NOTICE OF MEETING

CABINET

Tuesday, 17th October, 2023, 6.30 pm - George Meehan House, 294 High Road, Wood Green, N22 8JZ (watch the live meeting Here, and watch the recording here)

Members: Councillors Peray Ahmet (Chair), Mike Hakata, Emily Arkell, Zena Brabazon, Dana Carlin, Seema Chandwani, Lucia das Neves, Ruth Gordon, Adam Jogee and Sarah Williams

Quorum: 4

1. FILMING AT MEETINGS

Please note that this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on.

By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual or may lead to the breach of a legal obligation by the Council.

2. APOLOGIES

To receive any apologies for absence.

3. URGENT BUSINESS

The Chair will consider the admission of any late items of Urgent Business. (Late items of Urgent Business will be considered under the agenda item where they appear. New items of Urgent Business will be dealt with under

Item 21 below. New items of exempt business will be dealt with at Item 29 below).

4. DECLARATIONS OF INTEREST

A Member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

(i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
(ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A Member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct.

5. NOTICE OF INTENTION TO CONDUCT BUSINESS IN PRIVATE, ANY REPRESENTATIONS RECEIVED AND THE RESPONSE TO ANY SUCH REPRESENTATIONS

On occasions part of the Cabinet meeting will be held in private and will not be open to the public if an item is being considered that is likely to lead to the disclosure of exempt or confidential information. In accordance with the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 (the "Regulations"), members of the public can make representations about why that part of the meeting should be open to the public.

This agenda contains exempt items as set out at Item 22: Exclusion of the Press and Public. No representations with regard to these have been received.

<u>This is the formal five clear day notice under the Regulations to confirm that this Cabinet meeting will be partly held in private for the reasons set out in this Agenda.</u>

6. MINUTES (PAGES 1 - 26)

To confirm and sign the minutes of the meeting held on the 19th of September 2023 as a correct record.

7. MATTERS REFERRED TO CABINET BY THE OVERVIEW AND SCRUTINY COMMITTEE

For Cabinet to note (if any).

8. DEPUTATIONS/PETITIONS/QUESTIONS

To consider any requests received in accordance with Standing Orders.

9. LGA CORPORATE PEER CHALLENGE - RESPONSE TO RECOMMENDATIONS (PAGES 27 - 74)

Report of the Director of Culture, Strategy and Engagement. To be introduced by the Leader of the Council.

Response to recommendations from the LGA Corporate Peer Challenge that took place in May 2023.

10. TRANSLATION AND INTERPRETATION POLICY (PAGES 75 - 120)

Report of the Director of Culture, Strategy and Engagement. To be introduced by the Leader of the Council.

This policy will set out the principles which should guide the use of translation and interpretation in council service delivery and community engagement.

11. SCHOOL STREETS – ADAPTIVE WOOD GREEN (ST PAUL'S RC AND ALEXANDRA PRIMARY) (PAGES 121 - 186)

Report of the Director of Environment and Resident Experience. To be introduced by the Cabinet Member for Climate Action, Environment and Transport, and Deputy Leader of the Council.

Following informal and statutory consultation on two proposed School Streets, consider all feedback and objections, decide whether to make the associated traffic orders and implement the projects

12. SCHOOL STREETS - ADAPTIVE WOOD GREEN (NOEL PARK PRIMARY) (PAGES 187 - 240)

Report of the Director of Environment and Resident Experience. To be introduced by the Cabinet Member for Climate Action, Environment and Transport, and Deputy Leader of the Council.

Following informal and statutory consultation on proposed School Streets, consider all feedback and objections, decide whether to make the associated traffic orders and implement the projects.

13. INCREASE CONTRACT VALUE FOR SUPPLY OF AGENCY STAFF (PAGES 241 - 248)

Report of the Director of Culture, Strategy and Engagement. To be introduced by the Cabinet Member for Finance and Local Investment.

The report will seek a decision on increasing the overall value of the contract , but not the duration, of the Matrix agency staff contract to enable agency staff to continue to be provided until the end of the contract term.

14. COUNCIL HOUSING DELIVERY PROGRAMME: PROGRESS UPDATE AND DECISIONS ON SITES IN THE PROGRAMME (PAGES 249 - 284)

Report of the Director of Placemaking and Housing. To be introduced by the Cabinet Member for Council Housebuilding, Placemaking and Local Economy.

A report updating members on how the Council Housing Delivery Programme is progressing - including first outturn updates on completed schemes, removal of certain schemes from the Programme, and other necessary decisions.

15. AWARD OF NEW FIRE SAFETY CONSULTANCY (PAGES 285 - 292)

Report of the Director of Placemaking and Housing. To be introduced by the Cabinet Member for Housing Services, Private Renters and Planning.

To award a contract for fire safety support services by external consultants which includes support in key fire safety programmes and undertaking fire risk assessments.

16. USE OF HOTEL ACCOMMODATION TO MEET HOMELESSNESS NEED (PAGES 293 - 314)

Report of the Director for Adults, Health and Communities. To be introduced by the Cabinet Member for Housing Services, Private Renters, and Planning.

Due to significant pressures in the private sector housing market we have been unable to source enough accommodation as an alternative to homelessness, or for use as temporary accommodation. As a result the Council were now using hotel accommodation to meet statutory responsibilities to households experiencing homelessness. This report details the resulting financial pressures and the arrangements we have needed to enter into to meet this need.

17. AWARD OF CONSTRUCTION CONTRACT FOR DELIVERY OF NEW COUNCIL HOMES AT EDITH ROAD (PAGES 315 - 324)

Report of the Director of Placemaking and Housing. To be introduced by the Cabinet Member for Council Housebuilding, Placemaking and Local Economy.

A report seeking approval to appoint a new Contractor to take over the Construction Works at Edith Road. These Sites were previously Contracted with Cosmur but following Cosmur's abandonment of the Sites they have had to be reprocured.

18. AWARD OF CONSTRUCTION CONTRACT FOR DELIVERY OF NEW COUNCIL HOMES AT 318A WHITE HART LANE (PAGES 325 - 336)

Report of the Director of Placemaking and Housing. To be introduced by the Cabinet Member for Council Housebuilding, Placemaking and Local Economy.

19. SIGNIFICANT AND DELEGATED ACTIONS (PAGES 337 - 342)

To note the delegated decisions taken by Directors.

20. MINUTES OF OTHER BODIES (PAGES 343 - 390)

To note the minutes of the following:

Cabinet Member Signing

11 September 2023
14 September 2023
6 October 2023
Corporate Parenting Advisory Committee 12 July 2023

Urgent Decisions
12 September 2023

21. NEW ITEMS OF URGENT BUSINESS

As per item 3.

22. EXCLUSION OF THE PRESS AND PUBLIC

Note from the Democratic Services and Scrutiny Manager

Items 23 to 27 allow for consideration of exempt information in relation to items 14 to 18.

TO RESOLVE

That the press and public be excluded from the remainder of the meeting as items 23 to 27 contain exempt information as defined under paragraphs 3 and 5, Part 1, Schedule 12A of the Local Government Act 1972:

Information relating to the financial or business affairs of any particular person (including the authority holding that information).

Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.

23. EXEMPT - COUNCIL HOUSING DELIVERY PROGRAMME: PROGRESS UPDATE AND DECISIONS ON SITES IN THE PROGRAMME (PAGES 391 - 396)

As per item 14.

24. EXEMPT AWARD OF NEW FIRE SAFETY CONSULTANCY (PAGES 397 - 400)

As per item 15.

25. EXEMPT - USE OF HOTEL ACCOMMODATION TO MEET HOMELESSNESS NEED (PAGES 401 - 402)

As per item 16.

26. EXEMPT - AWARD OF CONSTRUCTION CONTRACT FOR DELIVERY OF NEW COUNCIL HOMES AT EDITH ROAD (PAGES 403 - 406)

As per item 17.

27. EXEMPT - AWARD OF CONSTRUCTION CONTRACT FOR DELIVERY OF NEW COUNCIL HOMES AT 318A WHITE HART LANE (PAGES 407 - 414)

As per item 18.

28. NEW ITEMS OF EXEMPT URGENT BUSINESS

As per item 3.

Ayshe Simsek, Democratic Services and Scrutiny Manager / Felicity Foley, Committees Manager
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Fiona Alderman
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George Meehan House, 294 High Road, Wood Green, N22 8JZ

Monday, 09 October 2023

Agenda Item 6

MINUTES OF MEETING Cabinet HELD ON Tuesday, 19th September, 2023, 6.30 - 8.15 pm

PRESENT:

Councillors: Peray Ahmet (Chair), Emily Arkell, Zena Brabazon, Dana Carlin, Seema Chandwani, Lucia das Neves, Ruth Gordon, Adam Jogee and Sarah Williams

ALSO ATTENDING ONLINE: Councillor da Costa and Councillor Hakata

1. FILMING AT MEETINGS

The Chair referred to the notice of filming at meetings and attendees noted this information.

2. APOLOGIES

Apologies for absence were received from Councillor Hakata.

Clerks note: Councillor Hakata joined the meeting online, however, he did not take part in the decision-making process

3. URGENT BUSINESS

None.

4. DECLARATIONS OF INTEREST

Councillor das Neves declared a personal interest in respect of agenda item 12, and advised that in accordance with Part 5, Paragraph 4.2 of the Council's Constitution, she would be withdrawing from the meeting whilst the item was considered.

Councillor Chandwani declared a disclosable pecuniary interest in respect of agenda items 12, and a personal interest in respect of item 13, and advised that in accordance with Part 5, Paragraph 4.2 of the Council's Constitution, she would be withdrawing from the meeting whilst the items were considered.

5. NOTICE OF INTENTION TO CONDUCT BUSINESS IN PRIVATE, ANY REPRESENTATIONS RECEIVED AND THE RESPONSE TO ANY SUCH REPRESENTATIONS

None.

6. MINUTES

RESOLVED

To confirm and sign the minutes of the meeting held on 11 July 2023 as a correct record.

Clerk's note
The Leader advised that due to a deputation request, the agenda would be varied to take agenda item 8, then item 7, followed by item 17. The agenda would then continue from item 9.

7. MATTERS REFERRED TO CABINET BY THE OVERVIEW AND SCRUTINY COMMITTEE

8. DEPUTATIONS/PETITIONS/QUESTIONS

The Leader advised that she had accepted a deputation request from Sean Fox and Liam O'Donohue (Unison) in relation to agenda item 17 – Integrated Waste and Cleansing Contract.

Mr Fox addressed the Cabinet and set out the deputation on behalf of Unison. NOTED:

- Unison understood the reasons for the extension of the contract, but had concerns on the impact this would have on the current staff cohort within Veolia.
- The Veolia contract had been running for 15 years, so the vast majority of staff were no longer working to Haringey conditions, and no longer had access to the Haringey Pension Scheme.
- The primary concern was the detrimental effect on staff by delaying the exploration of a new working model for the waste contracts.

The Cabinet Member for Resident Services and Tackling Inequality responded to the deputation. She advised that the Council took the decision on whether to insource services seriously. She added that due to a number of variables, such as HGV diver shortages, staff shortages in the sector, legislation changes, it wouldn't be prudent for the Cabinet to take a decision in relation to insourcing under the current climate.

The option to bring in-house was still an option, and extending the contract for an extra two years would allow time to explore all options thoroughly.

The Leader thanked all for attending.

9. INTEGRATED WASTE AND CLEANSING CONTRACT

The Cabinet Member for Resident Services and Tackling Inequality introduced the report which sought approval for the extension of the current waste and cleansing contract to allow for the Council to explore how services should be provided in the future.

In response to questions from Councillor da Costa, the following was noted:

- The education and outreach service had been cut from the contract, which made it difficult to help with educating residents on how to recycle and change behaviours. This made it hard for Veolia to meet recycling targets. This resource had now been brought in-house, and work was underway to raise awareness and education in regards to recycling.

RESOLVED to

1. Agree to exercise the Council's option to extend the current contract for a value of £21.6m per annum, based on 2023/24 costs and subject to indexation and variations with Veolia, on the same terms, by 2 years through to 16 April 2027, in accordance with CSO 10.02.1 b) (Cabinet to approve contract extensions above £500,000), and

2. Agree to vary the contract with Veolia to in-source the Education, Communications and Outreach service on 17 April 2024 and undertake the necessary TUPE process for the 3 staff members.

Reasons for decision - Veolia Extension
With the current contract expiring in April 2025, the Council has 18 months to agree how the services will be delivered and, if required, undertake the relevant extension, re-tendering or in-sourcing exercise.

The commissioning programme is currently underway to determine how waste and recycling collections and street cleansing services are delivered from April 2025.

Eunomia Research and Consulting Ltd and Plan B Management Solutions have provided the Council with specialist advice, support, and modelling to inform the recommendations across three key areas, which will impact on the cost and deliverability of services in the coming years:

- Service delivery approach (whether the services are in-sourced, re-tendered, or Veolia contract extended)
- Waste collection and street cleansing methodologies (the approach and service design required to improve quality and performance against targets)
- Fleet strategy (the approach, costs, and feasibility to support the implementation of Zero Emission (ZE) vehicles)

The support provided across each of these areas has resulted in a detailed review of the associated costs, benefits, and risks across a range of options. Each of the three key areas has implications for each other, and as such, a holistic review is required to fully understand the implications for the Council.

Between December 2022 and February 2023 engagement with residents, business and other stakeholders was undertaken as part of the Haringey Deal, to understand views and aspirations of services provided within the current contract. The engagement received over 8,000 responses, which will be incorporated into the future options and recommendations.

The Political, Economic, Social, Technological, Legal and Environmental (PESTLE) analysis (Appendix 1) has shown that there are several significant areas which are

currently impacting, or are likely to have a future impact, on the services in the coming years. Due to these factors the commissioning programme is unable to fully determine the needs of the Council presently without significant operational and financial risks. It is expected that with additional time, the market may start to stabilise and requirements under the Environment Act will become clearer, allowing properly informed planning for the future of the services both financially and operationally.

In addition, high-level mobilisation timelines provided as part of the service delivery review indicate that a 2-year extension will allow the Council sufficient time to implement its chosen option including any re-tendering, in-sourcing exercises and an associated required mobilisation period. The extension builds in sufficient contingency to mitigate against financial, commercial and operational risks associated with the sheer size and complexity of the services.

The existing fleet and maintenance arrangements provided by Veolia will continue in place to deliver services until 2027 as future fleet requirements cannot accurately be confirmed without the finalised service design. This approach provides additional time for the cost of low emission vehicles to reduce, and advancements in technology to develop. The Council is currently reviewing the strategy for procurement of its future fleet, and how to transition to a ZE fleet.

The only long-term option which does not require a significant implementation or mobilisation period is to extend the current contract with Veolia for a further 7 years. At this stage the Council is unable to make this decision, as the review of service delivery options is still in development. As previously stated, this review needs to happen holistically with consideration to the implications on the future waste collection and street cleansing methodology and future fleet strategy, to ensure that best value service is provided.

If a long-term extension is determined to be the best option from April 2027, the Council can further extend the contract for up to an additional 5 years, to April 2032, in line with the maximum 7 years extension period.

The 2-year extension period impacts on the Council's ability to deliver significant changes to the contract. This is because the extension would be on the same terms as the current contract, with no change in the scope of services permitted. Any changes would have to go through the same change procedure as has been in place since 2011. The MTFS savings were based on the ability to re-scope services during the potential process of negotiating a 7-year extension to the contract, re-tendering or in-sourcing the services. Subsequently the current £1.3m MTFS savings target for 2025/26 will addressed in the MTFS process for 2024/25 – 2028/29.

The additional time provided during the extension period will allow the Council to further understand the impact of the external PESTLE factors on services. This will enable intelligent and informed decision-making incorporating benefits of technology advancements, changes to the legislative framework of waste and cleansing services and greater economic stability.

In-source Education, Communications and Outreach

As part of the contract, Veolia have a Service Performance Indicator (SPI) target for increasing the council's household recycling rate, which has not been achieved since 2014/15.

Haringey's recycling rate has decreased from a high of 37.3% in 2014/15 to 30.4% in 2021/22, having reached a low of 30.1% in 2019/20. Changes in resident habits influenced by the cost-of-living crisis and post pandemic living, is impacting on tonnages as residents work to ensure they reduce the amount of food waste, and the amount that they purchase as well as changes in traditional life/work arrangements. Others may be moving towards more sustainable choices such as like re-using and re-filling containers for essential items, recycling plastic film at supermarkets, or making use of services such as postal coffee pod recycling. In addition, Manufacturers are also investing in packaging and switching to lighter materials, which has a negative impact when using weight-based metrics. All these factors have contributed to Veolia not achieving the contract target for percentage of waste recycled since 2014/15.

Veolia are incentivised to meet this target via the risk of a financial deduction for non-performance, however this has not resulted in delivery against the targets. In line with current market conditions, Veolia will not agree to any contract change which would increase the value of this deduction for factors largely outside their control. As a result, the current performance mechanism will discontinue in 2025.

Following a reduction in service request by the Council as part of savings in 2018, the communication and outreach function delivered by the team is focused on services within the scope of the contract and does not include promoting all the additional services provided by the Council, such as recycling hubs at libraries, anti-litter campaigns, school outreach work or communications produced by the North London Waste Authority (NLWA) which is focussed on promoting waste reduction.

The team will transfer over to the Waste Team in Environment Neighbourhoods and Residents Experience who have responsibility for the contract, continuing to deliver key education, communications, and outreach functions, in line with a newly developed Outreach Plan.

This will provide the Waste Team a stronger ability to control the output and scope of the ECO work to deliver against the Council's RRP, ensuring the communications programme is more seamlessly supported with the Council's own communications team and agenda.

Over the coming years there is likely to be significant changes in how the Council delivers these services, due to changes in legislation and a need to drive improvement across the services. The ECO team will be vital to ensure residents understand the changes coming.

Considering the Haringey Deal, the ECO team are also key to ensuring residents are involved and listened to in relation to how we design and manage the service.

Veolia have proposed an annual contract price reduction, for Haringey to take on the services. The Council would use this reduction in contract price to fund the in-sourced

function, including the staff as well as a dedicated communications budget, and therefore no saving or additional cost would result from this change. Please refer to the exempt part of this report for further details on the contract price reduction.

As part of the proposal, to assist the Council with their recycling targets, Veolia have agreed to continue with the contract target for recycling until 2025 despite the function transferring to the Council.

The transfer of this service would be subject to TUPE, as there are 3 staff members who currently deliver these services. This process will require support from Haringey HR, which has been included in the in-sourcing plan.

Alternative options considered
Veolia Extension
The Council could do nothing, which would result in the contract with Veolia expiring without any service delivery plans, and the Council unable to deliver its statutory services. This is not an option as the Council has a statutory duty to provide waste and recycling collection services, and so must have some form of service in place to deliver this from April 2025.

The Council could continue without a short-term extension to the existing contract, and plan to deliver the services through an alternative service delivery approach. This would include re-tendering the services through a procurement process or mobilising a new in-house service.

Any in-sourcing or re-tendering exercise would have to be undertaken within 18 months, ahead of April 2025. If the Council chose to re-tender or in-source the services within such a limited window it would represent a significant risk to the Council's ability to deliver quality and affordable services from the expiry of the current contract.

If the Council chose to re-tender for services now, there is a further risk that due to the current economic conditions, and the current volatility of staff and fuel costs, that the price may be higher than current or if services are tendered after the economy has had time to stabilise.

To meet the changes required under the Environment Act the scope of services under the current contract would need to change through a variation. This is unlikely to provide value for money, due to how the contract is currently costed. Making changes through a re-tender or via in-sourcing at an appropriate future point is likely to provide better value for money.

The changes coming under the Environment Act remain ambiguous, with recent updates being delayed by Defra again. It is therefore not currently possible to adequately prepare and allow for these ahead of undertaking an extension, in-sourcing or re-tendering.

Alternatively, the Council could decide to award Veolia a 7-year extension, however this option is being considered alongside other service delivery options, and as such the Council is unable to make this decision at this stage.

In-source Education, Communications and Outreach
The Council could do nothing, and Veolia could continue to provide this service; however, this would mean that Veolia continue to have direct control over the Council's ability to engage with residents, and directly influence the overall recycling rate.

For some of the reasons set out in Section 4.14, it is likely that Veolia will be unable to meet the contract recycling targets, which directly impacts on Haringey's Destination 50% target, and other commitments set out in the corporate plan.

10. ANNUAL YOUTH JUSTICE PLAN 2023-2024

The Cabinet Member for Children, Schools and Families introduced the report which sought endorsement of the implementation of the Annual Youth Justice Plan.

In response to questions from Councillor da Costa, the following was noted:

- There had been concerns in regard to attendance at the Youth Justice Management Board, and officers had plans in place to increase attendance.
- In relation to reducing reoffending due to decriminalisation, it was advised that this was due to looking at the wider context of the young persons' life and the impact of this on their offending behaviour. Staff were being trained to increase awareness in terms of supporting young people in alternative ways, rather than taking a punitive approach.

RESOLVED
To endorse the implementation of the Annual Youth Justice Plan, directing any comments and observations to the Assistant Director: Early Help, Prevention and SEND.

Reasons for decision
In England only, statutory youth justice plans must be signed off by full council. This requirement was suspended during the COVID pandemic but has since resumed. Throughout the COVID pandemic, the plan was discussed and endorsed at Children and Young People's Scrutiny Panel. In advance of full council approval, the plan can be submitted with the approval of the Chair of the Youth Justice Strategic Partnership Board with confirmation of full sign off submitted at a later date. This partnership board has strategic responsibility to ensure youth justice services are delivered within its statutory remit. The 'sign off' by the Chair is an indication that the wider management board have approved the submitted plan which must be submitted to the Youth Justice Board (YJB) and published annually by 30 June 2023. This plan was approved by the Youth Justice Strategic Partnership Board on the 21st June with the plan submitted to the YJB prior to the deadline.

