and (b) cyclists
9. car ownership rates (a) cars per household and (b) households with no car



Out of a possible score of 10, the City of London came first with a score of 8.2 and Islington came second with a score of 7.2.

Inner London boroughs, unsurprisingly, had higher scores on the whole than outer London boroughs.

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How healthy are your borough's streets?

The Healthy Streets Scorecard sets out data to show the health of each borough's streets according to nine indicators. We hope it helps councils and residents compare how well their **borough** is doing in relation to others and identify areas for action.



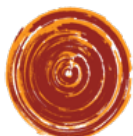
2021 SCORECARD RESULTS

Barbecues

Both Highbury Community Association and Highbury Fields Association have continued to press Islington Council to make the temporary ban on barbecues during the last 18 months, as part of Covid restrictions, a permanent feature now of Highbury Fields.

Despite the council's active efforts on road pollution, they have so far blocked all discussion of air pollution on Highbury Fields from barbecues, which in the past have been very considerable. They do not reply to letters on the subject and seem eager to evade discussion of it in meetings.

Since other parks in adjacent boroughs have already banned barbecues, action on this subject in Islington is very long overdue.



CLAY TIME

Clay Time Pottery Place C.I.C.

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Our Local shops and future changes?

By DIANE BURRIDGE



New planning rules from August 2021 allow commercial units to change their use more easily to residential (Class C3) without planning permission. Most commercial uses (e.g., shops, restaurants and gyms) are now classified within a new and wider Class E where any changes of use no longer need planning

permission. Such Permitted Development Rights (PDR) previously only applied to offices. (Since 2015, more than 64,000 flats have been built in former offices nationally).

We are so lucky. In the shopping parades along Blackstock Road and into Highbury New Park and Highbury

Barn, there are few empty shops, and very few have become housing units.

Of 33 commercial units in Highbury Barn, only two are empty. For Blackstock Road - from Seven Sisters Road to Ambler Road - of 49 units, only one is empty.

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FIVE BOYS
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plumbing jobs and gardening at £120 a day pro rata
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3-storey Victorian house

Our Local shops and future changes?

Continued from page 5...

This is despite 35% of spending being on-line in January 2021; and 17,500 chain stores disappearing from high streets, shopping centres and retail parks in 2020/2021. KPMG expect High Street retail space to shrink further by 25% by 2022/23.

Implications of changes in Planning Controls

This relaxation of planning controls contradicts and overrides related policies in the Islington Local Plan, adopted in September 2019. The section of Blackstock Road, from Seven Sisters Road to where the previous Police Station was located, is currently part of the Finsbury Park Town Centre, and changes are protected by Article 4 Directives. Highbury Barn, designated as one of 40 Local Shopping Areas in the Plan, also has more protection regarding changes of use.

To quote from the Local Plan: 'In order to protect the function of Local Shopping Areas, proposals to change the use to residential use will be required to demonstrate that there is no continued demand for the existing use and any other use which could reasonably be assumed to occupy the premises.'

These new policies reflect the Mayor's London Plan only adopted in March 2021, and aiming to cover the next 25 years! Nineteen local authorities in London are now urging the Government to allow them to continue to use Article 4 Directives to control changes in designated areas.

And the future?

What will now happen to our wonderful shopping parades? More people are working from home and using local facilities more. Pre-Covid-19, only 5.7% of workers worked exclusively remotely; but in 2021, this rose to 31.5%. And now, 85% of those who currently work remotely want to combine on-site and remote work.

Civic Voice, a national body representing civic societies such as the Highbury Community Association (through the London Forum), is undertaking the monitoring of these changes with its members. Residents can no longer influence changes of use of commercial units.

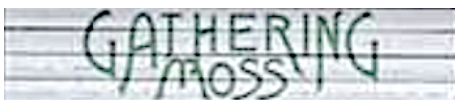
Losing essential shops could harm the vitality and attractiveness of shopping parades – at the very time when these are becoming increasingly important in meeting community needs.

The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020.

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From the newsletter of the 'Friends of Capital Transport' Campaign

£500m. hole in TfL budget

By ANDREW BOSI



Transport for London continues to rely on fares for 70% of its income (the figure in New York is 35%) and so unsurprisingly there remains a large hole in the budget. Andy Byford continues to call for a long-term agreement from government. Advertising revenue remains depressed and sale of assets would produce one-off sums rather than the continuing income stream that is needed.

Introducing driverless trains would require up front expenditure, so the focus for cost saving has switched to the pension scheme. Officially this is a review with no pre-conceived plans,

but given the financial constraints it is hardly likely to result in a more generous scheme for staff members. The threat of a strike over night-time driving has been averted but reaching agreement with the Unions on changes to the pension scheme will be a tougher nut to crack.

The immediate focus is therefore to restore faith in public transport and increase revenue from fares.

We are told that buses and four National Rail stations have been examined and have no trace of transmissible germs. The risk of getting infected from handrails or the

air circulating in the vehicle is extremely small. If the risk from airborne is greater than that from touch, it is possible to disperse air born germs immediately with good ventilation. Ventilation on buses could be improved, with opening windows at front and rear.