11. HARINGEY SEND TOP UP AND HIGH NEEDS FUNDING BANDING

The Cabinet Member for Children, Schools and Families introduced the report which sought approval for the commencement of a voluntary consultation on the proposed changes to the bandings and top up funding for Early Years, mainstream and special school education settings for SEND. It was noted that a report on the outcome of the

consultation, along with the final decision, would be submitted to the Cabinet for decision at a future date.

In response to questions from Councillor da Costa, the following was noted:

- There was no target prescribed by the Department for Education to reduce the number of Education, Health and Care Plans. The Safety Valve programme was introduced to develop proposals which may help to reduce the need for new EHCP as a result of early interventions.

RESOLVED to

1. Approve the commencement of a voluntary consultation on the proposed changes to the bandings and top up funding for Early Years, mainstream and special school education settings for SEND.

2. Approve the draft consultation questions to commence over an 8 week consultation period from the 5th October 2023 to 1st December 2023.

3. Note that a report on the outcome of the consultation and final decision on the proposed policy changes will be submitted to Cabinet at a future date.

Reasons for decision

Haringey Council has a statutory duty to deliver support to children and young people with SEND. These responsibilities are described in the Children and Families Act 2014 which sets out the Local Authority's duties to assess young people's SEND needs and to make provision to meet these needs.

Funding to support children and young people who require additional support to meet their SEND needs is allocated to Haringey Council via the Dedicated Schools Grant, with the High Needs Block within this grant being specifically allocated to make financial provision to meet the identified SEND needs of children and young people.

Haringey Council is part of the national Safety Valve Programme which is designed to assist local authorities in reducing overspend in their High Needs Block expenditure and achieve an in year balanced budget. Haringey has agreed a Safety Valve deal until 2027-2028, incorporating 18 projects, which if successful will draw down funding of £30m to clear the projected deficit. As of 1 April 2023, due to the strength of and confidence in the proposals, Haringey has received £11.96m which has reduced the cumulative deficit to £11.8m. Haringey has reported an in year overspend of £2.22m and is forecasting cumulative surplus of £0.1m by 2027/28.(Refer to Haringey Safety Valve Programme report to Cabinet 13 September 2022)

As part of the conditions of participation within the Safety Valve programme Haringey council has committed to review SEND bandings and top-up allocations to ensure that these are needs led, fair, open, transparent.

To inform this work, Haringey Council has worked with key stakeholders, including but not exclusively, parents and carers, schools, specialist teaching staff, health colleagues and education psychology to develop two sets of banding descriptors which are designed to meet the needs of children and young people with SEND.

The Bandings and Top-ups work has been informed by the following agreed principles and values**:**

a) **Universality:** There should be a consistent set of principles and methodology for allocating SEN top-up funding across all phases and settings. There may be flexibility to reflect differences in age / stage.
b) **Fairness:** There should be recognition that the High Needs Block allocation for Haringey, and that decisions about funding in one area affect resources available to another. As such, strategic and operational decisions about SEN funding should be made transparently, consistently and fairly, to ensure that resources are targeted at where there are the greatest needs.
c) **Ease of use:** The approach to SEN funding in Haringey, and the tools used to inform and reach decisions, should be straightforward to explain, concise and easy to use.
d) **Mutually-reinforcing:** The SEN funding system should align with guidance for when to carry out EHC needs assessments and the agreed definition of "ordinarily-available provision" in Haringey. It should also align with the threshold for being allocated a place in a special school.
e) **Needs led:** The approach to banding should be based on clear descriptors of need that are easy to understand. These could be complemented with examples of how these needs might be met in a Haringey school.

Appendix Three: Proposed Early Years Bandings describes the proposed new Banding descriptors for children aged 0-5 in Early Years settings. Key changes are outlined as follows:

a) these bandings are applied fairly and equally across all early years settings in Haringey,
b) there will be an increase from 2 to 4 Bands allowing for a better description of children's needs,
c) that these bandings are applied until children reach the end of the Early Years Foundation stage allowing support for children to be extended until the age of 5 in line with developmental stages with regular 6 monthly progress reviews,
d) that these bandings are funded jointly from the Early Years block and the High Needs Block of the Dedicated schools Grant (DSG) to ensure that sufficient funding is available to support children at the earliest point of intervention but that the amount of support from the High Needs Block (HNB) is reviewed in accordance with the terms and conditions the council's Safety Valve agreement and what is allowable within the HNB grant and conditions,
e) bandings will be agreed at 'Early Years Review' meetings held by the Early Years provider and parent and based on evidence supplied and supported by relevant health and local authority education specialists. The decision to award the top-up band will be agreed at this meeting and subject to a termly review to ensure parity and equity of funding across settings.
f) the amount of funding which each of the individual 4 bands is allocated will be calculated annually based on the financial allocation within the DSG and

will be published annually in April to allow for budget setting for settings by academic year,

g) each band will be clearly described with the highest financial award being allocated to children with the most complexity of need,
h) it is proposed that the services move incrementally into the new system over a 3 year period to ensure minimum disruption to children and settings, with the new system being incrementally introduced through settings as new children are assessed.

Appendix Four: Proposed SEND Bandings for school aged children and young people describes the new bandings formulations for children and young people aged 5-19 who attend a mainstream or special school located within the London Borough of Haringey (either maintained or academy) but not Independent Schools (which are subject to different funding arrangements). Key changes are outlined as follows:

a) there will be an increase from 4 to 8 bands with 3 bands describing SEN support available to children prior to consideration of an education, health and care plan (EHCP),
b) that the Bandings are used to describe children and young peoples needs on a continuum.
c) that there is an additional band introduced which allows for additional financial support to schools to allow for early intervention and support, to prevent a child's needs from escalating further and without the need for an EHCP.
d) the amount of money allocated to each of the individual 8 bands will be calculated annually based on the financial allocation within the High Needs Block of the Designated Schools Grant and each banding amount will be published annually in April to allow for budget-setting for settings by academic year,
e) the amount of money allocated to each child will be agreed by Haringey SEND Panel based on the evidence and recommendations of the parents, Special Education Needs and
f) Disability Co-ordinator (SENDCO) and specialist education professionals who are responsible for supporting the child or young person
g) bandings and top-ups will be reviewed at each child's SEN or EHCP annual review,
h) during the proposed transition year, September 2023 – August 2024, every child or young person who currently has top-up funding from the High Needs Block of the DSG will have a planned audit of their EHCP which will indicate their new band. Where a child's audit indicates that their plan is not indicative or reflective of their needs, an annual review of their EHCP will be held before a new banding is allocated. In such annual reviews, professionals will satisfy themselves that the proposed allocation of funding for that child or young person is sufficient to provide all special educational provision in section F of the EHC plan. The Haringey SEND service will be training all Haringey Schools in assessing children in relation to the new bandings during the first half of the Autumn term (2023) and extensive testing previously undertaken in a range of schools indicates that for the majority of children this is a straightforward process using the indicative needs of the child as described within their EHCP and applying them to the new bandings.

i) every child or young person who currently has top-up funding from the High Needs Block of the DSG will have a review which will be supported by the School SENCO and parents and carers. A new banding allocation will be made based on the needs evidenced within the child or young person's existing plan, and any banding which deviates from the existing scale by 2 or more points will be taken to Haringey SEND Panel for moderation. Following application of bandings to individual children, the SEND Service and Schools Finance Team will allocate top-up funding based on allocation of existing monies within the HNB and allocate an amount per band based on the budget available within the High Needs Block and the complexity of the needs of the child (thus band H will always be higher funding than Band A). This calibration of top-up funding will take place annually in recognition of annual fluctuations in budget allocation from central government and will be sent to schools forum annually in April for agreement.

There is no duty to consult with regards to changings in bandings. As good practice, the proposal is to undertake public consultation via an on-line consultation form published on the Haringey SEND Local Offer web-site. This will be for a period of 8 weeks to ensure that families, schools and other stakeholders have sufficient time to respond to the proposed changes. The proposed consultation questions and communications plan are attached as Appendix Five: Proposed consultation questions and Appendix Six: Bandings and Top Ups Comms Plan

The consultation will also be promoted via the SEND Newsletter, Special Schools and Parent Carers Forum and a range of other relevant networks within the education, health and care sector.

The consultation will be 8 weeks in total as work to produce the new Bandings and Top-ups has involved key stakeholders throughout the process to date. This includes SEND Power (parent carer forum), early years settings, mainstream and special schools who engaged in events and workshops, modelling the bandings with schools using pupil cohorts.

Alternative options considered

Consideration has been given to retaining the bandings in their current form with no changes made. This option is not considered to be sustainable in light of the feedback from stakeholders regarding developing a more equitable system and within the context of the Safety Valve programme to achieve a balanced budget. Where alternative options are provided in response to the consultation, these will be fully considered.

12. FOOD ACTION PLAN

The Cabinet Member for Culture, Communities and Leisure introduced the report which set out the draft Food Action Plan. The Plan would help to support efforts across the Borough to tackle food insecurity.

In response to questions from Councillor da Costa, the following was noted:

- Officers had met with the Community Food Network to update them on the plans and future plans for the strategy. Local businesses and other key stakeholders would be involved as the plan was developed.

RESOLVED to
1. Note the content of this report and the draft action plan at Appendix 1.

Reasons for decision
N/A: For information and noting

Alternative options considered
N/A: For information and noting

Clerk's note
Councillor Chandwani and Councillor das Neves left the meeting at this point.

13. CONTRACT AWARD TO KCA FOR DESIGN AND ARCHITECTURAL SERVICES FOR THE SELBY URBAN VILLAGE MASTERPLAN

The Cabinet Member for Council Housebuilding, Placemaking and Local Economy introduced the report which sought approval of an indicative capital project budget of £1.7m for the development of the design of the Selby Urban Village project to RIBA 3, inclusive of internal re-charges and additional services, and to award a contract to to Karakusevic Carson Architects (KCA) to the sum of £757,172 to lead a multidisciplinary design team in the design of the Selby Urban Village Masterplan.

In response to questions from Councillor da Costa, the following was noted:
- The project would be taken forward in a two-phase approach so that funding from the Levelling Up fund could be used to take forward the sports and community facilities element, and allow officers time to develop the housing element separately.
- When developing the housing phase, all processes would follow the normal gateway processes to ensure that the scheme was as efficient as possible and viable for development.

RESOLVED to
1. Approve an indicative capital project budget of £1.7m for the development of the design of the Selby Urban Village project to RIBA 3, inclusive of internal re-charges and additional services.

2. In accordance with CSOs 7.01. (b) and 9.07.1 (d). approve the contract award to Karakusevic Carson Architects (KCA) to the sum of £757,172 to lead a multidisciplinary design team in the design of the Selby Urban Village Masterplan.

3. Note the two-phase approach to delivery of the Selby Urban Village project.

Reasons for decision
Since 2018, the Council have been working with the Selby Trust to develop the Selby Urban Village masterplan. Located in North Tottenham, the masterplan seeks to repurpose an old school site and the Bull Lane playing fields, to deliver a mixed-use

development that will deliver new council homes and community infrastructure for the local community.

In early 2022, the Council bid for Levelling Up Fund (LUF) funding to the Department of Levelling Up, Housing and Communities (DLUHC). For the bid, the Council split the masterplan into two phases. Phase one would see the delivery of a new community centre and sporting facilities and phase two the delivery of c.200 new Council homes.

A condition of the LUF monies was for any awarded money to be spent by March 2025. At the time, following coproduction with Selby Trust and numerous rounds of engagement with the local community and stakeholders, the project was approaching planning submission with a design well advanced into RIBA 3, meaning that this condition could be met.

In January 2023, DLUHC awarded the Council £20m LUF grant for phase one of the Selby Urban Village scheme. Following the LUF funding announcement, in the context of a substantially more challenging delivery environment, the scheme still has faced significant cost pressures. As a result, a significant cost optimisation exercise has been carried out for both phases of the scheme to ensure a deliverable scheme is submitted for planning.

Currently, the whole scheme is at RIBA 3, but elements of the scheme will be required to go back to RIBA 2 due to significant design changes required to reduce cost. This includes Phase 1 - community infrastructure, and phase 2 – housing which will additionally be amended to address changes to building regulations following the Grenfell tragedy.

As such, this report asks that Cabinet approve the £1.7m budget to progress with the development of the Selby Urban Village masterplan to RIBA stage 3. This will enable officers to continue to develop the design of the masterplan with the community and local organisations, with the aim of submitting a planning application for the scheme in Winter 2023.

This report also seeks approval to award a contract to KCA to lead the multidisciplinary design team to develop the design of the masterplan to RIBA 3 and submit a planning application for the scheme. This award would be made via a direct award through the Notting Hill Genesis (NHG) Development Framework.

The report further notes a two stage approach to the scheme. The first phase of the scheme will be delivered through the General Fund capital programme; including the sports, leisure, work/community space, parks and biodiversity investment. The second phase, the housing site on the site of the current Selby Centre will be delivered instead within the Housing Revenue Account. This is to allow a clear focus on the initial delivery of phase 1, and the subsequent separate delivery of phase 2. By separating the phases out in this way there is no need for the General Fund to forward fund the delivery of the homes in phase 2, and instead these costs can be met by the Housing Revenue Account in due course.

Alternative options considered

The £1.7m budget has been calculated and tested through a project forecasting exercise. Not approving the spend of the budget will prevent the scheme from being developed to a deliverable design, therefore risking the overall deliverability of the scheme, the LUF funding, and the associated reputational risks of non delivery.

The Council could have pressed ahead with planning and undertaken a value engineering exercise post-planning with a contractor. However, given the scale of the challenge, this could lead to the scheme having to return to planning as material changes to design could occur. This could lead to additional costs and delays leading to reputational damage.

The Council could have competitively tendered for a new multidisciplinary design team. This could have increased programme delay, placing the LUF at risk and resulted in a loss of continuity if an alternative supplier were to have been successful.

The proposals set out in this report mitigate against the risks identified above and ensure that the experience of the existing architects is brought to bear on the revisions to the scheme design.

Clerk's note
Councillor das Neves returned to the meeting at this point.

14. REQUEST AWARD OF A CONTRACT OF INTEGRATED LIFESTYLE CHANGE PROGRAMME (KNOWN AS ONE YOU HARINGEY-OYH)

The Cabinet Member for Health, Wellbeing and Social Care introduced the report which sought approval for the award of a contract for the Provision of the Integrated Lifestyle Change programme, for a period of four (4) years, commencing from 1 February 2024 to 31 January 2028, at a maximum annual cost of £539,975, with an option to extend for a further period, or periods, of up to a total of four (4) years at a maximum total cost of £4,319,800 including the proposed extension period

The Cabinet Member advised that there was a minor error in the report at paragraphs 3.1 and 10.3.5, which made reference to taking the decision as a Cabinet Member Signing. This decision has been published on the Forward Plan as a Cabinet decision.

The paragraphs were amended to read:

Recommendation -

3.1 – Pursuant to CSO 9.07(1)(d), Cabinet grants approval to award a contract for the Provision of the Integrated Lifestyle Change programme to the successful tenderer (identified in Appendix 1 - Part B (exempt information) of this report).

3.2 - The contract shall run for a period of four (4) years, commencing from 1 February 2024 to 31 January 2028, at a maximum annual cost of £539,975, with an option to extend for a further period, or periods, of up to a total of four (4) years at a maximum total cost of £4,319,800 including the proposed extension period

Legal comments

10.3.4. The award is a Key Decision and can be approved by Cabinet in accordance with CSO 9.07.1 (d) (contracts valued at £500,000 or more).

10.3.5. The Head of Legal and Governance (Monitoring Officer) confirms that there are no legal reasons preventing Cabinet from approving the recommendations in this report.

RESOLVED

1. Pursuant to CSO 9.07(1)(d), Cabinet grants approval to award a contract for the Provision of the Integrated Lifestyle Change programme to the successful tenderer (identified in Appendix 1 - Part B (exempt information) of this report).

2. The contract shall run for a period of four (4) years, commencing from 1 February 2024 to 31 January 2028, at a maximum annual cost of £539,975, with an option to extend for a further period, or periods, of up to a total of four (4) years at a maximum total cost of £4,319,800 including the proposed extension period

Reasons for decision
It is a mandatory requirement that key elements of this service are commissioned from the Public Health Grant. There is a clearly identified need within Haringey for these services to improve health outcomes for local people, including tackling health inequalities that exist in particular groups and local areas. The programme contributes to the prevention of cardiovascular disease (CVD) which is associated to preventable risk factors such as smoking, obesity, physical inactivity, excess alcohol consumption and low level of NHS health check uptake and hence people live with undetected conditions such as high blood pressure and high cholesterol. The programme also includes an extensive, specialist smoking cessation service for pregnant women. (Further detail on the programme is provided in paragraphs 6.1, 6.2, 6.3, 6.4 and 6.5). Therefore, the decision ensures that the council's money is spent on the things that are needed most and vital to the council and residents.

The decision to award a contract to the successful tenderer is also based on the conclusion of a competitive procurement process and is made according to the outcome of the Most Economically Advantageous Tender.

The recommended bidder has local knowledge and links to community groups along with experience on engagement and lifestyle improvement services and can work with residents to help them stay healthy and prevent illness, reducing the need for hospital services and improving management of chronic conditions.

The recommended bidder submitted a strong tender that clearly demonstrates expertise and commitment to providing the appropriate and relevant care and support to local residents. Furthermore, they demonstrated that they are investing more in social value - provide training and employment opportunities for local people and reduce carbon emissions and waste as well as supporting local community initiatives.

Furthermore, the decision proposed contributes to the reduction of carbon emissions, energy usage and responds to climate change adaptation (the risks and impacts in a changing climate) as indicated in section 9 of this report.

Alternative options considered
Do Nothing - The Council could choose to no longer commission this service. It has been concluded that not providing these prevention services would be damaging to residents, especially those from economically disadvantaged groups. The service includes an extensive, specialist programme including smoking cessation for pregnant women as well as reaching residents living in the most deprived areas of the borough, whose lifestyle behaviour's is an important factor in their increased risk of developing a range of long-term conditions including cardiovascular disease which is the second top cause of mortality after cancer in Haringey. Furthermore, the service includes the National Health Service (NHS) Health Check programme, which is a mandated service, so helps to identify risk factors for chronic diseases earlier which otherwise remains undiagnosed.

The Council could deliver the service in house – the Public Health team undertook an independent review to select an appropriate service delivery model with consideration to bring the service in house or re-tender it. The review has found that the programme would have a significant impact on the Council's ability to achieve good service levels and value for money if delivered in house. For example, the public health review shows that the estimated financial costs of completely insourcing the service is £1.2million per annum, exceeding current expenditure by £734,246 (140%) which is mainly linked to staff costs. The projected financial staff costs exceed the current budgetary allocation for the service by £547,000 per annum. This suggests that retendering can give the council with management space to focus on core departmental priorities and free up resources that can be deployed more effectively. Furthermore, retendering the service leverages greater scale and efficiencies from the market, where suppliers within that market are operating at scale who can draw on innovative new approaches and expertise which may not be available in the Council. The options were discussed with Commercial Board in December 2022 and agreed to go out to tender.

Extend existing contracts – Extension periods available within the existing contracts have been exhausted.

Clerk's note
Councillor Chandwani returned to the meeting at this point.

15. 2023/24 FINANCE UPDATE QUARTER 1

The Cabinet Member for Finance and Local Investment introduced the report which set out the Quarter 1 finance update

In response to questions from Councillor da Costa, the following was noted:

- The Council had managed to achieve some savings within Adult Social Care over the past 10 years, and it remained a material element of the Council's savings agenda. It was important to note that Adult Social Care had been

heavily exposed to external effects – Covid and inflation changes in the market – so whilst savings may not be as high as in other areas, they had still been achieved.

- Most Local Authorities spent around 70% of the budget on Adults and Childrens. The report also noted an increased pressure on Housing Demand and Housing Needs.
- Work was underway to prepare for the Medium Term Financial Strategy, and the budget for next year and future years.
- There was a national capacity issue with auditors, and many Local Authorities were waiting for their accounts to be audited.

RESOLVED to

1. Note the forecast total revenue outturn variance for the General Fund of **£20.5m** comprising £16.3m base budget and £4.2m (24%) savings delivery challenges and note that Directors are developing actions to bring the forecast down before the end of the year. (Section 6, Table 1, Table 2 and Appendices 1 & 3).

2. Note the net DSG forecast of £2.1m overspend. (Section 6 and Appendix 1).

3. Note the net Housing Revenue Account (HRA) forecast is £4.279m lower than the budgeted surplus. (Section 6 and Appendices 1 and 2).

4. Note the forecast GF and HRA Capital expenditure of **£428.059m** in 2023/24 (including enabling budgets) which equates to **68%** of the revised capital budget (Section 8 and Appendix 4).

5. To note the debt write-offs approved in Quarter 1 2023/24 (Appendix 7a).

6. To approve the revenue budget virements and receipt of grants as set out in Appendix 6.

7. Approve the proposed budget adjustments and virements to the capital programme as set out in Table 3 and Appendices 5 and 6.

Reason for Decision

A strong financial management framework, including oversight by Members and senior management, is an essential part of delivering the council's priorities and statutory duties. This is made more critically important than ever because of the uncertainties surrounding the wider economic outlook.

Alternative Options Considered

The report of the management of the Council's financial resources is a key part of the role of the Director of Finance (Section 151 Officer) in helping members to exercise their role and no other options have therefore been considered.

16. REDUCTION AND RECYCLING PLAN 2023-2025

The Cabinet Member for Resident Services and Tackling Inequality introduced the report which sought approval for the submission of parts 1 and 2 of the updates Reduction and Recycling Plan to the GLA and Mayor of London.

In response to questions from Councillor da Costa, the following was noted:

- The 50% recycling target was set across London, and was not a Council target. Since the target was set there have been changes to what can and can't be recycled. There were also issues around packaging, which had become lighter and therefore the recycling weights had reduced due to lighter packaging.

RESOLVED to

1. Approve the updated RRP Part 1 and the RRP Part 2 for submission to the GLA and Mayor of London.

Reasons for decision

London boroughs have a statutory duty to act in general conformity with the London Environment Strategy, developed by the Mayor of London. The London Environment Strategy requires London boroughs provide an updated RRP for 2023 – 2025, which sets out how they each will contribute to the London Environment Strategy targets and comply with minimum service standards.

The updated RRP builds upon the work that has been delivered since 2019, providing updated targets, updates to actions and new actions where relevant. The document has been drafted with consideration to comments from the GLA and has agreement from the GLA that it meets their requirements.

The RRP has been updated with consideration also to the Corporate Delivery Plan 2023/24 and the Climate Change Action Plan 2021 and available North London Waste Authority (NLWA) waste strategies.

Haringey does not currently have an independent Waste Strategy. One is under development and due for adoption in about April 2024 following appropriate consultation. This will align with the Mayor's London Environment Strategy and will take account of the updated RRP.

Alternative options considered

The Council could do nothing, however the current RRP is out of date with targets set for 2022 and 2025, and actions which were relevant in 2019. The targets need to be reviewed to determine if the 2022 targets have been met, and whether the 2025 targets remain achievable or need to be developed further.

Many of the actions within the plan have been completed, or need updating to reflect the progress that has been made.

The Council must submit an RRP to meet its statutory duty to be in general conformity with the London Environment Strategy (LES). Failure to produce an RRP may lead to the Mayor using his powers to issue a direction to the Council as a Waste Authority in London where he considers that it is necessary for the purposes of the implementation of the municipal waste elements of the Environment Strategy. Therefore, the option of not submitting an RRP has not been considered further and is not recommended.

17. DECISION FOR THE UNDERTAKING OF A STATUTORY PUBLIC CONSULTATION IN RESPECT OF DESIGNATING AN ADDITIONAL LICENSING SCHEME FOR HOUSES IN MULTIPLE OCCUPATION

The Cabinet Member for Housing Services, Private Renters and Planning introduced the report which sought approval for consultation to commence in relation to the designation of the whole of the area of the London Borough of Haringey to be subject to Additional HMO licensing for the period from 27 May 2024 up to no later than 26 May 2029, licensing fees and licensing conditions.

RESOLVED to

1. Agree that officers consult on the following:
   a) designation of the whole of the area of the London Borough of Haringey to be subject to Additional HMO licensing for the period from 27 May 2024 up to no later than 26 May 2029.
   b) licensing fees and charges detailed at Appendix 2.
   c) licensing conditions detailed at Appendix 3.

Reasons for decision

The Government sees the private rented sector as having an important and long-term role in meeting the housing needs of the nation. One of the key powers available to local authorities to improve property standards and management practices in this sector is through the utilisation of discretionary licensing powers bestowed on local authorities through the Housing Act 2004**.**

A third of Haringey's population live in homes rented from a private landlord. More than one home in every four rented from a private landlord in Haringey is in such poor condition that it presents a risk of harm to the health or safety of its tenants[1]. The Council's vision through the current Corporate Delivery Plan 2023-24 is for a borough where everyone has a safe, sustainable, stable, and affordable home. One of the fundamental principles of property licensing is to ensure that residents who live in the private rented sector have access to this. Although HMO accommodation makes up only a small percentage of the overall private rented sector, it is a part of the sector that poses the greatest risk to tenants. Through the HMO Licensing scheme, we will be able to contribute towards addressing these issues and achieving this vision.
[[1] Haringey Corporate delivery Plan 2023-2024]

The Corporate Delivery Plan highlights the correlation that improving housing has with our ability as a council to respond to:

- our climate emergency,
- supporting residents during the cost-of-living crisis,
- addressing inequality and
- building strong communities.

The existing additional HMO licensing scheme has contributed towards achieving these commitments and specifically towards achieving the Council's pledge to 'Deliver homes for the future;' by improving the quality of the private rented sector and supporting the reduction in households presenting as homeless.'

It is anticipated that a further scheme of this type will continue to contribute towards this pledge.

We will also through the scheme, work with and educate landlords, encouraging them to improve the quality of their housing stock voluntarily including enhancing the energy efficiency of their properties.

The Council's existing Housing Strategy 2017-2022 and proposed Housing Strategy 2022-2027 (which was recently consulted upon from September to December 2022 and is due to be adopted by about November 2023) both endorse the use of additional HMO Licensing. Officers consider that using these measures, combined with the council's existing enforcement powers under Part 1 of the Housing Act 2004, will contribute to its strategic objectives, which are to improve Haringey's property condition and management.

The intelligence held relating to licenced HMO premises such as their location, who the licence holder is, and the number of occupants it should have has shown to facilitate the work of a wide range of council officers when undertaking their own investigations or enforcement action. This level of available detail often expedites investigations, creating greater partnership working and achieving more successful outcomes.

The existing 2019 HMO Licensing scheme designation has allowed us to see the benefits of having borough wide HMO licensing in Haringey. Not having the further powers provided by this type of additional property licensing, would mean us having only limited options available to protect private tenants and ensure landlords behave responsibly. Because the scheme is financed by licence fee income it can deliver those interventions economically.

A key benefit of the licensing scheme is that it enables the Council to take a proactive approach to enforcement against poor property conditions, in particular identifying at-risk properties and undertaking inspections, rather than waiting until a resident has notified the Council of an issue, which may be weeks or months after it arises, or even may not be resolved at all.

This is particularly important given that residents in the PRS are likely to be more vulnerable, transient and may have less regular contact with the Council that would otherwise enable issues to be picked up. For instance, they may be representative of the marginalised communities that live in Haringey such as being recent arrivals, or where English may be a second language. Moreover, they may be vulnerable to exploitation because of discrimination they face because of their minority ethnic profile, and/or lower socio-economic status. This is set out in the Equalities Impact Assessment at Appendix 3.

Although progress and good outcomes have been achieved through the existing HMO Licensing scheme in Haringey, we are acutely aware that further work is required if we are to improve the sector overall. The current HMO licensing scheme has.

- Allowed us to identify where HMO are in the borough, information available publicly on the council's property licensing register. There are currently 3375 Licensed HMO listed on this register.
- Given us a database of license holders, a named person who is responsible and accountable for the property at all times.
- identified some of the deficiencies within this sector through both the application process and through compliance inspections.
- Given many tenants protection from illegal eviction.

Improving conditions within the PRS, maintaining the quality and management of this type of housing, changing the perception that tenants and residents have of this sector and the way the Council deal with non-compliant landlords, as well as creating a positive relationship with our letting agents and landlords, is a cultural change that was always going to take longer than 5 years to achieve. The impact of the covid pandemic on the delivery of our current HMO Licensing scheme can also not be understated.

We believe that we are at the infancy of this journey and remain excited about the future prospects that having Additional HMO Licensing can bring to our borough. Ensuring compliance is assessed and that interventions are put in place to address non-compliance is a key objective of the scheme and one that has been impacted on by the pandemic. Providing better support for renters who are experiencing landlord harassment, illegal eviction or wish to take civil prosecutions against their landlords continues to be an aspiration of our licensing schemes and one we wish to improve.

Alternative options considered.
The council could decide to do nothing. Doing nothing is not a viable option due to the significant scale of poor housing conditions and the poor management of HMO in the borough as outlined in paragraphs 6.2-6.6 of the report. To do nothing would mean relying on a reactive property inspection programme, which depends heavily upon complaints being made by tenants as the means of identifying poor HMO standards. Without HMO licensing our human resources to do this as well as powers to achieve compliance would be limited. Doing nothing would also mean an inability to continue to work in the way that has been established through having the existing HMO Licensing regime and would reduce the amount of operational partnership working that we are in the infancy of developing.

Use of Part 1. The council could continue to rely on Part 1 Housing Act 2004 enforcement powers alone. Those powers include issuing Improvement Notices, Hazard Awareness Notices or Prohibition Orders to improve living conditions or remove hazards, among other things. This formal action however is slow with appeal provisions against most types of notices served, which can significantly delay the time period for compliance. In addition, the council's powers under Part 1 do not enable it to regulate the management of property as licensing schemes do. The Part 1 provisions are currently available to the council but despite our best efforts to exercise these powers they have not provided the necessary large-scale improvements in the sector. All the above options are time consuming, resource intensive and not feasible on a large scale**.**

Voluntary Regulation. The council could rely on voluntary accreditation schemes or landlord membership organisations, such as the National Landlord Association or the Residential Landlords Association. These can help to support and improve a professional approach by landlords, and we have encouraged this by promoting voluntary regulation through voluntary accreditation schemes, but this does not give the council any additional powers to take enforcement action against non-compliance.

Opting for a smaller designation within the Borough. The data analysis and evidence gathering has highlighted that HMO exists across all wards in Haringey. There is no evidence that any one particular ward has HMO of a better quality than another and there is no evidence to suggest that any one ward has property owned by landlords who are more compliant than another. It is therefore proposed that HMO Licensing continues to be required borough wide.

18. CORPORATE PERFORMANCE UPDATE

The Leader introduced the report which set out the progress made against the delivery of the commitments as set out in the Corporate Delivery Plan as at the end of June 2023.

In response to questions from Councillor da Costa, the following was noted:

- In regard to the District Energy Network, this was red rated due to the increased risk profile which was the same for all major capital schemes, due to the increase in inflationary costs around construction and the impact of interest rates in terms of borrowing.
- There were two lines on air quality because there were two sets of actions – one on the installation of pollution barriers at schools and the implementation of air quality audits, and the other in relation to School Streets.
- The Council were working closely with Fusion and third-party contractors to re-open Tottenham Green leisure centre.

RESOLVED to

1. Note the high-level progress made against the delivery of the commitments as set out in the Corporate Delivery Plan as at the end of June 2023.

19. HARINGEY DOCKLESS BIKE HIRE SCHEME

The Leader introduced the report which set out the feedback on the community engagement exercise in relation to a dockless bike trial, and sough approval for the implementation of a trial scheme across the borough for up to 24 months.

In response to questions from Councillor da Costa, the following was noted:

- Parking would be provided in marked bays at key locations in the borough, such as around high streets and transport hubs. It was anticipated that the parking provision would increase over time in consultation with providers.
- In terms of providers, an open procurement exercise was carried out, and an open approach had been taken with the contract, which would not preclude the Council working with an additional provider in the future.

RESOLVED to

1. Note the responses received as part of community engagement on a future planned dockless bike trial in Haringey, as set out in Appendix A;

2. Approve the implementation of a Haringey Dockless Bike Hire Scheme, on a trial basis for a period of up to 24 months, consistent with the Haringey Approach outlined in this report;

3. Approve the Council entering into formal agreements with Lime and Human Forest to deliver the Haringey Dockless Bike Hire Scheme, on a trial basis for up to 24 months, in accordance with CSO 8.03 (Tender Process) as permitted under CSO 9.07.1(c) (Award Process);

4. Approve the principle of the making and consulting on traffic management orders to enable appropriate parking provision to be made for the Haringey Dockless Bike Hire Scheme including through the reallocation of on-street vehicular parking to on-street cycle parking consistent with reallocating road space in Policy 5 of the Walking and Cycling Action Plan (2022);

5. Delegate authority to the Head of Highways and Parking to determine locations and details of parking for the Haringey Dockless Bike Hire Scheme, to propose and make necessary traffic management orders and to consider objections and then decide whether or not to confirm these, subject to compliance with relevant statutory requirements and in written consultation with the Cabinet Member for Climate Action, Environment and Transport and the Cabinet Member for Resident Services and Tackling Inequality.

Reasons for decision

The implementation of a trial dockless bike scheme is a key aim within the Greener and Climate Resilient Haringey section of the Haringey Corporate Delivery Plan 2022/23 and 2023/24 and would be in line with the Council's adopted Walking and Cycling Action Plan (2022) and Transport Strategy (2018) which both support bike hire schemes as a means of creating alternative travel options to help reduce our reliance on cars reducing congestion, pollution and injuries on the borough's roads.

The Council has engaged extensively regarding a trial dockless bike scheme, including with Transport for London, London Councils and other London boroughs to understand best practice and to learn lessons from other schemes (primarily through the London Micro-mobility Working Group). In addition, the Council held a dedicated community engagement in early 2023 seeking views from residents, businesses and other stakeholders on how a future trial scheme should be tailored best to suit local needs. Having regard to feedback received, a Haringey Approach to a dockless bike trial was developed (as set out in Section 9 of this report) with a view to enabling the

rollout of dockless bikes across the entire borough in a way that maximises the potential benefits of dockless bikes while minimising any potential negative impacts.

A competitive procurement exercise was carried out in accordance with Council procurement guidelines. The outcome of this was that two operators (Lime and Human Forest) demonstrated they are able to deliver the Haringey Approach required by the Council and the Council is therefore seeking to enter into formal agreement with them as part of a Haringey Dockless Bike Hire Scheme to be implemented on a trial basis for up to 24 months.

At least one dockless bike operator is already operating within parts of the borough. It does not need a dedicated licence to do this. While the Council is working proactively with that operator to maximise benefits and minimise negative impacts of its operations, there is a particular need to avoid and mitigate potential disproportionate impacts of dockless bikes on key groups such as older people, disabled people and blind and visually impaired people. Versus the alternatives, the delivery of a managed trial which is subject to a formal agreement with the Council is considered to provide the best possible opportunity to address these. A Memorandum of Understanding will provide an explicit framework for greater co-operation between the Council and operators and will provide the Council with appropriate powers of enforcement should these be necessary to respond to poor performance of operators. An Equalities Impact Assessment (EqIA) of the Haringey Dockless Bike Hire Scheme (Appendix B) has shown that versus the current situation the scheme has potential to advance equalities for many protected groups, albeit with the need for a careful strategy around mitigations and monitoring.

Alternative options considered

At least one dockless bike operator is already privately operating within parts of the borough. In this context, the alternative options available to the Council are:

Option 1: ‘Do Nothing’, which would allow dockless bike operators to operate privately within the borough with minimal interference from the Council and without being subject to a formal managed trial. This option would support sustainable travel (although not to a full extent) and would require limited Council resources to support but would not effectively minimise negative impacts of bikes which are abandoned or obstructive (with potentially greater impacts on certain protected groups such as older people and disabled people) and would risk Haringey Council being seen as unresponsive to complaints and community concerns. This option was discounted as it would not maximise the benefits of dockless while minimising negative impacts as far as possible.

Option 2: Request dockless bike operators to cease operating within the borough. This option would reduce obstructive and abandoned bikes and eliminate potential negative impacts on certain protected groups. However, this option is not possible to enforce as there is currently no regulation which grants local authorities power to prohibit private operators from operating without permission. Furthermore, this option risks the Council achieving its strategic objectives around sustainable travel and may discourage and disadvantage Haringey residents and visitors if provision is removed.

Option 3: Take a part-managed approach by working with existing operators to support and maximise benefits of their operations and minimise the impacts e.g. through ongoing liaison with them and communication with Haringey residents and visitors. This is the current approach being employed by the Council. However, it is considered that a fully managed approach in accordance with the Haringey Approach and subject to formal agreement between the Council and operators would deliver the greatest benefits whilst minimising negative impacts.

20. MINUTES OF OTHER BODIES

RESOLVED

To note the minutes of other bodies.

21. NEW ITEMS OF URGENT BUSINESS

None.

22. EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED

That the press and public be excluded from the remainder of the meeting as items 23-27 contain exempt information as defined under paragraphs 3 and 5, Part 1, Schedule 12A of the Local Government Act 1972:

Information relating to the financial or business affairs of any particular person (including the authority holding that information).

Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.

23. EXEMPT - MINUTES

RESOLVED

To confirm and sign the exempt minutes of the meeting held on 11 July 2023 as a correct record.

Clerk's note
Councillor Chandwani and Councillor das Neves left the meeting at this point.

24. EXEMPT - CONTRACT AWARD TO KCA FOR DESIGN AND ARCHITECTURAL SERVICES FOR THE SELBY URBAN VILLAGE MASTERPLAN

The exempt information was noted.

Clerk's note
Councillor das Neves returned to the meeting at this point.

25. EXEMPT - REQUEST AWARD OF A CONTRACT OF INTEGRATED LIFESTYLE CHANGE PROGRAMME (KNOWN AS ONE YOU HARINGEY-OYH)

The exempt information was noted, and the recommendation was approved.

Clerk's note
Councillor Chandwani returned to the meeting at this point.

26. EXEMPT - INTEGRATED WASTE AND CLEANSING CONTRACT

The exempt information was noted.

27. NEW ITEMS OF EXEMPT URGENT BUSINESS

None.

CHAIR: Councillor Peray Ahmet

Signed by Chair ……..

Date ……

Report for: 17 October 2023 Cabinet

Title: LGA Corporate Peer Challenge: Response to Recommendations

Report authorised by: Andy Donald, Chief Executive

Lead Officer: Claire McCarthy, Assistant Director for Strategy, Communications and Collaboration

Ward(s) affected: N/A

Report for Key/ Non-Key Decision: Non-key decision

1. Describe the issue under consideration

1.1. This report sets out the council's response to the recommendations from the Corporate Peer Challenge that look place in May 2023. The Peer Challenge was led by a team of local government peers and facilitated by the Local Government Association (LGA).

2. Cabinet Member Introduction – Leader of the Council

2.1. Corporate Peer Challenges are a valuable tool offered by the LGA to provide challenge and support to councils. A team of local government peers from councils across the country were invited to Haringey to look at how our services are run, how we engage with our residents and communities, and where we can improve.

2.2. This is a time of considerable change at Haringey, not least in our relationships with our residents and communities. This is why was asked the peer team to specifically look at this theme alongside our approach to 'getting the basics right'. Both of these are key elements of the Haringey Deal and will be critical to our future success.

2.3. I am really proud of the positive nature of the report and feedback we had from the peer team. It shows how far we have come as an organisation and is a testament to the hard work of our staff, our partners and the residents and communities who work with us every day.

2.4. However, we know that we still have a lot of work to do to ensure that we are consistently the best organisation we can be. There is no room for complacency not least because of the incredibly challenging financial environment in which councils – including Haringey – find ourselves in. The recommendations the peers have set out in their report will be really helpful to taking us that next step on our journey.

3. Recommendations

3.1. Cabinet is asked to endorse the action plan as set out in Appendix B, which responds to each of nine recommendations from the Corporate Peer Challenge report.

4. Reasons for decision

4.1. There is an expectation that all councils undertaking a Corporate Peer Challenge will commit to publishing the feedback report and produce an action plan, which responds to the recommendations in the report.

4.2. The recommendations are important in helping the council improve, including building stronger relationships with the residents and communities in Haringey and provide better, more efficient services.

4.3. The action plan sets out what the council is doing to respond to these recommendations, including specific actions, when they will be delivered, and who will be responsible for delivering them.

5. Alternative options considered

5.1. The option not to respond to the Peer Challenge recommendations with a formal report was considered. The decision has been made that it would be better to publish the report, and the council's response to it, so that the council can be held to account on its improvement plans.

6. Background information

6.1. In May 2023 Haringey welcomed a team from the Local Government Association to undertake a Corporate Peer Challenge. This involved senior officers from service councils across the country, led by Althea Loderick, Chief Executive at Southwark Council and a lead councillor peer, Cllr Sir Steve Houghton, Leader at Barnsley Metropolitan Council. All councils are given the opportunity to have one of these reviews every 4-5 years as part of a local government-led approach to improvement and mutual support.

6.2. The LGA team spent four days on site meeting with staff, councillors, partners and stakeholders. The team also had access to a range of documents and information in order to support their work.

6.3. A Peer Challenge is not an inspection but nonetheless it is an important way for local authorities to identify and prioritise areas for development or improvement.

6.4. Following the 'challenge' a Final Report was produced by the LGA which included a number of recommendations. The full report, including the recommendations, is set out at Appendix A.

7. Contribution to the Corporate Delivery Plan 2022-2024 High level Strategic outcomes

7.1. The Corporate Peer Challenge responds to all themes in the Corporate Delivery Plan, support improvements across council services, relationships with residents and communities and with members.

8. Carbon and Climate Change

8.1. This action plan does not have direct impacts on carbon and climate change, but does support the council to deliver more efficient, resilient and resident-focused services. This may have a positive impact on reduction of carbon and helping services deliver on the council's climate change ambitions.

9. Statutory Officers comments (Director of Finance (procurement), Head of Legal and Governance, Equalities)

Finance

9.1. Currently, none of the proposed actions set out in the Peer Challenge Action Plan are expected to require additional resources over and above those already within agreed service budgets. If additional resources are identified as required to fully deliver the actions, the Lead Officer will need to identify a resource and obtain the required approval for increased spend.

Procurement

9.2. Strategic Procurement note the report content and recommendations in section 3. There are no procurement decisions resulting from this report and recommendations.