Ventilation in tube trains is a problem in deep tubes underground, but this hardly justifies the Mayor's solution of making the non-wearing of face coverings a criminal offence. (And few people seem to obey, or be punished for non-compliance, anyway).

'Migrant City: A New History of London'

Panikos Panayi, 2020, Yale University Press

By SARAH POTTER

Panikos Panayi's recent book 'Migrant City: A New History of London' (Yale University Press, 2020) is a major scholarly text which examines the economic, social and cultural impact of migrants on London. It shows how 'the history of modern London and the history of immigration into the city have become the same' (p. xviii).

Panayi argues that London, uniquely among great cities, has attracted migrants since the time of the Romans, and especially from the eighteenth century, due to its empire and commercial predominance. As a twenty-first century global city, London has attracted migrants from every part of the world, and all areas of London now have migrant populations.

While Panayi documents how the pull factor for the majority of migrants has been the economic need for low paid manual labour and services, he moves beyond stereotypical views of migrant workers by discussing in depth the important role of migrant shopkeepers and entrepreneurs in London's commerce, the longstanding influx of rich and educated migrants in the growth of the City, and the current increase of overseas professionals and graduates working here.

His understanding of the social and cultural significance of London's migrant communities draws upon the concepts of cosmopolitanism and

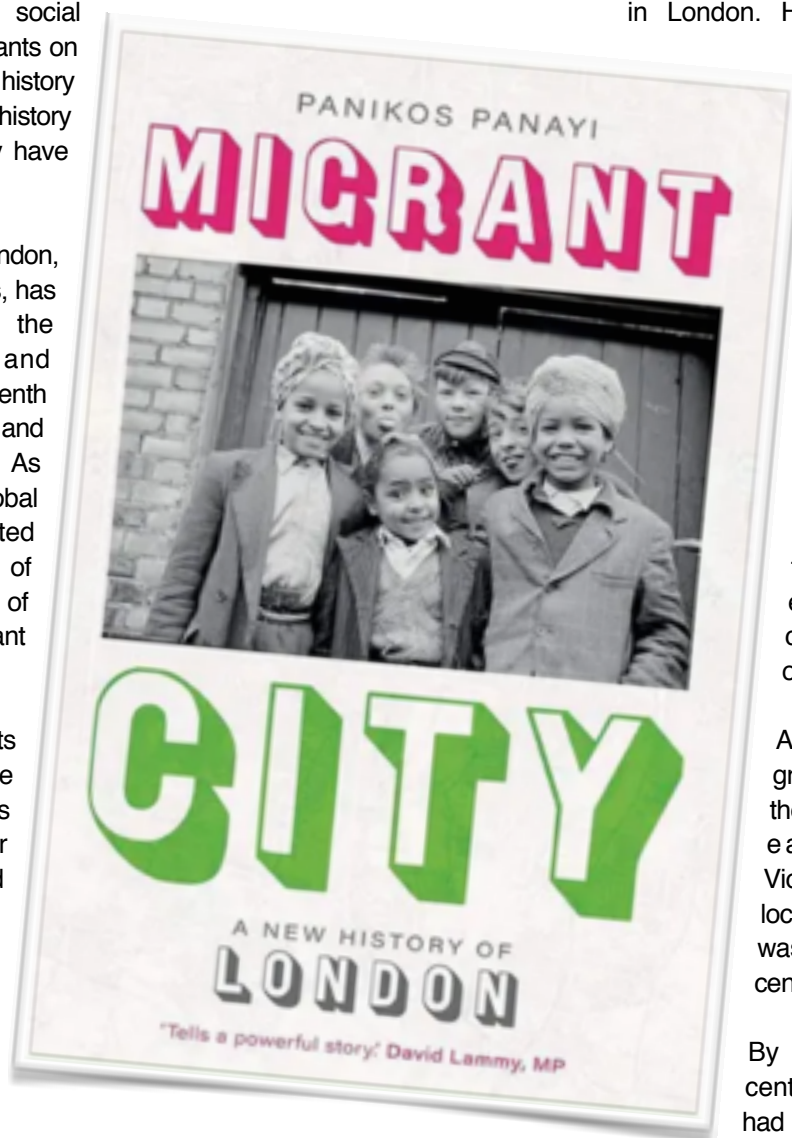
unique and now widely popular new cultural forms, such as fish and chips from Jewish fried fish and reggae from black Caribbean music, have emerged in London. He argues that while

racism and racial violence towards migrants have a long history, London's cosmopolitanism is also deep-rooted in workplaces, shops and schools, and in friendships and intermarriage. He suggests that 'a new London identity has emerged in which difference has become the norm'. London's emerging superdiversity can be traced in our own local community.

A Jewish settlement grew up in Islington as the area expanded in the early years of the Victorian period, and a local German community was recorded in the 1911 census.

By the early twenty-first century, Latin Americans had settled in Islington, and Panayi notes how under

Arsene Wenger, Arsenal became, among both players and fans, the 'true symbol of London football multiculturalism'.



diversity, or in recent years, superdiversity. In chapters on London's restaurants and food, sport, musical culture and religious practices, Panayi shows how