Head of Legal & Governance [Name and title of Officer completing these comments]

9.3. The Head of Legal and Governance (Monitoring Officer) has been consulted in drafting this report. There are no Legal comments.

Equality

9.4. The Peer Challenge report makes a number of specific proposals on how the council can improve its approach to tackling inequalities. This includes one specific recommendation to further embed leadership of Equality, Diversity, and Inclusion (EDI) agenda in the council, and a second specific recommendation to continue proactive work with local communities and make it clear which methods of engagement will be used in different service situations. The action plan sets out how the council will respond to these recommendations.

9.5. Use of Appendices

Appendix A – LGA Corporate Peer Challenge in Haringey 2023 Report
Appendix B – Corporate Peer Challenge Action Plan

10. Background papers

N/A

LGA Corporate Peer Challenge

LB Haringey Council

16th – 19th May 2023

Feedback report



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1. Executive summary

The London Borough of Haringey is a dynamic and improvement-focused local authority. It has a powerful sense of place, appreciating and celebrating the diversity of the area and the people it serves. It provides many good core services to its residents for which it should be rightly proud. The Borough is well-regarded for its high performing schools, and the parks and library services are valued, with the Friends groups keen to collaborate with the Council. Haringey has achieved significant improvement, including a 'good' Ofsted rating and successful renewal projects aimed at improving the physical environment and building economic prosperity. It has also held and been successful in a number of resident ballots on changes to existing estates and the creation of new and better homes. Challenges remain in housing and landlord services, but the Council is actively working on improvement plans.

In *The Haringey Deal* the Council has committed to ensuring it is consistently 'getting the basics right' in service delivery and communication with residents. It is striving to improve the relationship between the Council and its residents, instilling more trust, better communication and providing more opportunities for resident participation and co-design. There is widespread commitment within the Council to these objectives, with visible evidence of both members and the workforce going the extra mile to contribute to these aims and achieve a fairer and greener Haringey.

Haringey has a strong political and executive leadership team, and the peer team heard a great deal of praise for the leadership of both the Leader and Chief Executive from members, staff, and partners. The Leader of the Council provides strong, robust leadership, and has steadied the political position after an extended period of turbulence. This stability is acknowledged and praised within the member and staff groups. They recognise that the magnitude of change the council is embarking on and the increasing demand for Council services, and that this requires strong political leadership, with a clear roadmap of change and a well-defined success framework.

The Council recognises that the organisation needs a strong and well-supported senior management team and has undertaken a restructuring of the senior team to realign structures to meet emerging business needs. The Council has also designed and delivered a new leadership training and support programme, which has been

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successful and highly valued by the members and officers.

The peer team found the staff they spoke to enthusiastic, professional, and proud to work for the Council. The work of the staff networks who champion the Equality, Diversity, and Inclusion (EDI) agenda across the Council is impressive, with a new Workforce Strategy due soon.

Officer and member relations were observed as being generally good. There is scope to improve these in some areas, including widening and formalising briefings and information sharing on council performance and policy changes to all councillors. The Council could also look at opportunities to better support non-executive members to connect and support the communities they serve and improve the member enquiries process.

Haringey has an ambitious programme of work to complete in the coming year and has a strong political and managerial base to support this. *The Haringey Deal* and supporting plans provide the operational detail for delivery and details of prioritisation. These inward-facing documents are important and valuable, but the peer team felt that the Council would benefit from a longer-term vision and values statement for the Borough that could be communicated both internally and externally. With this in mind, it is recommended that the Council should take some time to look at the future direction and vision for the Borough over the medium term to craft a compelling, concise vision and narrative that states what Haringey stands for and where the Council is going.

The Council has an ambitious programme of work set out in its Corporate Delivery Plan running from January 2023 to April 2024. The programme of work to deliver the Council's priorities and outcomes is extensive and ambitious; and considering the need for strong financial leadership in Haringey, there may need to be trade-offs to maintain a balanced budget.

The Council recognises its 'challenged' budget position and is taking steps to address this. There is a good understanding of the Council's financial position across members and officers, with some spending controls in place and savings targets identified across service areas. With relatively low reserves it is important that there is a strong emphasis in the Council on getting value for money and ensuring strong monitoring of capital programmes. Additionally, the Council needs to instil and maintain focus and

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rigour around adherence to savings targets. There is some evidence of this happening, but it needs to be sustained and embedded throughout the organisation.

The Council should also look to develop a reserves strategy to maintain and replenish reserves. The Council recognises the importance of a strong collective narrative regarding the budget position, both organisationally and politically. Telling this story is important for everyone to understand the Council's financial position and explain how the restricted revenue position aligns with the expanding capital programme. The peer team was impressed by the Council's innovative approach to budget setting, including the 'budget fortnight', and noted that this has succeeded in improving cross-Council budget literacy and engagement.

Establishing a collaborative relationship with Haringey's communities and partners is a key priority for the Council, leading to a renewed sense of purpose in serving the residents. The Council's relationships with the police, Integrated Care Board, health partner agencies and other London Boroughs are strong, with the Chief Executive providing active and authentic leadership that benefits the Council and its residents.

The Council has prioritised building trust and relationships with residents. The Council acknowledges that it hasn't always approached and communicated with residents in the way it would have liked. Therefore, it has embarked on a journey of change with its workforce to create better relationships, increase resident engagement and work towards the goal of fostering more trust in the Council. In *The Haringey Deal*, the Corporate Delivery Plan, and with Think Haringey First principles, the Council has created a new framework for everyone working for the Council to refer to. A renewed energy and sense of purpose around serving communities has followed and the peer team saw evidence of how this was having an impact on how residents perceive the Council differently, than they did in the past.

Getting the basics right is a key priority for the Council with much work done on understanding what needs to happen in the service areas and across the Council for customer service responsiveness and good levels of service delivery.

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2. Key recommendations

There are a number of observations and suggestions within the main section of the report. The following are the peer team's key recommendations to the Council:

2.1. Establish a long-term vision for the Borough.

LB Haringey, in collaboration with its communities and partners, should work to establish a comprehensive long-term vision for the Borough. This vision is an opportunity to go beyond short-term goals and address the aspirations of Haringey's communities. It should provide a clear direction for the Council's activities and articulate a narrative that identifies the Council's role within the vision. By having a shared long-term vision, LB Haringey can align its efforts and resources towards common goals, fostering a sense of purpose and unity, and articulate how staff, members, partners, and stakeholders can share the responsibility in delivering these goals.

2.2. Embed leadership of the Equality, Diversity, and Inclusion (EDI) agenda in the Council.

Leadership of the EDI agenda should be further integrated into all levels of leadership and management throughout LB Haringey. This includes promoting diversity, ensuring equal opportunities, and creating an inclusive work environment. By embedding the EDI agenda, the Council can further foster a culture of fairness, respect, and equality, both within the organisation and in its interactions with Haringey's communities. There are opportunities to reflect the council's commitment to EDI in policies, practices, and decision-making processes and ensure that this is demonstrated and modelled by all the senior leaders in the organisation.

2.3. The Council should continue proactive work with local communities and make it clear which methods of engagement will be used in different service situations.

LB Haringey should continue its proactive approach to engaging with local communities. Building strong relationships and partnerships with communities, organisations, and stakeholders is crucial for effective governance. The Council should actively seek input from residents, listen to their needs and concerns, and involve

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them in decision-making processes. The new Participation Framework should provide the organisation with the framework to be clear with communities on what the Council means by participation and engagement on any given project. Ensure that internal networks are fully utilised for sharing successful participation tools and techniques, and record and communicate the learning.

2.4. The Council should develop and embed mechanisms to improve oversight and management of the Council's capital programme.

The Council should enhance its oversight and management of the capital programme, which involves the planning and implementation of major projects and investments. Robust processes should be put in place to ensure effective financial planning, risk management, and resource allocation. A balanced Medium-Term Financial Strategy should be developed and owned across the Council, providing a clear framework for financial decision-making. By improving the oversight and management of the capital programme, LB Haringey can maximise the value and impact of its investments, delivering tangible benefits to Haringey's communities.

2.5. LB Haringey should look at ways to strengthen and embed performance and programme management arrangements across the Council.

Haringey should strengthen its performance and programme management arrangements across the Council. This includes ensuring there are established, clear performance measures to monitor progress and evaluate outcomes. By having robust performance management systems in place, the Council can track its progress towards its goals, identify areas for improvement, and make informed decisions including on efficiencies. Effective programme management is imperative to ensuring that projects and initiatives are delivered on time, within budget, and with the desired outcomes. By embedding performance and programme management, LB Haringey can enhance its accountability, transparency, and efficiency and ensure that any co-production is genuine and meaningful.

2.6. Strengthen member/officer relationships within the Council by creating time and space for members and officers to interact outside of formal meetings to understand each other's roles and responsibilities and build trust.

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LB Haringey should continue its efforts to build wider and better relationships between members and officers, including by creating opportunities for members and officers to develop a deeper understanding of each other's roles and responsibilities. By fostering effective collaboration, communication, and mutual respect, LB Haringey can enhance its decision-making processes and governance. Improved relationships between members and officers contribute to a more cohesive and productive council, benefiting Haringey's communities.

2.7. Maximise your links with partners and stakeholders using your place leadership role to build coalitions that help with the delivery of local priorities.

Capitalise on the strong relationships and the goodwill built through the partnership work with the communities in Haringey during the COVID-19 pandemic by proactively engaging with stakeholders and partners. Look at opportunities to re-establish and take a leading role in bringing partners together around issues and policies that all of you have a significant role in working to deliver or challenges you are looking to resolve or mitigate.

2.8. Review the scrutiny function within the Council and look at opportunities for building mechanisms that enable the Council to measure the impact of scrutiny activity.

Work on strengthening the scrutiny function in the Council. Effective scrutiny can help with driving forward the Council's project delivery and support the ambitions on resident and partner engagement.

2.9. Continue the work on developing the key lines of business systems to increase efficiency in operations and enhance customer service.

Investing in key line of business enquiry systems including Customer Relationship Management (CRM) tools and procurement management systems can help enhance operational efficiency, improve customer service, help with making data-driven decisions, aid transparency and help with resource management.

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3. Summary of the peer challenge approach

3.1. The peer team

Peer challenges are delivered by experienced elected member and officer peers. The make-up of the peer team reflected the focus of the peer challenge and peers were selected on the basis of their relevant expertise. The peers were:

- Althea Loderick, Chief Executive at LB Southwark
- Cllr Sir Steve Houghton, Leader at Barnsley Metropolitan Council
- Carol Culley OBE, Deputy Chief Executive and City Treasurer at Manchester City Council
- Matt Wilton, Assistant Chief Executive at Newcastle City Council
- Yolande Burgess, Strategy Director: London's Communities at London Councils
- Tom Alexander, Project Director at LB Tower Hamlets
- Rebecca Ireland, LGA Peer Challenge Manager

3.2. Scope and focus

The peer team considered the following five themes, which form the core components of all Corporate Peer Challenges. These areas are critical to the Council's performance and improvement.

1. **Local priorities and outcomes** – Are the Council's priorities clear and informed by the local context? Is the Council delivering effectively on its priorities?
2. **Organisational and place leadership** – Does the Council provide effective local leadership? Are there good relationships with partner organisations and local communities?
3. **Governance and culture** – Are there clear and robust governance arrangements? Is there a culture of challenge and scrutiny?
4. **Financial planning and management** – Does the Council have a grip on its current financial position? Does the Council have a strategy and a plan to address its financial challenges?

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5. **Capacity for improvement** – Is the organisation able to support the delivery of local priorities? Does the Council have the capacity to improve?

In addition to these themes, the Council asked that two additional areas be explored:

1. The relationship between the Council and the Haringey community, and
2. The effectiveness of the Council's work on Getting the Basics right.

3.3. The peer challenge process

Peer challenges are improvement focused; it is important to stress that this was not an inspection. The process is not designed to provide an in-depth or technical assessment of plans and proposals. The peer team used their experience and knowledge of local government to reflect on the information presented to them by people they met, things they saw, and material that they read.

The peer team prepared by reviewing a range of documents and information to ensure they were familiar with the Council and the challenges it is facing. The team then spent four days onsite at the London Borough of Haringey during which they:

- Gathered information and views from more than 40 meetings, in addition to further research and reading.
- Visited High Road West, Broadwater Farm, Wood Green Library & Rising Green Youth Hub speaking to staff and residents.
- Spoke to more than 140 people including a range of Council staff together with members and external stakeholders.

This report provides a summary of the peer team's findings. In presenting feedback, they have done so as fellow local government officers and members.

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4. Feedback

4.1. Local priorities and outcomes

Haringey is a diverse borough geographically and demographically, with a resident population of over 260,000 people, a large proportion of which are younger people, with over 180 languages spoken, and areas of both high deprivation and affluence. The Council is aware that meaningfully engaging with such a diverse population is a challenge, one that the Council embraces. It is also keen not to be complacent in thinking it completely knows the area and the views of residents, when the population demographics are changing so rapidly, and participation mechanisms are not able to keep up with these changes. The Borough has several recognisable and impressive landmarks and venues, bringing additional vibrance and income to the borough. Whilst the Borough celebrates these, they also necessitate the Council to offer resources, oversight, and community leadership role to support the entertainment activity whilst balancing the gains with the needs and impact on the wider communities.

The Council produces a State of the Borough profile report annually which provides an overview of Haringey, using the most current data available. This information is clear, easy to digest and visually appealing, and it aims to give residents, partners, members, and officers access to a wide range of data to provide a better understanding of the borough, its population, and the key issues facing the Council and its residents. This data is used to shape priority setting.

The priorities for Haringey Council are set out in their Corporate Delivery Plan, which details how the Council will achieve building a fairer and greener borough. The plan was adopted in January 2023 and covers a period of 18 months. It is organised around eight themes and builds upon the work the Council completed in 2022 on crafting *The Haringey Deal*, aimed at forging a new way of working within the Council and with residents.

The Deal emphasises the importance of building greater trust between the Council and residents, learning from mistakes, and putting things right quickly, empowering communities to make change happen for themselves, and finding new ways to share power with residents and communities. Through *The Haringey Deal*, the Council also recognises the importance of getting the basics right when operating services and communicating with communities. The Council is keen to improve outcomes for its

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residents in the most deprived areas and to increase participation in Council services and decision-making. This includes work to broaden engagement to include all Haringey communities and promote getting involved in local democracy. The Council are keen to understand the barriers and find ways to support greater political engagement in local elections, with some Haringey wards having extremely low election turnout rates.

The peer team heard about residents' experiences when they accessed services, and it was understood that while there are pockets of good practice there are still areas where customer service is not living up to the aspirations set under *The Haringey Deal*. This was particularly the case with housing and landlord services. This is an area where the Council acknowledges significant improvement is required and has committed to this in a detailed, high-profile Council-led improvement programme. These services are now managed by the Council since the housing stock was transferred back from an Arm's Length Management Organisation (ALMO) in 2022. Considerable issues have been identified with these services, and an extensive improvement plan is in place. The peer team recognised the leadership demonstrated by the Chief Executive in sponsoring the improvement programme and chairing the housing improvement board, highlighting the priority status of this work and providing oversight of the improvement activity.

The Council provide many good services, with multiple examples of the Council delivering against its priorities. This includes Adult Social Care in Haringey emerging as an effective model of successful locality working and community engagement, closely interconnected with various community networks. Additionally, in the recent Ofsted inspection, children's services, received a 'Good' rating. The Council has worked hard to improve children's services, and this result is a testament to the commitment of all involved. It will help the Council to continue its work over the past few years to build trust in social care services, and function as an exemplar of the improvement journey the Council is undertaking in other service areas. Furthermore, the Council's dedication to addressing the climate change agenda is commendable, with enthusiastic members and officers keen to make the Council's services more sustainable.

While the ambitious work programme of the Council clearly is articulated in the Corporate Delivery Plan and *The Haringey Deal*, the peer team found that the priorities

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and focus were not always understood by all members, staff, and stakeholders. There is scope to address this by clearly articulating which of the activities in the extensive work programme are the more important priorities and there is significant goodwill amongst partners to collaborate with the new Leader and Chief Executive. There is also an opportunity to reflect on the scope of the Corporate Delivery Plan, to ensure that the Council has the right levels of capacity in the right places with the right skills and systems to deliver the plan. The outcome of this activity will also help to produce the next phase of the Corporate Plan and medium-term financial plan and a future narrative that is easily understood by members, officers, and residents.

It is likely over the course of the Corporate Delivery Plan period that the Council will face challenges in meeting all its priorities within available resources, and that trade-offs will be necessary to ensure an appropriate balance between meeting statutory requirements, responding to service pressures, and delivering affordability. To address these dilemmas, the Council would benefit from building into its decision-making processes opportunities to undertake comprehensive assessments, consider expert opinions, and actively involve the communities in Haringey in exploring options. By striking a balance and making informed choices, the Council can maximise the positive impact of its ambitious programmes.

Overall, the peer team felt the Council understood the current needs of Haringey's communities and is in the process of setting the programmes and projects it wants to deliver to meet those local needs. The Council's approach to community engagement and climate change action shows a dedication to improving the lives of its residents and ensuring a sustainable future. By strengthening their locality working and community networks, the Council is demonstrating its desire to build bridges with communities and offer meaningful opportunities to influence the decisions of the Council. By revisiting the vision, prioritising work, and aligning climate change goals with financial planning, the Council can further enhance its impact on Haringey's communities. Addressing trade-offs will require careful consideration; striking the right balance will be essential to achieving Haringey's ambitious objectives.

4.2. Organisational and place leadership

Haringey Council has an ambitious political leadership that is dedicated to delivering improvements and better outcomes for Haringey's communities. The Leader of the

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Council is very visible and provides clear and inspiring leadership to the organisation. The Leader and Cabinet is a cohesive, collaborative group, committed to delivering their manifesto pledges of 2022, which have been incorporated into the Corporate Delivery Plan.

External partners told the peer team that they have confidence in the leadership of Haringey Council, highlighting the Leader's efforts to create broader opportunities in the Council for receiving feedback and encouraging resident participation, and the Chief Executive's approach to place leadership and ability to bring stakeholders together. The Council is now seen as more open and engaging by its partners, with partners reporting that communication from the Council with external agencies has improved in the last 12 months. There is an opportunity for the Council to be more confident in London and nationally, highlighting the great work it does.

The Council is actively striving to shape places around changing communities, demonstrated in the work highlighted to the peer team around Seven Sisters and Tottenham Hale, and in the opportunities in Wood Green and Broadwater Farm. A committed and knowledgeable workforce supports the Council and actively engages in multi-agency collaboration, cultivating strong relationships within the Council and with other statutory bodies, community networks, and voluntary, community and faith sector (VCFS) partners. It has established a strong and supportive foundation with these groups working together to address the needs of local people. Much excellent work was done with these partners and the Council during and right after the COVID-19 pandemic, and in response to the cost-of-living crisis. The strong relationships with the VCFS, businesses and other partners provide a springboard for the Council to strengthen the role these stakeholders have in supporting the Council's placemaking ambitions.

The Council does face challenges in placemaking of which it is aware. These include delivering an ambitious housing delivery target of 3000 new homes by 2031, and having the ability to efficiently deliver this programme while also investing in the existing housing stock and improving customer service, which require significant attention and improvement. The Council should ensure it continues to nurture and capitalise on relationships with the VCFS, businesses and other partners to gain community support, and look at opportunities to collaborate on activity that will support the achievement of Council priorities. The Council may wish to exercise its convening

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role bringing partners together to discuss and coordinate activity, for example through re-establishing the community partnership forum.

There are a number of examples of where the Council has been able to work more closely with residents in ways that work for residents, including the work with the SEND Forum, improving the relationships between residents and the Council, and creating a better environment for collaborative work to improve services. The engagement and participation work on renewal, new housing, and economic regeneration through the resident ballot at Broadwater Farm Estate and the Wood Green Voices project have both forged a new, improved approach to engagement by the Council. It is important that the successes achieved are celebrated, and that learning about effective engagement activity is captured to help other areas in the Council to emulate successful approaches.

Through the new participation approaches being taken, the Council is making inroads into engaging with specific communities, as evidenced by their outreach to the Turkish community in Broadwater Farm. The leadership team is hailed for its dynamism and willingness to embrace innovative approaches. However, the ambitious agenda they seek to achieve requires careful consideration and effective time management.

The Council's communication with businesses is considered strong, but there is scope for improvement. For example, the council could consider establishing a business champion and refining communication methodologies both internally and externally to enhance the Council's interactions and maximise the opportunities for them to help deliver on the Council's economic development aspirations.

The Chief Executive has reconfigured the senior management team to better align with current demands and transformation programmes. The Council have invested time in team building and development for senior leaders, with this now cascading through the management layers. Haringey appreciates the importance of having a strong senior leadership team, with the ability to make key decisions and empower their staff teams to deliver change. This is imperative to a well-functioning Council and to achieving change at the rapid pace the Council is aiming for. Efforts are underway to move towards a more distributive leadership, management, and decision-making model in the Council, to counter the established practice of centralised decision making, with decisions being passed up the chain unnecessarily. This new way of working will help

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empower senior managers and Heads of Service to act on their experience and expertise, helping to speed up decision-making, and improve service delivery and the speed of outcomes for residents. It is envisaged that this will also free up much needed capacity in other staff, to enable the Council to operate more quickly and less bureaucratically. Overall, the peer team found that there is clear and dynamic leadership at the Council, coupled with a lot of ambition and positive activity on place-shaping, reducing inequalities, and working on regeneration and restoration in the area.

4.3. Governance and culture

A strength of the Council is their strong and stable political leadership that will enable them to consider long-term strategies and implementation. This has not always been the case in Haringey and this period of stability should be appreciated and embraced by the political leaders, including using this time to forge a clear longer-term vision for the Borough, in consultation with staff, partners and Haringey's communities.

Both the Leader and Chief Executive are well-respected by members and officers, both as individuals and as a team, and the peer team was told that they provide a united and effective partnership for the organisation.

The peer team observed that member-to-member, and member-officer relationships, are good at the strategic level, with the Cabinet Strategy Meeting a good example of collaborative joint working. The peer team saw evidence of a culture of reciprocal respect and understanding between members and these officers of each other's roles and responsibilities, in addition to examples of positive working within teams where team members feel safe to speak up and share their insights. Trust by members in the ability and decision-making skills of the wider staff group however is still patchy in certain areas, attributed to legacy issues with members queries and underperformance in key service areas.

Overall, there is a good approach to governance in the Council and an appetite to ensure there is effective scrutiny and challenge. While there is ongoing support for members to conduct their roles, non-executive councillors told the peer team that they believe more could be done to support them in their role, to engage with residents in the wards, and to keep them informed of progress and performance within the Council.

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Scrutiny work programmes appear to be set every two years and there is inconsistent adoption of mechanisms in place to measure the impact of scrutiny activity. The peer team would therefore recommend the Council conducts a review of the scrutiny function, to enhance the operation of meetings and further enhance the decision-making processes of the Council, as well as facilitating broader member engagement.

Whilst it was felt that the knowledge and understanding of members about the business of the Council and the issues on the horizon in local government is good, the Council should not be complacent and should continue to work on ensuring members possess the necessary skills, knowledge, and support to operate effectively. Alongside this, Haringey should ensure there are opportunities for members and officers to spend time together to develop a deeper understanding of each other's roles and responsibilities in a politically-led environment.

The sharing of performance management data with members and their engagement with the performance management process could be improved. Some members said they were not sufficiently engaged with performance management arrangements. Appreciating that a new performance management dashboard, Monday.com, was recently adopted by the Council, and that this may have impacted member and staff access or understanding, the Council should look to ensure reliable performance management data is available and used to inform the work of the Council at all levels. Ensuring that members have access to data will enable them to do their job to advocate for communities, explore opportunities to help support councillors in their local leadership role and help community capacity building and engagement.

Haringey's workforce is committed, engaged, passionate, and proud of their work and the leadership of the Council. The peer team heard from staff that the Council cares about their employees' well-being and that they are pleased they can bring their whole selves to work, with the Council fostering an inclusive and supportive work environment. The peer team also found that the Council's values are known amongst the staff team and starting to embed, and that the Council has placed a significant focus on developing confident and capable leaders and managers who can make decisions to improve their work with residents. A new Workforce Strategy is in development.

The work of the staff networks who champion the Equality, Diversity, and Inclusion

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(EDI) agenda across the Council is impressive, with the networks often acting as the first port of call when the Council embarks upon a project or policy consultation that needs EDI consideration. The level of engagement and strength in the networks is something to be celebrated. However, there must not be an over reliance on the networks to lead the EDI agenda. The council can further demonstrate the importance of EDI for the organisation as a corporate responsibility, by strengthening the way in which EDI is led and modelled by the senior leadership in the Council. The new Workforce Strategy should ensure a clear top-down approach to leading this work, alongside the great work of the staff networks to make sure EDI is embedded in the organisation's values and behaviours.

Staff relationships within the Council and between departments are positive and are becoming more collaborative. Staff members are generally positive about their work in the Council, sharing that under the new Chief Executive they have seen positive changes in the culture of the organisation, including a better focus on aligning the organisation towards common goals, prioritising resident needs, and ensuring basic services are delivered efficiently. However, it is acknowledged that this cultural shift may not be entirely embedded throughout the whole organisation.

The peer team were impressed with the Council's 'extra chair' idea, where staff members who are not part of the senior management can come to the senior leadership team meeting and observe and participate in the issues being discussed. This initiative aids transparency on how and why decisions are made by the senior team and bolsters opportunities for new innovative ideas to be aired, while also offering staff who aspire to take on these leadership roles opportunities to gain experience and insight. Furthermore, it is an additional method of cascading messages about the organisation's priorities and how the business of the Council should be conducted and discussed amongst peers.

The appraisal process is highly valued by many staff members. There is an opportunity to integrate the new values and behaviours around *The Haringey Deal* and 'getting the basics right' into these conversations. This approach will foster a culture of growth and improvement, ensuring that services remain dynamic and responsive to the evolving needs of the communities in Haringey.

There is a clear political appetite to continue to deliver programmes of improvement

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and the priorities set out in the Corporate Delivery Plan, but also an appreciation of the reduced financial capacity of the Council to do so. To further ensure good organisational leadership and success, a focus on risk literacy should be included in member and staff training, thus ensuring clarity and adherence to risk management practices across the organisation.

4.4. Financial planning and management

Cabinet members and the senior leadership team at Haringey have a good understanding of the financial position of the Council and the wider challenging financial climate that local government is operating in. Haringey, like many councils, has experienced a history of reduced grant funding and is working hard to manage that alongside the current pressures associated with inflation, post-Covid-19 costs, and the cost-of-living crisis.

Haringey recognises the importance of a strong collective narrative regarding their budget position, both organisationally and politically. It is crucial to tell the story of how the restricted revenue position aligns with the expanding capital programme. The financial situation is tight, and there is a risk that the budget gap may worsen due to increasing pressures. While the level of reserves is not critical yet, a clear strategy is needed to maintain and replenish them in line with organisational risk, and the Council should review the Minimum Revenue Position (MRP) Policy to ensure it is sufficiently prudent, proportionate to the level of debt, and aligned with the new MRP guidance due in the near future.

A limited assurance opinion from the Council's internal auditors in their report on "Delivery of MTFS Savings" had been given for a reason. It is now necessary to prioritise, create delivery plans, maintain control, and follow through on the ambitious plans and ambitions. This is especially crucial for achieving budget savings.

The Council also recognises the need for strong and collective financial leadership across the whole organisation to address its challenged budget position and is taking steps to achieve this. There is a whole organisation approach to addressing the budget challenge, with the peer team hearing about their innovative 'budget fortnight' initiative which has succeeded in improving cross-Council budget literacy and engagement. Greater collective awareness and ownership of the budget position and challenges is still needed, as there are significant financial risks, with a chance that the

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£17.4m budget gap could increase. The Council recognises that there is also a need to align the budget planning process with the Council's transformation plans.

There is a strong working relationship between the S.151 officer and the cabinet member for finance, with the cabinet member having a good understanding of the challenges the Council is facing. The information produced by finance for the senior leadership team as part of the recent budget presentation provided a good narrative of the Council's financial position. It is clearly stated that everyone in the organisation has the responsibility to work towards ensuring Haringey meets its statutory duties and actively manages expenditure, including delivering identified savings. The peer team also observed that business partnering is well established in the Council, providing that critical link between central finance and service areas.

The peer team would recommend a stronger emphasis on demonstrating and delivering value for money (VfM) within the Council. There is some evidence of this happening, but it needs to be embedded and sustained throughout the organisation. The Council's ambitious capital programme requires robust and realistic management, with effective viability assessments and scrutiny given VfM in housing and placemaking investments. Having an efficient and effective monitoring system for the Council's capital scheme is something that the senior leadership of the Council are keenly aware needs to be in place. There is some evidence of work happening to minimise and mitigate risk in this area; however, these arrangements should be reviewed, formalised, and enhanced given the scope of the capital programmes and the current economic climate. It is important that staff and members are provided with an appropriate space to discuss the capital programme priorities beyond the current arrangements and as part of the budget process.

It is positive to see that the Council has developed financial strategies to support their ambitions in placemaking and housing; while they have avoided embarking on high-risk commercial transactions, with their ambitious capital programme, an estimated borrowing requirement of £2.2 billion by 2027/28 to fund Housing Revenue Account (HRA) and General Fund capital schemes, it is critical that formalised and rigorous processes are continued to ensure that HRA schemes are affordable and sustainable within the HRA business plan before approval. Particular attention needs to be given to the increased levels of borrowing required and that the HRA can sustain the capital financing costs.

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Looking across the board, trade-offs are likely to be necessary between priority areas, such as housing regulatory requirements, decent homes, low carbon ambitions, and increasing housing stock, as increased borrowing costs may make them unaffordable. Having a framework in place to make informed decisions in this regard is essential.

A significant portion of the Council's budget is allocated to demand-led services such as children's and adult social care. The peer team observed that there was an implicit view from Cabinet members that the Council cannot take money out of demand-led services. Although it is true that these services often have statutory elements that mean a minimum level of service is legally required, there are often parts of the service that can be reviewed and considered in the round when looking at the budget and the revenue available to the Council. Maintaining and developing the relationship with NHS partners to agree funding models for services in Haringey will be important given the constrained NHS budget position. Consideration should also be given to how demand and risk can be managed, particularly in the adult social care budget with the ability to evidence base the strength-based work and cost reduction and avoidance to deliver financial savings. In general though, delivering savings in such services takes time and requires careful planning.

The Decentralised Energy Network project is an exciting endeavour and important to the climate change agenda. Care should be taken to ensure that appropriate governance, advice, risk assessment, financial modelling, and appraisals are in place and the Council is confident in the financial position and viability of the scheme before progressing. Moreover, the Council must ensure there is a strong client-side management to oversee the project and take corrective action if necessary. More widely on the ambitious climate change agenda, it is vital for Haringey to ensure proper alignment with a medium-term financial plan and a capital strategy. By integrating climate change objectives into the financial planning process, the Council can allocate resources more effectively. A well-thought-out financial plan will not only streamline the implementation of climate change initiatives but also foster a sense of financial stability and prudence.

There are local concerns that the borough does not receive an appropriate share of funding for NHS services delivered in Haringey, and the Council takes an active, dynamic, and challenging position with NHS partners working to bring about better funding distribution for the Borough. Given the constraints surrounding the NHS

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budget, it is important to maintain traction in this area. There needs to be a well-thought-out approach to managing demand and risk, particularly in the adult social care budget. It is essential to evidence the strength-based work and reduce costs accordingly. It is also important that the Council creates a clear strategy to maximise the benefits of partnership working with the NHS and other agencies, for the management of cost and risk in all demand-led services.

4.5. Capacity for improvement

The Council is on a change and transformation journey and has achieved significant improvement in the last year. The 'good' Ofsted rating in April 2023 was a watershed moment for the Council, built on a successful improvement programme for children's services, championed and invested in by members and officers. The council acknowledges however the need for further improvement and sustainability on their journey.

The Council has successfully embarked upon several renewal projects aimed at improving the physical environment and building economic prosperity. It has also held and been successful in a number of community votes on changes to existing estates and the creation of new and better homes.

Haringey is proud of the work it has done to improve relationships and build trust with residents, including through established forums comprising service users and Council members and officers. The transformation of the SEND forum is an example of significant improvement, highlighted to the peer team by residents and staff alike. The review team heard how the forum has more productive meetings and that trust in officers has increased. This has enabled the forum to spend more time working towards better outcomes for Haringey's young people.

The peer team heard that there is recognition of the abundance of talent and ability within Haringey's communities and that the Council aims to tap into these valuable resources through positive engagement. The senior leadership team has been instrumental in co-designing work and instilling confidence in the Council's professionalism and ability to share good practice.

While there is evidence of a lack of clarity in understanding the key priorities for the Council from *The Haringey Deal* and Corporate Delivery Plan, the Council is reflecting

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on how to communicate this better, and the peer team recommend that Haringey look now to crafting a longer-term vision for the Borough. With an ambitious programme the Council acknowledges the importance of sequencing resources effectively to make informed decisions and prioritise effectively.

There is also work to be done on embedding the new performance management system at the Council and Haringey is working on consolidating knowledge and intelligence within the Council departments by developing a unified data strategy. The council recognises the need for investment in the digital team and has plans to recast some portfolios to improve project management across the Council.

The Council does face some challenges in engagement and participation, and the peer team heard of some community stakeholders capitalising on the lack of clarity in engagement tools and methods. The new Participation Framework should help to ensure this is clear for each project and the appropriate methods are defined from the beginning and there are opportunities to road-test the strategy itself to ensure the residents voice is genuinely incorporated.

There has been investment in additional capacity to deliver improvements in the housing and landlord service, and the Council must approach this work realistically and consider the challenges involved. Not doing so could risk damaging the trust the communities in Haringey has in the Council and the service.

Haringey Council has made positive strides in improving various aspects of its operations, and ambitious plans for further improvement and transformation are in place. By leveraging internal expertise, engaging with communities, maximising relationships with invested stakeholders, and clarifying roles, the Council can drive positive change and achieve its goals effectively. Prioritising the new Workforce Strategy and increasing understanding of the views of staff by re-establishing staff surveys will contribute to a unified and motivated team across the organisation, strengthening the Council's ability to serve its residents and address their needs.

The Workforce Strategy also provides an invaluable opportunity to reset and move forward, particularly for staff with protected characteristics. This plan symbolises the commitment to "building our own" decreasing dependence on interim or agency staff. This will recognise the wealth of talent existing within the organisation and seeks to nurture and develop it further, and empower staff to explore new approaches, with the

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message resonating that they have permission to try new things. This culture of innovation, coupled with a shared sense of dedication, will cultivate an environment where staff members are willing to go beyond their duties. Their commitment and exceptional work should be acknowledged and celebrated by colleagues.

4.6. Relationship with the community

The Council deserves credit for its responsiveness to the needs of residents, particularly in addressing the challenges posed by the COVID-19 pandemic and the cost-of-living crisis. The relationships established in Haringey's communities, and with partners helping to deliver support, improved during the pandemic. The goodwill and social capital created during this time should be acknowledged and capitalised on by the Council for future engagement and participation projects.

Haringey Council's commitment to strengthening Council-community relationships is evident through their embrace of *The Haringey Deal* and engagement with various stakeholders. The Council is clearly invested in and prioritising having a better relationship with residents, seeking to improve the well-being of its communities. The Council is working to reset the relationship, and the way the Council and its staff interact with, and provide services to, residents. Furthermore, the Council's engagement with partners is commendable, fostering a sense of alignment and partnership to ensure a positive response from Haringey's communities.

While there are challenges to address, the Council's efforts to measure the Deal's impact, leverage community expertise, and build trust, reflect their dedication to inclusive and sustainable development. By fostering open communication, transparent governance, and sustained community involvement, Haringey Council can continue to make positive strides towards achieving their shared goals and fostering a thriving and interconnected community.

The Council understands the importance of open dialogue with its residents, actively seeking through the new Participation Framework to formulate and test new models of engagement to complement those already successful approaches but should not miss the opportunity to develop that strategy with partners and residents so it is felt to be owned by all.

The Council acknowledges the need for more work in building trust, especially in

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certain project areas. Recognising the significance of sustained community involvement, the Council is taking steps to be more accessible and available when needed, fostering ongoing collaboration even after project completion. There are good examples of authentic community engagement across the borough, where solutions are driven by communities and their need. This includes the Wood Green Voices project, as well as the ballots and the sustained community-engagement at Broadwater Farm and High Road West. Similarly, the Haringey Worx financial support team actively engages with residents to understand their feelings and concerns about regeneration/renewal projects, demonstrating a commitment to inclusive decision-making and community involvement.

The visit by the peer team to Rising Green, a local, recently opened new youth centre, provided more opportunities to hear from residents about their experiences of living in Haringey. The space is valued and appreciated by the young people, who recognise the Council's efforts to make spaces available to them and provide initiatives to support them. However, there is still much work to be done to help young people feel safe on the streets of Haringey and enable them to meaningfully contribute to how their area looks and feels and influence how services are provided to them. The Council is aware of these issues and is working with statutory partners to bring about the change needed so residents, especially young people, can thrive.

These projects demonstrate strong involvement with local people and showcase the potential for successful service user and community engagement. However, there are areas where the Council's response adversely affects the excellent work done in these engagement projects, including the day-to-day customer service, and service failures in housing services. Work has started to address the concerns and build trust and confidence with residents and must continue at pace.

Relationships between members of the Council and residents, particularly in the context of children's services, can be challenging. Acting as intermediaries, the Council seeks to strike a balance between the needs of their communities and regulatory requirements. Further efforts to tap into volunteering and leverage the expertise of individuals with first-hand experience could enhance service delivery.

Haringey should prioritise building trust and confidence with residents by ensuring a positive and consistent experience when interacting with the Council. There are clearly

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pockets of excellence in community engagement within departments and projects; these should be used to show members and staff throughout the Council how to achieve consistency in this area.

4.7. Getting the Basics Right

The Council's efforts to focus on getting the basics right to improve the quality of services provided to residents are commendable, and there is a lot for the Council to be proud of in its service delivery. A desire to measure the success of *The Haringey Deal* further underscores the Council's commitment to transparent and accountable governance.

The Council have invested in its staff, recognising the importance of investing in their leaders and managers to navigate the complexities of managing multiple programmes in challenging times. This focus on workforce improvement highlights the Council's dedication to upskilling their workforce and providing the necessary support to achieve their goals and priorities. The appraisal process has been refreshed and is praised by the majority of the staff team.

While the Council is making strides in improving services, there are still areas that require attention, particularly in communication with residents. The peer team have heard of examples of poor customer service, with issues related to responsiveness and engagement. It is evident that there is a need for skill development and a culture shift to improve customer care.

The peer review team heard a mixed understanding of the Haringey Deal within the Council and with partners and residents, including regarding the overall vision for initial contact with residents. There appears to be a disconnect between what the council aims to achieve (the Deal) and how it is perceived and impacts frontline customer services. There is also confusion about whether the Deal is a ‘one off’ or an evolving opportunity to collaborate. This highlights the importance of aligning goals and ensuring effective communication within the organisation. To ensure continuous improvement, it is important that the Council understands the significance of getting the basics right with a clear and engaging narrative available to be shared with staff and partners on what success in this approach looks like. The Council should actively engage key statutory partners, embracing their expertise and insight to drive positive change. By correctly phasing and allocating resources, significant improvements can

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be swiftly achieved, benefiting all involved. The peer team found the enthusiasm among the staff for the messages delivered to date inspirational and felt this signalled a hunger among staff for more inspiration and guidance.

There is a strong awareness that key business systems – such as customer relationship management (CRM), procurement, and portfolio management – require investment and specific plans. By addressing these areas, the Council can optimise efficiency, streamline operations, and deliver an even higher standard of service delivery.

Implementing new systems in the Council should be complemented by thorough training and constant monitoring to address any behavioural or attitudinal challenges that may arise. Given the importance the Council places on participation and interacting effectively and thoughtfully with communities in Haringey, the Council might want to consider prioritising 'engagement' as a skill within the Workforce Strategy to further enhance the ability of the workforce to connect and resonate with the communities.

Setting high standards for responsiveness and customer service is necessary to enhance the Council's reputation and trust. This includes having good complaints processes, without diverting resources from resolving existing backlogs and working to facilitate timely and efficient communication with members, through the members enquiries process. Critical to success is ensuring clear response guidelines and expectations are established, leaving no room for ambiguity. That said, to strengthen the Council's response on getting the basics right, it is crucial to strike a careful balance between perfection and progress, and appreciate that by adopting an incremental approach, steady advancement can be achieved while avoiding overwhelming changes.

Effective programme and project delivery require cohesive capacity and a portfolio that reflects strategic, cross-cutting thinking. Given the breadth of the change happening in the Council, it is important that attention is given to project delivery risk, emphasising the assessment of interdependencies, and focusing on the ultimate benefits they will yield. There was some evidence of an appreciation of the interdependencies between the projects and the need for cohesive capacity for delivery. By categorising projects based on Directorate, cross-Directorate, cross-Council, and cross-organisational

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efforts, the service can maximise its potential and ensure a holistic approach to achieving goals.

The Council is still on a journey to achieving getting the basics right, and to their credit they appreciate the task in hand and have a wide-ranging programme to achieve this.

5. Next steps

It is recognised that senior political and managerial leadership will want to consider, discuss, and reflect on these findings.

Both the peer team and LGA are keen to build on the relationships formed through the peer challenge. The CPC process includes a six-month check-in session, which provides space for the Council's senior leadership to update peers on its progress against the action plan and discuss next steps.

In the meantime, Kate Herbert, Principal Adviser for London, is the main contact between your authority and the Local Government Association, and is available to discuss any further support the Council requires (Kate.Herbert@local.gov.uk).

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Corporate Peer Challenge in Haringey 2023 – Action Plan

Introduction from Cllr Peray Ahmet, Haringey Council Leader and Andy Donald, Chief Executive

We would like to start by thanking the Peer team and the LGA for their work on this Peer Challenge. We enjoyed meeting you, talking to you about where Haringey Council is at on our journey; and reading your report. Whilst this action plan focuses on delivering on the recommendations, which are understandably about what we can do better and areas for continuing development, we think it is also important to recognise how positive the report is overall.

This is a time of considerable change at Haringey, not least in our relationships with our residents and communities. This is why was asked the Peer team to specifically look at this theme alongside our approach to 'getting the basics right'. Both of these are key elements of the Haringey Deal and will be critical to our future success. We were therefore delighted to read:

> *"There is widespread commitment within the Council to these objectives, with visible evidence of both members and the workforce going the extra mile to contribute to these aims and achieve a fairer and greener Haringey." [pg3]*

We both know how important the culture and values of any organisation are. We have worked together over the last 18 months to build a culture at Haringey that is exemplified in our new values; caring, collaborative, community-focused, courageous and creative. The Peer team's reflection described below resonates with our own sense that we are making positive progress in this area.

> *"Haringey's workforce is committed, engaged, passionate, and proud of their work and the leadership of the Council. The peer team heard from staff that the Council cares about their employees' well-being and that they are pleased they can bring their whole selves to work, with the Council fostering an inclusive and supportive work environment. The peer team also found that the Council's values are known amongst the staff team and starting to embed.." [pg 17]*

However, we know that we still have a lot of work to do to ensure that we are consistently the best organisation we can be. There is no room for complacency not least because of the incredibly challenging financial environment in which councils – including Haringey – find ourselves in. The recommendations the Peers have set out in their report will be really helpful to taking us that next step on our journey.

We know how busy the Peer team members are in their day jobs delivering for their own communities and so we would like to put on record our thanks to them for taking the time to be part of this important process.

Background

In May 2023 Haringey welcomed a team from the Local Government Association to undertake a Corporate Peer Challenge. The LGA team spent four days on site meeting with staff, councillors, partners and stakeholders. The team also had access to a range of documents and information in order to support their work. A peer challenge is not an inspection but nonetheless it is an important way for local authorities to identify and prioritise areas for development or improvement.

Following the 'challenge' a Final Report was produced by the LGA which included a number of recommendations. They are set out below alongside a set of actions that the council proposes to take to respond to them.

Delivery and transparency

In order to aid accountability for delivery we have identified an individual officer and Cabinet Member who will drive forward action on each point working with their colleagues. We have also indicated a deadline for completion of each action set out in the report. We are determined that this action plan will be implemented and that it will deliver on the recommendations that have been made. We will report progress alongside the next update to Cabinet on our wider performance in the spring of 2024.

In line with the expectations of the LGA Peer Challenge process we look forward to welcoming the Peer team back in 2024 to check on our progress.

Recommendation	Summary	Lead Officer	Lead Cabinet Member	Actions	Deadline for completion
1. Establish a long-term vision for the Borough.	➢ In collaboration with communities and partners, work to establish a comprehensive long-term vision for the borough ➢ Opportunity to go beyond short-term goals ➢ Should provide clear direction for council's activities and include a narrative making clear the council's role ➢ Should help to align resources towards common goals, and articulate to staff, members, partners and stakeholders their responsibilities for delivery	Director of Culture, Strategy and Engagement	Leader of the Council	A Borough 'vision' will be developed. It will be based on a 10 year time horizon. The intention is that this will support prioritisation and galvanise action. It will not be simply a set of actions the council will take. Instead, we hope it will be a true vision for the borough which we develop and deliver with our residents, partners, Councillors and staff. In addition, we will develop a Corporate Delivery Plan for the period 2024-26. This will set out how we will continue to operationally deliver on the commitments we have made and will support continued transparency around our delivery.	Brought to Cabinet by September 2024 Brought to Cabinet in March 2024
2. Embed leadership of the Equality, Diversity, and Inclusion (EDI) agenda in the Council.	➢ Leadership of EDI should be further integrated in all levels of leadership and management ➢ Promoting diversity, ensuring equal opportunities, and creating an inclusive work environment ➢ Embedding EDI supports interactions both internally and with our communities ➢ Opportunities to reflect commitment to EDI in policies, practices and decision making helping ensure it's modelled across the organisation	Chief Executive	Cabinet Member for Community Safety and Cohesion	<u>Internal</u> An EDI Action Plan has been developed through a process of significant staff engagement. The Action Plan breaks down our long term goals into clear, transparent and achievable actions. The actions have been identified and prioritised based on the findings of our EDI audit and workforce equalities data. The actions are grouped under 6 themes: 3. Leadership 4. Recruitment 5. Retention 6. Progression 7. Management	Launched and disseminated September 2023

				8. Communication Each action has an identified owner, performance measure and a timeline for delivery. The action plan will be monitored by and report to the Equalities Steering group, chaired by the CEO, on a quarterly basis. Leadership/Management actions include: • The development of an EDI Ambassadors programme • Every senior leader having an EDI personal development plan • A commitment to increasing the visibility of EDI leadership through its inclusion on team meeting agendas, 121s and as appraisal objectives. • A commitment to clarify the role of the staff networks, to ensure this is spread across the organisation and not reliant on the networks: Invest in and support our staff equality networks: a. Instate protected time for network leads b. Ensure recognition for role in the network leads appraisal objectives c. Review roles and responsibilities of staff networks, senior sponsors, HR, Trade Unions and all staff in relation to EDI. d. Support staff to attend network activities, for all staff including frontline e. Develop a suite of resources and development opportunities for network leads In addition to the launch and delivery of the action plan:	Q4 2023 Q4 2023 On-going a. Q2 2023 b. Q2 2024 c. Q4 2023 d. Q2 2024 e. Q2 2024

				• The autumn 2023 'all staff' events will include a major focus on EDI, specifically 'ally-ship'.	October 2023
				• A new development programme for Managers will include specific training and development on EDI.	New programme due to start in summer 2024
				Our Leadership Network will have a six-monthly focus on our anti-racism agenda with the aim of growing our organisational understanding of racism. The Network will be asked to commit to specific actions and demonstrate progress on these.	Ongoing
				<u>External</u> We recognise the intrinsic link between the internal and external EDI agendas. As a council we know we play a critical equalities leadership role in our borough. We also have both legal and moral obligations to promote equality and prevent discrimination.	
				Our Coordinating Group Addressing Racism brings leaders from partner organisations together, including the NHS Trusts, Voluntary and Community Sector and police, to provide each other with peer support and constructive challenge on our collective and separate anti-racism work.	Ongoing
				The Group will undertake a benchmarking exercise to create a clear baseline for each of our organisations and our collective position in Haringey.	November 2023

				An action plan will be developed across 7 key levers of power and influence: 1. Employment practice, including apprenticeships and work experience 2. HR practice, including training, culture, talent management, formal procedures 3. Policy and strategy development 4. Investment power 5. Communications power 6. Service delivery 7. Influencing regional and national decision makers	January 2024
				Our Community Networks provide a platform for organisations and residents from marginalised backgrounds (Somali, Turkish and Kurdish etc.) to speak directly with senior officers from statutory organisations, working through challenges, identifying opportunities, and improving mutual understanding.	Ongoing
				We will arrange a councillor representative for each Network who will attend Network meetings and feed back to elected colleagues.	December 2023
				We will arrange quarterly meetings bringing the leads of each of the Community Networks together with relevant Cabinet Members and senior Council officers to ensure issues, insights and progress from the Networks help to inform decision making at senior level.	December 2023

3. The Council should continue proactive work with local communities and make it clear which methods of engagement will be used in different service situations.	➢ Continue proactive approach to engaging with communities ➢ Actively seek input from residents, listen to needs and concerns, and involve them in decision making ➢ New participation strategy provides the framework ➢ Ensure internal networks are fully utilised to share participation tools and techniques ➢ Record and communicate learning	Assistant Director for Strategy, Communications and Collaboration	Leader of the Council	Implementing all aspects of the Haringey Deal will continue to be a key area of focus for the organisation. We will further develop our aspirations for the Deal as part of the Borough Vision development process. An initial participation framework has been published and is being disseminated across the organisation. Feedback from dissemination activity is being incorporated into the ongoing development of the framework. The second iteration will be published in January 2024. The next iteration of the participation framework will set out the organisational expectations for actively involving residents, using a range of participatory approaches described in the existing framework, accompanied by implementation guidance and support. The council's internal participation network is an active 'community of practice' through which we will continue to build capacity and skills for resident participation into the culture of the organisation. In addition, we will continue using other staff networks and forums to generate momentum, disseminate guidance and learning, and seek feedback on what further support might be needed.	November 2023 - July 2024 January 2024 Ongoing

				We agree that capturing reflection and learning will be important in embedding good participation practice and have captured learning from a number of key participation projects to date (e.g. Wood Green Voices, Parks and Green Spaces Strategy). The upcoming iteration of the participation toolkit will include a section on evaluation and learning, to help capture and embed learning practice. As part of Borough Vision development, we will speak to residents and partners about how they would like to work with us as part of the Deal and will use these conversations to inform the development of a set of Deal 'metrics'. These can be used to assess the 'success' of specific participation projects, but we will also how we can measure change over time at borough level.	April 2024 November 2023- July 2024
4. The Council should develop and embed mechanisms to improve oversight and management of the Council's capital programme.	➢ Enhance oversight and management of capital programme, including the planning and implementation of major projects and investments ➢ Robust processes should be put in place to ensure effective financial planning, risk management, and resource allocation ➢ Balanced MTFS should be developed and owned across the council, and be a	Director of Finance	Cabinet Member for Finance and Local Investment	A new approach for overseeing capital projects has been introduced with quarterly reviews at a performance focused meeting of the Council Leadership Team. In light of the rising cost of borrowing and wider financial pressures the authority's entire capital programme is being reviewed in autumn 2023 to feed into the budget for 24/25 and MTFS.	On-going September 2023- March 2024

	framework for financial decision making			Additional regular reporting on the entire programme will be brought to the Cabinet to allow collective oversight and prioritisation of the programme. Appropriate information will be provided to the Overview and Scrutiny Committee to enable them to effectively scrutinise the capital programme as part of their budget scrutiny work.	Quarterly This is work in progress and we are engaging with Scrutiny.
5. LB Haringey should look at ways to strengthen and embed performance and programme management arrangements across the Council	➢ Strengthen performance and programme management arrangements, including established and clear performance measures to monitor progress and evaluate outcomes	Assistant Director for Digital and Change	Cabinet Member for Housing Services, Private Renters and Planning	<u>Performance management and measurement</u> We have already introduced a new way of reporting progress and performance under the Corporate Delivery Plan – with a report presented at Cabinet in September and Overview and Scrutiny in October. This seeks to track the delivery of activity and outcomes – as well as metrics where they are relevant. The next round of reporting will be in March 2024. As we develop the Borough Vision and the next Corporate Delivery Plan we will build on and finesse this approach to ensure we are measuring and tracking the most meaningful things. We believe that transparency is crucial for accountability and commit to regularly publishing information on our performance.	On-going September 2024 On-going

				We have already recognised that particular challenges require bespoke management, oversight and reporting arrangements for instance our Housing Improvement Plan, overseen by a Housing Improvement Board chaired by the Chief Executive. We will continue to initiate such bespoke arrangements when required. We recognise the introduction of Oflog and the enhanced role for the Care Quality Commission. We will actively seek to embrace the opportunities that this provides to benchmark ourselves against other authorities. We recognise that complaints are an important source of performance information for us as an organisation. As part of our feedback improvement plan we will be ensuring we embed the reflection and learning from complaints across the council. <u>Programme management</u> We are currently reviewing our corporate approach to programme management. The purpose of this is to ensure we: • Simplify project governance and reporting, reducing the proliferation of ad-hoc boards and structures and providing better oversight and grip to senior managers. This will be linked with the performance management above.	On-going On-going April 2024

				• Refocus project management toward product management and a focus on outcomes rather than delivery mechanisms in order to deliver genuine change. • Build a group of permanent project managers and business analysts to provide in house expertise – reducing our reliance on contractors. • Ensure a consistent approach to programme management through standardisation of Business cases, PIDs, monitoring, reporting and benefits realisation. Provide support to the organisation to create these products. • Have appropriate and proportionate corporate oversight of projects and programmes based on risk, significance, budget. In addition, to the Vision and Corporate Delivery Plan we will be ensuring that all services have annual service plans from April 2024 onwards. This is something that has not been consistently in place since Covid 19.	April 2024
6. Strengthen member/officer relationships within the Council by creating time and space for members and officers to	➢ Continue efforts to build wider and better member-officer relationships ➢ Create opportunities to for members and officers to develop a deeper understanding of each other's responsibilities	Director of Placemaking and Housing	Cabinet Member for Climate Action, Environment and Transport, and Deputy Leader of the Council	A session will be held with all councillors – hosted by the Leader and Chief Executive – to co-produce actions in response to this recommendation. A second session on the 'Role of Members' will be held for the council's Leadership Network. An initial session was held in early 2023. This will support the aim of	By November 2023 Autumn 2023

interact outside of formal meetings to understand each other's roles and responsibilities and build trust				increasing the 'political literacy' of council officers.	
7. Maximise your links with partners and stakeholders using your place leadership role to build coalitions that help with the delivery of local priorities.	➢ Capitalise on strong relationships and good will built through partnership work with communities during Covid, by proactively engaging with stakeholders and partners ➢ Look for opportunities to re-establish/take a leading role in bringing partners together around issues and policies that we both have a role in delivering	Director of Culture, Strategy and Engagement	Cabinet Member for Health, Social Care and Wellbeing	We anticipate that the Borough Vision (see recommendation 1) will articulate a shared set of priorities for the borough, developed through active engagement with range of stakeholders and partners. In addition, the council will continue to invest in existing partnership work. For example, the Coordinating Group for Tackling Racism and Racial Discrimination and the launch of a new 'Young People at Risk Partnership Network' with statutory and community partners, focussed on reducing serious youth violence in the borough. The Haringey Borough Partnership brings together all those that plan, provide or influence health, mental health and wellbeing for people in Haringey. It has a particular focus how we can provide early, coordinated care at locality level, making use of our shared community assets to increase equity of access and contribute to a reduction in population health inequalities. The priorities and governance arrangements for the Borough Partnership	By November 2023 Ongoing April 2024

				have been refreshed over recent months. The next phase of this work will focus on improving active engagement with, and participation of our communities within both the Borough Partnership structures and through our Health and Wellbeing Board. We will also continue to invest in our relationship with our local VCS partners, with a view to: • supporting the sector so that it is more resilient, sustainable and collaborative; • establishing a new, fair, equitable and transparent approach to working with the sector; and, • ensuring the sector has a stronger voice in council decision making and strategy development. This work will be achieved through a range of activity, but most significantly through: • the commissioning of a new VCS Strategic Partner; and, • the production of a new VCS Strategy (Jan/Feb 2024) We will also be relaunching the Debt and Financial hardship partnership, with a view to strengthen our systems wide response to this urgent issue.	January/February 2024 October 2023

				In addition to the above, the council will be convening partners to consider any further actions to implement this recommendation.	November 2023
8. Review the scrutiny function within the Council and look at opportunities for building mechanisms that enable the Council to measure the impact of scrutiny activity.	➢ Work on strengthening the scrutiny function in the Council	Head of Legal and Governance	Cabinet Member for Children, Schools and Families	A joint session will be held with members of the Overview and Scrutiny Committee, members of the Cabinet and senior officers to co-produce actions in response to this recommendation. We recognise the importance of active scrutiny of our decision making and service provision more broadly. We want to be an organisation that welcomes constructive scrutiny and challenge. We will seek to learn from relevant reviews and reports into issues including in other parts of the public sector.	November 2023 On-going
9. Continue the work on developing the key lines of business systems to increase efficiency in operations and enhance customer service.	➢ Investing in key line of business enquiry systems, including: ○ Customer Relationship Management (CRM) ○ Procurement management	Assistant Director for Digital and Change	Cabinet Member for Resident Services and Tackling Inequality	Work underway to review Think Haringey First Programme, including the Getting the Basics right workstream. This is a wide-ranging programme of work that includes: • A redesign of the way we think about and deliver an excellent digital customer experience. This will include user centred design, journey mapping and user testing to design new online portals for residents so that they can self-serve and better back office processes to complement • Implementing a CRM that allows us to provide better digital solutions for	The plan will be delivered by November 2024

				residents and improve back office workflows. • Review of HR & finance policies and processes with a view to improving and simplifying them as we explore a procurement of a new ERP solution. • Improvements to our complaints management process and platform. • Shift further to digital first approach and away from paper-based solutions. • Further roll out of workflow management systems such as HALO and Monday.com We have a Procurement Modernisation Plan in place. This will deliver the following: • A revised operating model to centralise procurement above £25k. • New technology to consolidate our procurement and contract management activity into a single platform. • Simplified and efficient 'source to pay processes'. • Preparation and readiness for the new Procurement Act due to come into force in 2024. • Introduce corporate contract and performance management standards. • Revised Contract Standing Orders to support new ways of working and the Procurement Act. • Education and transformation programme to embed the new ways of working.	The plan will be delivered by November 2024

Report for: Cabinet – 17th October 2023

Title: London Borough of Haringey Translation and Interpretation Policy

Report authorised by : Jess Crowe, Director of Culture, Strategy and Engagement

Lead Officer: Elliot Sinnhuber, Policy and Equalities Officer

Ward(s) affected: All

Report for Key/ Non Key Decision: Key Decision

1. Describe the issue under consideration

1.1 As part of its wider commitment to tackle inequality, Haringey Council is working to improve equity of access and outcomes and to proactively removing the barriers residents may experience when interacting with the council. Language can act as a barrier, and high-quality translation and interpretation (T&I) is essential to removing it.

1.2 Haringey Council does not have a translation and interpretation (T&I) policy. As a result, there is no consistent set of standards to guide officer decision-making on its use and to ensure residents receive support that meets their needs.

1.3 This report seeks approval of the proposed Translation and Interpretation Policy attached in Appendix 1. It sets out the council's approach to communicating with residents who do not use spoken or written English as their main language and provides a framework for the use of translation and interpretation services across the council.

2. Cabinet Member Introduction – Leader of the Council

We want to change our relationship with local people. We want to have open, collaborative and inclusive conversations with our residents – breaking down the 'us and them' divide, improving the quality and accessibility of local services and allowing residents to shape change in their lives and their neighbourhoods. That's the commitment we've made in the Haringey Deal.

Too often language gets in the way. Too many residents in our borough struggle with everyday local services because they aren't yet confident with English. It's an all-too familiar story that many residents rely on children or other family members to get by. We know families are supportive, but every resident should enjoy the same right to confidential and independent access to services.

There are already huge inequalities in life chances and outcomes in this borough and language barriers only make these worse. We are committed to getting the basics right in

Haringey – having local services that are quick and easy to access and use – and a big part of that is having a clear plan to overcome language barriers.

We know there are thousands of residents who want to learn or improve their English. Many across London are sitting on waiting lists for language classes and can't afford to pay for private tuition. No one should be punished for that – they should be supported.

We've committed to expand ESOL (English for Speakers of Other Languages) classes in Haringey – and we can do a lot by referring residents to local community classes. That will make a real contribution, but we can't rely on ESOL alone. We have to recognise that there are plenty of times when translation is needed.

That's why we've created this policy and guidance. It sets out where digital translation can be used and where it's more appropriate to use a professional – for example where high-risk and complex issues are being talked about.

A commitment to collaboration and coproduction doesn't mean much without a clear plan for translation and interpretation. For too long many residents haven't really been part of decisions because we haven't engaged in a way that works. That is unjust – and it makes decisions weaker. We need deep engagement with communities that we can learn and build from.

We want to be a fairer and genuinely collaborative borough. That starts with common understanding.

3. Recommendations

3.1 It is recommended that Cabinet note and approve the Translation and Interpretation Policy attached in Appendix 1 which will come into effect from the 25/10/2023.

4. Reasons for decision

4.1 Haringey Council is committed to providing a high-quality public service, improving equity of access and outcomes, and proactively removing the barriers residents may experience when interacting with the council. High-quality translation and interpretation are critical to meeting these commitments to residents who are not confident English speakers.

4.2 The council does not currently have a translation and interpretation policy, and the lack of one may cause inconsistent decision-making around the use of translation and interpretation. This may negatively impact the access, experience and outcomes of residents using our services who are not confident English speakers who make up 7% of Haringey's population (19,000 residents). Additionally, the lack of a policy may result in missed opportunities for officers to effectively address resident concerns on the first interaction.

4.3 The policy will improve the quality and consistency of translation and interpretation across the council and support officers to proactively remove the language barriers that residents encounter. The aspiration is that this will improve resident experience and outcomes of our services.

4.4 Then policy will also play a critical role in advancing the Haringey Deal particularly the commitments of:

- Knowing our communities - developing a better understanding of who our residents are, their strengths and needs, and how we can best work with them.
- Getting the basics right – ensuring residents' everyday interactions with the council are easy, effective and supportive.
- Working harder to hear the voices that are too often overlooked.

5. Alternative options considered

5.1 Not to develop a new translation and interpretation policy. This was rejected because while it is not a statutory document, effective translation and interpretation are critical to removing barriers, improving equity and meeting the following commitments in the Haringey Deal: getting the basics right and working harder to hear voices that are too often overlooked.

6. Background information

6.1 The development of this policy is driven by a range of existing and emerging bodies of work in the council that have a shared emphasis on equity and the elimination of barriers to service access.

- Prevention and community access – an emerging priority to setting principles and guidance about our approach to early intervention, prevention with an emphasis on equity.
- Resident experience - aims to improve and enhance the Customer Service Journeys for residents.
- Welcome strategy - includes an objective to develop and deliver welcoming services that treat everyone with dignity and respect.

The policy also seeks to advance the Haringey Deal particularly.

- Knowing our communities - developing a better understanding of who our residents are, their strengths and needs, and how we can best work with them.
- Getting the basics right – ensuring residents' everyday interactions with the council are easy, effective and supportive.
- Working harder to hear the voices that are too often overlooked.

<u>Critical issues with our current translation and interpretation offer.</u>

6.2 The policy aims to address five critical issues with Haringey's current translation and interpretation offer that were highlighted during early engagement on the policy.

- Without high-quality translation interpretation, language barriers can negatively impact the access, experience and outcomes of residents using our services who are not confident English speakers.
- Without effective translation, language barriers limit the ability of our communications to reach the broadest range of communities.
- The council does not have a T&I policy and so decisions about use of translation and interpretation may not be as consistent as they should be.
- These factors result in missed opportunities to meet needs and prevent escalation.
- Informal interpretation (using children, relatives and multilingual staff) is often used when inappropriate, presenting ethical, confidentiality and well-being issues.

<u>Resident Engagement</u>

8.1.1 To ensure the policy meets the needs of resident's, representatives from Latin America, Turkish Kurdish, and Somali communities were invited to a conversation

about the policy and to discuss their experiences of translation and interpretation in more generally.

8.1.2 The conversation focused on how members of these communities like to access and receive information and how they self-serve their translation and interpretation needs.

8.1.3 These conversations provided valuable insight into how to best reach communities with translated material to reduce language barriers proactively. Additionally, they emphasised what we already know that our language communities are not helpless and, for the most part, have strategies for accessing translation and interpretation. This learning ensures that we do not provide unnecessary or patronising support to communities and instead use the policy to help residents when self-service is not possible or inappropriate.

8.1.4 This learning from residents' engagement has been reflected in the final policy.

The change the policy will drive.

6.3 The policy will essentially codify existing practices in the council and, by doing so, will ensure that residents receive the same high-quality translation and interpretation support no matter where or how they interact with council services.

6.4 There are, however, some fundamental changes that the policy will drive:

- Make it clear that all officers have shared responsibility for considering residents' language needs, using translation and interpretation and linking residents to ESOL classes where appropriate.
- Support better decision-making around interpretation, ensuring residents get the service they need, balanced against the most effective use of resources.
- Increased officer confidence in using technology for translation and interpretation, allowing us to do more with less and more quickly.
- Increased use of data to support proactive use of translation and interpretation.
- Encourage more proactive removal of language barriers, including better use of language lines (e.g. inserts in letters that explain the letter in multiple languages), summarised documents and bringing interpreters to engagement sessions.
- Clarity on our position on where it is appropriate to use informal interpreters (children, relatives, and multilingual council officers).

6.5 While the policy may increase demand for translation and interpretation in the council, it should also help mitigate the impact this has on cost by ensuring the correct balance between service quality and effective use of resources.

6.6 We also expect that improving resident access to and experience of council services, support, and advice will enhance prevention and improve long-term outcomes. This will result in long-term savings due to better prevention leading to less escalation and a reduction in more costly interventions.

7. Contribution to the Corporate Delivery Plan 2022-2024 High level Strategic outcomes'?

7.1 The translation and interpretation links to High-level outcome 1 of the resident experience, participation and collaboration theme,

Positive resident experience - All residents, businesses and other stakeholders can easily access services designed and operated in a resident-centric way.

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8. Carbon and Climate Change

8.1 This decision will have no impact on carbon usage, climate change or net zero.

9. Statutory Officers comments (Director of Finance (procurement), Head of Legal and Governance, Equalities)

9.1 Finance

9.1.1 The proposed translation and interpretation policy essentially codifies existing practice that is already going on in the council and therefore the cost of the service is expected to remain broadly in line with current levels of spend and be managed within the existing budget envelope.

9.1.2 It is possible that the introduction of a formal policy may lead to some increased demand for T&I, however aspects of the policy should help mitigate cost increases, notably that more expensive in-person interpretation should only be used when critical for service delivery, and focusing on finding and using new tech solutions for T&I.

9.2 Head of Legal & Governance

9.2.1 The Head of Legal and Governance has been consulted in the preparation of this report and comments as follows.

9.2.2 The Policy sets out the council's approach to communicating with residents who do not use spoken or written English as their main language or who have a sensory impairment such as deafness or blindness and use sign language or braille to communicate. It provides a framework for the use of translation and interpretation services across the council with a view to improving equity of access to services and documentation and proactively removing the language and communication barriers residents may experience when interacting with the council.

9.2.3 In doing so, it promotes the Council's Public Sector Equality Duty (PSED) under section 149 Equality Act 2010 as set out more fully in the Equalities section of this report below (paragraph 9.3). It assists the Council in advancing equality of opportunity between people who share protected characteristics and people who do not. Accordingly, there are no legal reasons as to why Cabinet should not approve the Recommendation in this report.

9.3 Equality

9.3.1 The council has a Public Sector Equality Duty (PSED) under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.

- Advance equality of opportunity between people who share protected characteristics and people who do not.
- Foster good relations between people who share those characteristics and people who do not.

9.3.2 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

9.3.3 Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

9.3.4 The decision in question is regarding the approval of the London Borough of Haringey Translation and Interpretation Policy, which provides a framework for working with residents whose main language is not English.

9.3.5 Improving equity of access and outcomes and proactively removing the barriers residents may experience when interacting with the council. High-quality translation and interpretation are critical to meeting these commitments and advancing equality of opportunity for residents who are not confident English speakers.

9.3.6 Data held by the council suggest that residents who are not confident English speakers are more likely to be vulnerable in ways that mean they will be in contact or would benefit from contacting the council, e.g. in food poverty, receiving benefits or being unable to pay a sudden bill. However, language barriers may block access to or negatively impact residents' experience of council services, leading to missed opportunities to provide support and adverse outcomes.

9.3.7 The policy aims to ensure that all residents can access council services and communications regardless of their levels of English proficiency. Data from the 2021 Census suggests that women, people over 35, disabled people, people from minority ethnic backgrounds, and those from a low socioeconomic background are overrepresented among residents who are not confident English speakers. Therefore, this policy should positively impact all those who share these protected characteristics. It will also positively advance the public sector equality duty, especially the need to advance equality of opportunity between people who share protected characteristics and people who do not.

9.3.8 For the full equalities analysis, an EqIA is attached in Appendix 2. The EqIA identified no significant negative impact, and the policy mitigates any minor negative implications that could emerge. Therefore, we do not expect any negative equality impacts from adopting this policy.

10. Use of Appendices

Appendix 1 – London Borough of Haringey Translation and Interpretation Policy

Appendix 2 – Translation and Intpretation Policy EQIA (Equality Impact Assesment)

11. Background papers

The following sources have been used to compile this cabinet report.

1. Census 2021 language data - https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/language/bulletins/languageenglandandwales/census2021

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London Borough Of Haringey Translation and Interpretation Policy

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1. Introduction

1.1 This is the London Borough of Haringey's corporate Translation and Interpretation (T&I) Policy. It sets out the council's approach to communicating with residents who do not use spoken or written English as their main language and provides a framework for the use of translation and interpretation services across the council.

1.2 The policy is to be used by council officers and those commissioned by the council to provide a service.

1.3 The policy is aimed at supporting residents who:

- Do not have English as their main language.
- Have a sensory impairment such as deafness and blindness and use sign language or braille to communicate.

1.3 As this guidance cannot anticipate every interaction between officer and resident, officers should use their service-level knowledge of resident needs alongside the minimum standards outlined here to determine the appropriate T&I provision required for a specific interaction.

1.4 This guidance is not intended to supersede existing legal frameworks that outline T&I provision in service areas. It should instead be used jointly with them.

2. Terms and definitions

2.1 This document will draw the following distinction between translation and interpretation (T&I).

Translation – to change written words into different languages.

Interpretation – to explain the meaning of something orally or with signs and gestures.

2.2 Broadly, two types of people will provide T&I support.

Professional/Formal – someone qualified and impartial from the council's commissioned T&I provider.

Informal – an unqualified person who may or may not be impartial (friend, relative, multilingual council officer, other members of the public)

2.3 The term "resident" is used in this document as an inclusive term to describe anyone who interacts with or wishes to access the council.

Interactions include:

- Face to face
- Telephone
- Digital
- Written correspondence
- Other council communication material

2.4 A language line is an insert at the end of written communication with details about the communication in other languages.

2.5 English for speakers of other languages (ESOL) courses are qualifications designed to help learners develop English skills and build confidence in using English in everyday life, education, and employment.

3. Context

3.1 Despite making up only 7% of Haringey's population, residents who are not confident English speakers are significantly overrepresented among those seeking support from the council's frontline services, advice and support. Additionally, evidence shows that language barriers delay access to timely care, interfering with support adherence and preventative services, resulting in poor outcomes.[1].

3.2 The council is committed to providing a high-quality public service, improving equity of access and outcomes, and proactively removing the barriers residents may experience when interacting with the council.

3.3 As outlined in the Haringey Deal, the council is committed to creating genuine opportunities for residents to have a say in decisions that affect them, getting the basics right to make everyday interactions with the council as easy and effective as possible and working harder to hear the voices that are too often overlooked. These commitments extend to those who do not use English as their main language for communication.

3.4 Therefore, the council considers making appropriate use of high-quality translation and interpretation services critical for reducing inequality, providing preventative support, improving service outcomes, removing barriers and meeting the commitments set out in the Haringey Deal.

4. Aims of the policy

4.1 To remove language barriers and ensure equitable access to all council services and information.

4.2 To guide council officers and promote consistent decision-making, ensuring a quality service is provided across the council.

4.3 To highlight good practise and set minimum expectations when communicating with residents who are not confident at communicating in English.

4.4 To emphasise the importance of safeguarding, ethical, wellbeing and confidentiality considerations when using informal interpreters and only using them where appropriate.

5. Language and communication in Haringey

5.1 Haringey is an incredibly diverse borough with over 180 languages. Around 30 per cent of residents (69,500) do not speak English as their main language, with the top ten main languages other than English being. [2]

- Turkish - 9,581
- Spanish - 8,011
- Polish - 5,921
- Romanian - 5,369
- Portuguese - 4,204
- Bulgarian - 4,000
- Italian - 3,886
- Greek - 3,098
- Albanian - 1,983

5.2 The main language varies greatly by ward; in the west of the borough, 80% of residents speak English as their main language, but this decreases to 60% in the centre and east of the borough.

5.3 Of those residents in Haringey whose main language is not English, 22.6% said they cannot speak English well, and 4.2% said they cannot speak English at all. This means

[1] Impacts of English language proficiency on healthcare access, use, and outcomes among immigrants: a qualitative study

[2] Language, England and Wales: Census 2021, ONS

there are nearly 19,000 residents who could have difficulty accessing and understanding council communications, services, advice and support provided in English.

5.4 155 Haringey residents use a sign communication system as their main language. Most of this group (136) use British sign language (BSL), nine use another sign language, and ten residents use a sign communication system.

5.5 The most common languages requested for translation in a five-year period, 2017-2022, were Turkish, Spanish, Polish, Chinese and Portuguese.

5.6 The most common languages requested for interpretation in a five-year period, 2017-2022, were Turkish, Spanish, Polish, Bulgarian and Romanian. These five languages comprised 50% of all interpretation requests, but council services requested interpretation for 135 languages in total.[3]

6. Core principles for translation and interpretation

6.1 While the degree of T&I for each interaction will vary, these core principles should be central to all considerations and decision-making.

Policy

6.2 Language should never be a barrier to accessing services or participating in decision making or community. Or impair the experience of services and outcomes.

6.3 Before considering translation or interpretation, officers should ensure they set out and communicate information in plain English with a simple, accessible and jargon-free style.

6.4 It is the responsibility of all council officers to be mindful of language need and its impact on resident understanding. Officers should actively consider the need to translate material into other languages or provide interpretation services when required.

6.5 Translation and interpretation should not replace the aspiration of residents to learn English, and the council believes that the best possible outcomes, social inclusion and cohesion will come from supporting residents to be fluent in English.

6.6 All officers should look to proactively link residents to the council's ESOL classes where appropriate[4].

6.7 Officers should, where possible, seek to proactively reduce or remove language barriers before residents experience them, e.g., by providing simple written summaries, using language lines and/or bringing interpreters to engagement sessions.

6.8 Council officers should advocate with partners and the wider system for the use of translation and interpretation where it is needed for residents to access other services.

Decision making

6.9 Decisions around when to be proactive in using translation and interpretation and which languages to use should be made with all available data and not be based solely on the most spoken languages in the borough. This will require consideration of the following:

- Which languages have the lowest levels of English proficiency among their speakers. Without T&I, these communities are more likely to be excluded.
- The specific group officers are targeting using intersectional data (e.g., age, sex, disability against English proficiency) to understand their specific language needs.
- Where in the borough the T&I is required, as the language spoken varies across wards.

[3] LBH Commissioned Translation and Interpretation data, The BIGWORD, 2017-2022

[4] To do so officers can direct residents to the Haringey Learns course guide and advise them to apply directly via the website or visit the Wood Green Library (2nd floor) to apply in person.

Delivery

6.10 Translation and interpretation should be offered to residents in a welcoming and non-judgemental way that reflects the councils' values of equality and inclusivity.

6.11 Residents' preferred language for communication (both spoken and written) should be recorded following the first contact.

6.12 Technology (particularly AI-driven translation solutions) offers the potential to significantly lower costs with a quicker turnaround. We recognise this can come with concerns about accuracy and nuance; their use should balance service quality considerations against financial savings. As a council, we will be actively monitoring developments in this area, but particularly in 'low risk' situations, it is appropriate to use these tools. Residents regularly use these tools, so if the council does not, this primarily impacts the digitally excluded, an already vulnerable group.

6.13 Some residents will have beliefs that may prevent them from using certain types of T&I. These should be respected and accommodated.

7. Interpretation

Best practice and minimum expectations

When to use interpretation

7.1 Professional interpretation is not initially required when providing basic information to a resident who is not confident speaking English. Officers can use friends, relatives and technology solutions to communicate.

7.2 For situations where a resident is not confident in speaking English and where this is a barrier to service access or to providing information to a professional (e.g., social worker, teacher, police officer), professional interpretation should be used.

7.3 When interacting over complex and high-risk topics with a resident whose main language is not English, using professional interpretation should always be discussed with the resident even if they are confident conversing in English. The resident and officer should agree that professional interpretation is not necessary before proceeding without it. This is because even confident speakers of English as a second language may struggle with subject-specific literacy in English and would understand the issue better in their main language. Examples of complex topics include but are not limited to safeguarding, legal matters, asking residents to sign something and requiring residents to give consent or follow a procedure in a high-risk matter.

7.4 When undertaking consultation, engagement or participation activity, officers should consider how barriers can be removed for residents who are not confident in speaking English. This is especially important where the topic or decision which is the focus of activity, is likely to have a disproportionate impact on communities who are not confident in speaking English.

7.5 It is essential to consider that interactions with residents may become more complex over time; if an officer becomes aware of a language barrier emerging, they should arrange for an interpreter before continuing.

7.6 It should not be assumed that writing can be used as a substitute for interpretation during general interactions with sign users. The resident may not be confident in reading or writing in English. British Sign Language (BSL) is a visual language unrelated to English. As a result, some users, particularly those who have used it since birth, can find it

challenging to process written text and in this case the use of a BSL interpreter would be essential.[5]

Remote or face-to-face interpretation?

7.7 Remote interpretation, where the interpreter is contacted via phone or video call, should be the default form of interpretation and will be suitable for most interactions officers have with residents.

7.8 Face-to-face interpretation, where the interpreter is there in person, should only be used when the officer considers it to be critical for service provision.

7.9 Remote interpretation should be used in all emergencies when there is no time to organise face-to-face interpretation.

Using interpreters effectively

7.10 Residents should be given a choice of interpreter where possible – e.g., in terms of sex, language, dialect, or someone who previously supported them.

7.11 Interpreters should be given an introductory briefing beforehand, clarifying the purpose of the interaction and anything they may need to understand to provide accurate interpretation.

7.12 For general interactions, it may be sufficient for interpreters to paraphrase. When greater detail is required in more complex interactions, they must precisely interpret what is spoken between the officer and resident. The required approach should be clarified to the interpreter at the beginning.

7.13 Officers should make the resident the focus of attention, looking at them and keeping eye contact; they should not speak to the interpreter and instead use them to communicate with the resident directly.

7.14 When officers assess that interpreters have supported residents well, officers should make a record of the interpreter so they can be used again where possible. Repeat use of interpreters helps build familiarity with residents and develops their subject-specific knowledge.

Using friends and relatives

7.15 Informal interpreters such as friends and relatives can interpret basic information for a resident or assist in arranging for interpretation for more serious matters.

7.16 While officers should take steps to proactively provide interpreters for consultation and engagement activity, if this cannot be arranged, informal interpreters can be used.

7.17 If used, only one informal interpreter should be present in the interaction, and the standards, as in the above section, "using interpreters effectively," should be applied.

7.18 Informal interpreters should not be used to support residents wishing to access council services or provide information to a professional (such as social worker, teacher or police officer). This is because there may be a conflict of interest between the resident and the informal interpreter, and because doing so may compromise our ability to act in the resident’s best interests (including safeguarding).

Involving children

7.19 Children under 18 should never be used as interpreters except to help organise professional interpretation or provide information in an emergency until professional interpretation can be arranged.

[5] Sign Solutions: Why do some Deaf people struggle with written text?

7.20 Even in these circumstances, officers should be cautious as children and young people may have limited proficiency in their parents' main language and may not have the vocabulary to explain technical topics.
7.21 Using children as informal interpreters, particularly in serious matters, is a form of adultification and a safeguarding issue that can significantly impact the child's mental health and wellbeing.

Using multilingual officers

7.22 Where appropriate, services should consider whether proficiency in a particular language should be a requirement for specific, community facing roles. In support of this, officers can have their translation and interpretation work recognised in their salary.
7.23 The council does not expect multilingual officers to offer interpretation skills unless hired to do so. But they may choose to provide interpretation, which is generally acceptable, provided it has minimal impact on their routine work or is an emergency.
7.24 If offering help outside their routine work, multilingual officers should be fully briefed on the context and expected content of the interaction so they may make an informed decision about their capacity to help. If they choose to help, they should receive the same standard of support as professional interpreters set out in the "using interpreters effectively" section.
7.25 Essential considerations for deciding when to use a multilingual officer for interpretation include:

- Is the subject matter emotionally challenging, and could it impact officer wellbeing?
- Could acting as both a council officer and interpreter impact the officer's (real or perceived) impartiality?

If the answer to either of the points was yes, it is inappropriate to use a multilingual officer as an informal interpreter outside of their routine work.

Interpretation case studies

David suspects modern slavery

Situation: David is a council officer in a high street team responsible for engaging with businesses around the borough. They visit a high street business and introduce themselves to the owner. While there, they notice some staff are avoiding eye contact with them and showing signs of injury and malnourishment. David talks to some of these staff, but they do not speak English. The business owner looks frustrated that David wants to talk to his staff but offers to interpret for them.

Action: The behaviour and appearance of the staff make David concerned that they are victims of modern slavery. David knows this is potentially an emergency, and there will likely be a conflict of interest if he allows the business owner to interpret. David asks a member of staff what language they speak, and eventually, they tell him. David then calls the council-commissioned remote interpretation service, explains the situation and uses the interpreter to speak to the staff member.

Result: Working with a professional interpreter, David quickly identifies that the staff at this business are victims of modern slavery. David calls the police, and the staff gets the support they need. By appreciating that the situation was an emergency and using remote interpretation to provide immediate support, David ensured that the staff did not disappear after their initial meeting.

Jade's engagement at Broadwater Farm

Situation: Jade is a public health engagement officer who wants to speak with women on the Broadwater Farm estate about the support available to women at the local health centre. Jade wants to proactively remove barriers to ensure this information reaches as many residents as possible.

Action: Jade speaks to officers who regularly work on Broadwater Farm and looks at ward and borough-level data about main language and language proficiency. From this, Jade learns that there is a sizeable Turkish community on the estate; there are many people who speak Turkish as their main language who are not confident English speakers and older women, the group she is hoping to engage with, are significantly more likely to be less confident English speakers. Jade organises an interpreter on the engagement day, and because of the target group, Jade requests that they be female. On the day, knowing that some of the subject matter might be complicated, Jade briefs the interpreter on the material and aims of the engagement and asks if they have any questions or advice on how best to communicate it in a culturally sensitive way.

Result: By bringing an interpreter and letting them use their cultural expertise to guide conversations, Jade effectively communicated information to residents who would have otherwise been excluded. The interpreter was very skilled at communicating public health information, so Jade made a note of their name so that she could quickly access a reliable interpreter with some experience in the future.

Colin provides an informal interpretation.

Situation: Colin is a regeneration officer for the council who works in the Northumberland Park team. Colin speaks a second language, but he was not hired to his job to do so. He usually works behind a desk, but the team's engagement lead has asked him if he would volunteer to do some door-knocking in Northumberland Park to update residents on the council's plans for the area and get any feedback from them. The engagement lead has asked Colin to volunteer over others primarily because of his language skills. Around the same time, someone from a housing team in Colin's directorate asked if he could give some time to help translate a few documents.

Action: Both requests are outside Colin's routine work, and he anticipates each will take at least a day to complete. Colin discusses what to do with his manager, and they decide that if he wants to, Colin should volunteer to do the door-knocking as it supports his team, and it may be beneficial for him to get out into the borough. They also decided Colin should decline to translate the documents for the housing team as it would take him away from his routine work for too long, and he does not understand the team's functions very well.

Result: Using his language skills, Colin could support his team and engage with residents who otherwise might have been excluded. While it took up a whole day, by speaking to residents in Northumberland Park, he learnt a lot about the people who live in the area he works in. The experience added value to his regular work as well. Additionally, it is okay that he may be a day behind on his job, as he ensured his manager knew what he was doing. By declining to translate the documents for the housing team, Colin ensured he didn't offer his language skills in a way that would significantly interfere with his routine work.

8. Translation

Best practice and minimum expectations

Considerations when thinking of translation.

8.1 Even if residents can converse well in English or their main language, they should not be assumed to be confident at reading or writing in that language.

8.2 As with interpretation, friends and relatives should not be used to translate documents where there could be a conflict of interest.
8.3 Multilingual officers should not be expected to provide translation support unless they are hired to do so. Outside of their regular work, willing multilingual officers can provide basic and quick translation support, provided it does not interfere with their routine work.
8.4 The council does not operate bilingually and does not translate things by default. While we want to be proactive, resource constraints mean we cannot translate everything. Translation decisions should consider how, why, and to whom the information needs to be communicated. This should be supported by language data, knowledge of community needs, and known language barriers language barriers.
8.5 It may be more effective to use an interpreter instead of providing a translation, especially if the document in question is complex, the resident is not confident at reading in their main language, and if the content is of particular importance to the resident.
8.6 Officers should identify frequently used generic documents/guidance/terminology to be translated into relevant languages or identify where other legitimate organisations have already translated this information which the council can use.

Translating documents for residents

8.7 Residents can request that council documents be translated, and officers should proactively offer this where they believe it would result in a positive outcome.
8.8 Officers should consider whether a document can be summarised before being translated. The level of detail required for document translation should be based on what information is critical to communicating the document and the risk associated with miscommunication.
8.9 Residents should not be required to consent to documents or adhere to plans if they cannot read them confidently. Documents asking residents to sign something or follow a plan should always be translated (or interpreted) into the resident’s main language if they are not confident at reading in English.

Translation when communicating with residents.

8.10 For general correspondence with a resident who is not confident at reading or writing in English, providing the text in both English and the resident's main language is good practice.
8.11 Letters and documents sent to residents should have a language line at the end. It should describe the letter's content and clarify if the resident is required to act or respond to it. This language line should then explain how residents can request the document in a different format if required. Residents should be able to request translations in an accessible way online and by post. A minimum of five languages should be used in language lines, and these should be based on Haringey's available language data and service-level knowledge of community needs.
8.12 Many of Haringey’s language communities use group messaging such as WhatsApp as their preferred way to share and stay updated with important information. Officers should consider working with Haringey’s community networks to use these.
8.13 Officers should consider using voice notes or videos to communicate with residents. These will be particularly effective with communities with oral traditions or where literacy may be an issue, and they can be circulated rapidly and widely through existing community channels.

AI or professional translation?

8.14 AI translation solutions should be used in low-risk interactions such as general correspondence with residents, producing language lines or translating summaries of low-risk documents. This results in a low cost and quick turnaround that saves council resources for when professional translation is critical.

8.15 Professional translation should be used for high-risk interactions such as legal or safeguarding matters.

Translation case studies

Mia's welfare support mailout

Situation: Mia administrates a welfare scheme that makes direct payments to residents through vouchers they can cash in at the Post Office. They are sending the vouchers to qualifying residents via post. From experience, Mia knows that the take up for these vouchers is often not as high as the council would like, so they want to take every step possible to maximise take up.

Action: Mia sees from Haringey data that a significant proportion of households eligible for welfare support have no members who speak English as their main language, so the mailout should include a language line. The letters will be going to residents across the borough, so Mia will look at available data on a borough level to find out which five language communities have the most users who are not confident communicating in English. She then produces a language line for each of the five languages at the end of each letter. The language line details how residents can get the document translated if they require and, most importantly, states the purpose of the letter and the action residents should take, e.g. "This letter contains a voucher for £100 to support your household with cost-of-living expenses to receive this money you must take the voucher to the post office".

Result: By having a language line that explained the purpose of the letter in five different languages, Mia could ensure that many households with no confident English readers could still claim the support. By explaining the letter's content in the language line, Mia ensured that residents would not consider it unimportant or ignore it. Finally, because the language line clearly stated the action residents needed to take, very few requested a complete letter translation, saving time and money.

Aaron translates a personal housing plan.

Situation: Aaron is a housing needs officer going through a personal housing plan with a resident who is threatened with homelessness. The plan outlines the steps the residents and council will take to prevent the residents from becoming homeless. They are going through it, conversing in English. At the end of the meeting, Aaron hands the resident a printed copy of the plan in English because he knows the resident does not have regular access to the internet. However, the resident tells him they are not confident at reading in English and can only read in their main language**.**

Action: While the plan is not very complicated, it is long and requires the resident to do a lot. Aaron worries that while the resident has understood everything they have spoken about, they might forget things without a written document. The resident does not have regular access to the internet, so Aaron knows they can't use translation software themselves. Aaron summarises the actions the resident needs to take, translates them into the resident's main language and then prints them out for the resident.

Result: By providing the actions the resident must take in their main language, Aaron ensured they would not forget any of them, and if they needed any more clarity, they could

call him for help. By simplifying the document first, Aaron could support the resident much more quickly and at a significantly lower cost.

Appendices

1. Haringey language and communication data[6]

The data below provides an example of what is available to officers' making decisions around translation and interpretation and the council has access to a lot more information. For a deeper analysis officers should use the Census 2021 and Knowing Our Communities data and consult with the council's data team.

1.1 Main language

The data from the 2021 census below lists the total number of residents who speak a language other than English as their main language. Some languages are grouped where the number of speakers is small, and the languages are from the same geographical region.

Main language	Haringey Residents aged 3+ (number)	% of Haringey residents aged 3+
Turkish	9,581	3.76
Spanish	8,011	3.14
Polish	5,921	2.32
Romanian	5,369	2.10
Portuguese	4,204	1.65
Bulgarian	4,000	1.57
Italian	3,886	1.52
Greek	3,098	1.21
Albanian	1,983	0.78
French	1,927	0.76
Somali	1,712	0.67
Hungarian	1,669	0.65
Arabic	1,457	0.57
Bengali (with Sylheti and Chatgaya)	1,441	0.56
Kurdish	1,286	0.50
All other Chinese	869	0.34
Russian	809	0.32
Yiddish	797	0.31
Gujarati	656	0.26
German	638	0.25
Persian or Farsi	611	0.24
Akan	592	0.23
Lithuanian	552	0.22
Urdu	467	0.18
Tigrinya	457	0.18
Tagalog or Filipino	439	0.17
Cantonese Chinese	408	0.16
Vietnamese	395	0.15
Amharic	394	0.15
Mandarin Chinese	384	0.15
Lingala	290	0.11

[6] Language, England and Wales: Census 2021, ONS

Japanese	267	0.10
Hebrew	249	0.10
Panjabi	239	0.09
Swedish	238	0.09
Ukrainian	230	0.09
Any other West or Central Asian language	215	0.08
Dutch	212	0.08
Slovak	211	0.08
Bosnian, Croatian, Serbian, and Montenegrin	203	0.08
Any other African language	186	0.07
Tamil	186	0.07
Czech	184	0.07
Pashto	182	0.07
Igbo	177	0.07
British Sign Language	136	0.05
Hindi	131	0.05
Northern European language (non-EU)	126	0.05
Nepalese	120	0.05
Swahili or Kiswahili	112	0.04
Latvian	111	0.04
Any other West African language	105	0.04
Any other European language (EU)	105	0.04
Yoruba	98	0.04
Thai	98	0.04
Other language	95	0.0
Luganda	87	0.03
Finnish	82	0.03
Danish	81	0.03
Any other South Asian language	76	0.03
Malayalam	71	0.03
Any other East Asian language	71	0.03
Korean	68	0.03
Any other Nigerian language	55	0.02
Sinhala	49	0.02
Welsh or Cymraeg (in England only)	44	0.02
Malay	33	0.01
Any other Caribbean Creole	32	0.01
Romany English	29	0.01
Afrikaans	23	0.01
Slovenian	22	0.01
Estonian	20	0.01
Shona	15	0.01
Marathi	12	0.00
Krio	11	0.00
Any sign communication system	10	0.00
Gaelic (Irish)	10	0.00
Any other sign language	9	0.00
Gaelic (Not otherwise specified)	6	0.00

Pakistani Pahari (with Mirpuri and Potwari)	6	0.00
Maltese	5	0.00
North or South American language	4	0.00
Telugu	4	0.00
Any other Eastern European language (non-EU)	2	0.00
Manx Gaelic	1	0.00
Cornish	1	0.00
Gaelic (Scottish)	1	0.00
English-based Caribbean Creole	1	0.00

1.2 Total English proficiency

Proficiency	Haringey residents aged 3+ (number)	% of Haringey residents aged 3+
The main language is English	185,666	72.8
The main language is not English: can speak English very well	25,880	10.1
The main language is not English: can speak English well	24,854	9.7
The main language is not English: cannot speak English well	15,762	6.2
The main language is not English: cannot speak English	2,970	1.2

1.3 English proficiency by main language

When making decisions on translation and interpretation, it may be more impactful to consider the total number of speakers of each language who do not speak English well. The 2021 census allows us to do this for larger language groups, and the table below presents the top 20 main languages in Haringey by number of residents aged 3+ who are not confident English speakers (cannot speak it well or at all).

The main language spoken	Residents who are not confident speaking English
Turkish	4,626
Spanish	2,572
Bulgarian	1,447
Polish	1,327
Portuguese	1,073
Romanian	993
Greek	746
Albanian	601
Kurdish	553
Bengali (with Sylheti and Chatgaya)	530

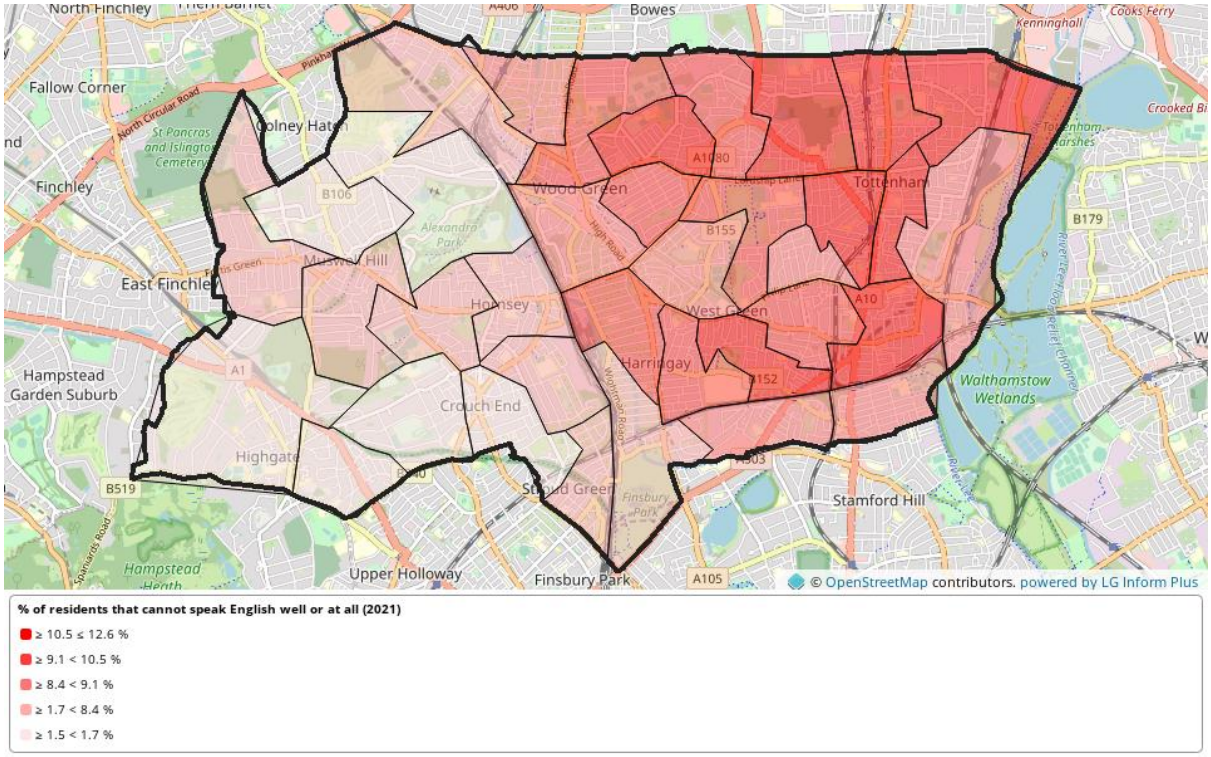
Somali	470
All other Chinese	359
Italian	339
Arabic	317
Yiddish	250
Vietnamese	228
Cantonese Chinese	203
Hungarian	199
Gujarati	173
Mandarin Chinese	165

Additionally, officers should also consider not only the total number of speakers who do not speak English well but the percentage of speakers of a language who do not speak English well. This is because the higher the proportion of speakers who cannot speak English well, the harder to reach and the more at risk of social exclusion that community may be. The table below presents the top 20 main languages in Haringey by % of residents aged 3+ who are not confident English speakers (cannot speak it well or at all).

Main language	Residents who are not confident speaking English	% of the residents who are not confident speaking English
Vietnamese	228	57.90%
Cantonese Chinese	203	49.80%
Turkish	4,626	48.30%
Kurdish	553	43.00%
Mandarin Chinese	165	42.90%
All other Chinese	359	41.40%
Bengali (with Sylheti and Chatgaya)	530	36.80%
Bulgarian	1,447	36.20%
Ukrainian	80	34.90%
Spanish	2,572	32.10%
Yiddish	250	31.40%
Albanian	601	30.30%
Panjabi	67	28.20%
Somali	470	27.40%
Persian or Farsi	164	26.90%
Gujarati	173	26.40%
Portuguese	1,073	25.50%
Tigrinya	112	24.50%
Greek	746	24.10%
Polish	1,327	22.40%

1.4 English proficiency by ward

When making decisions on translation and interpretation, officers need to consider where in the borough they are working and if language barriers are likely to be an issue and if so, what languages are required in that area. This is because main language and English proficiency varies across wards. The below map presents the % of residents who are not confident English speakers (can't speak English well or at all). The council also holds data on the top languages spoken in each ward by the total number of speakers and English proficiency.



1.5 Intersectionality, proficiency in English by sex, age and disability

When making decisions around the need for translation and interpretation, officers should also consider the group they are trying to reach and how their language needs may differ from Haringey's population.

Age band	% of Haringey population whose Main language is not English and who cannot speak English well or at all	
	Male	Female
3-15	2.8	2.7
16-24	2.8	2.6
25-34	4.6	5.0
35-49	8.0	10.0
50-64	10.9	13.7
65+	8.1	12.7
Total	6.5	8.2

In the table above, you can see that not only does English proficiency tend to decrease as age increases, but at the older age bands, a significant disparity between male and female

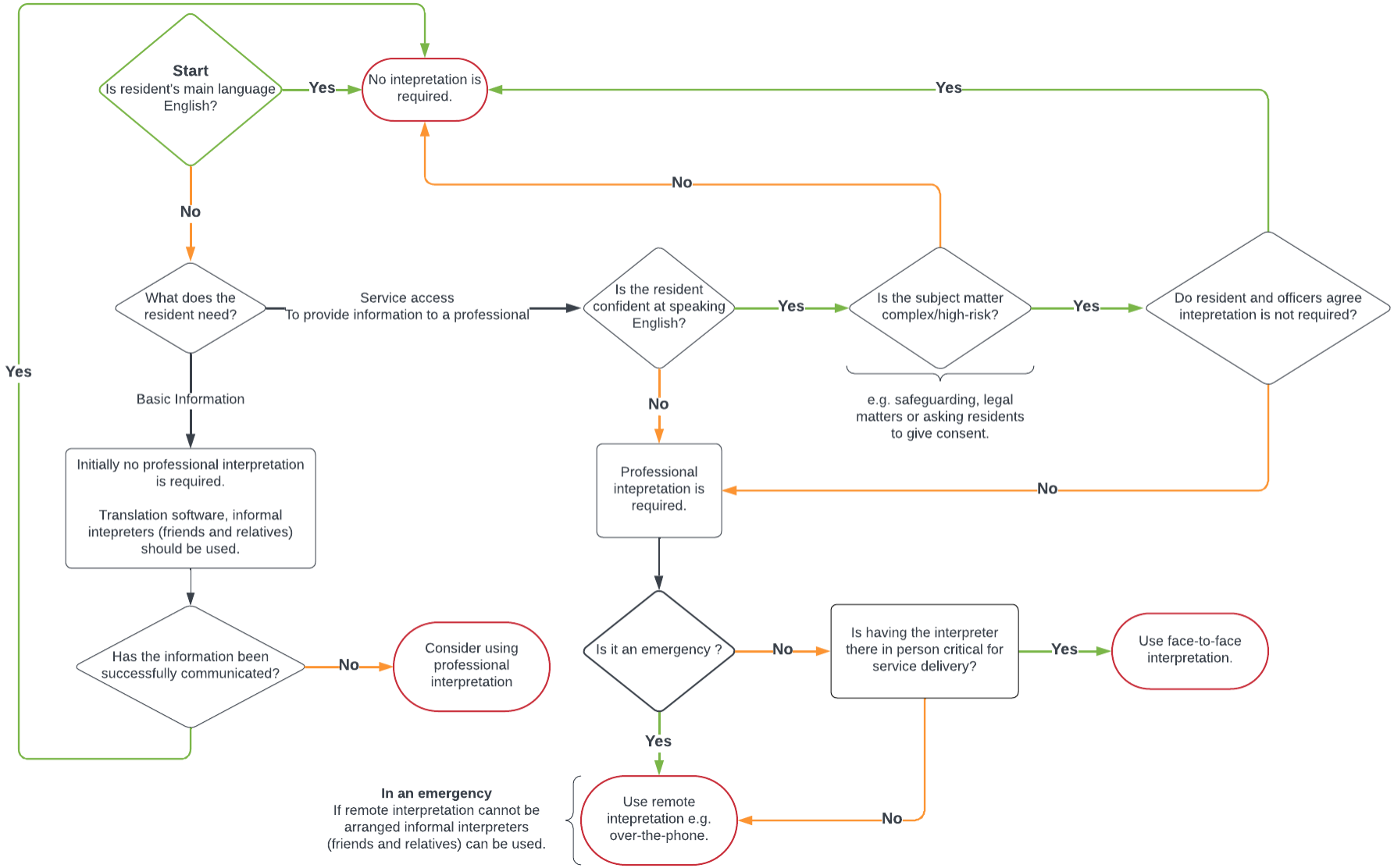
English proficiency appears. Past age 35, females become notably more likely to have lower English proficiency than males.

Disability	% of Haringey population age 3+ whose main language is not English, who cannot speak English well or at all
No long-term physical or mental health conditions	6.6
Has long-term physical or mental health condition, but day-to-day activities are not limited	3.0
Day-to-day activities are limited a little	7.3
Day-to-day activities are limited by a lot	16.5

The table above shows that English proficiency among disabled people decreases as the severity of the disability increases. Disabled people, in general, are also overrepresented among residents with lower English proficiency.

2. Officer decision chart for interpretation

The following decision chart is intended to help guide officer decision-making about interpretation.



3. Guidance for council officers working with interpreters.

This guidance applies to using interpreters over the phone and face-to-face.

Before

1. Using an interpreter lengthens the time of any interaction, so if a meeting usually takes one hour, you should anticipate that this could take up to 1.5 hours when using an interpreter.
2. Give residents a choice of interpreter where possible – e.g., in terms of sex, language, dialect, or someone who previously supported them. Check if this information is already recorded before asking the resident.
3. Consider if you need an interpreter with previous experience interpreting the subject matter.
4. Give the interpreter an introductory briefing beforehand, clarifying the purpose of the interaction and anything they may need to understand to provide accurate interpretation. The time this takes will vary based on the subject matter being interpreted.
5. For general interactions, it may be sufficient for interpreters to paraphrase. When greater detail is required in more complex interactions, they must precisely interpret what is spoken between the officer and resident. The required approach should be clarified to the interpreter at the beginning.
6. Let the interpreter's cultural knowledge guide etiquette and ask interpreters for advice on cultural considerations during the initial briefing if needed.

During

1. Introduce yourself and the interpreter. Ask the interpreter to explain their role.
2. Explain to the resident that everyone in the room will keep all information shared confidential.
3. Make the resident the focus of attention, looking at them and keeping eye contact; don’t speak to the interpreter; instead, use them to communicate directly with the resident.
4. Use plain English, avoid jargon and speak in short sentences.
5. Ensure the resident understands everything and recap if anything is unclear.
6. If you become concerned about what occurs between the interpreter and the resident, stop the conversation and ask the interpreter to explain what is happening. Remind the interpreter that they are only there to interpret and should not comment or give their opinion.

After

1. Debrief the interpreter and provide additional support if the subject matter of the interaction is emotionally challenging. Give positive feedback on what went well and ask for clarification on any issues.
2. Do not ask the interpreter for an opinion on the case.
3. If the interpreter provided an excellent service, record their name in association with the resident and specific subject matter. This supports residents by allowing them to become familiar with and comfortable using an interpreter they have met before. This supports officers by developing a pool of interpreters with repeat experience interpreting more complex subject-specific information.

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Equality Impact Assessment (EQIA)

The Equality Impact Assessment (EQIA) form is a template for analysing a policy or proposed decision for its potential effects on individuals with protected characteristics covered by the Equality Act 2010.

The council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not

The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

1. Responsibility for the Equality Impact Assessment

Name of proposal:	**LBH Translation and Intepretation Policy**
Service Area:	**Policy and Equalities**
Officer Completing Assessment:	**Elliot Sinnhuber**
Equalities Advisor:	**Elliot Sinnhuber**
Cabinet meeting date (if applicable):	**17th October 2023**
Director/Assistant Director	**Jess Crowe - Director of Culture, Strategy & Engagement/Claire McCarthy - AD Strategy, Comms & Collaboration**

2. Executive summary

This EQIA is for the Haringey Council Translation and Interpretation Policy, which aims to proactively remove barriers and support all residents who do not use English as their main language, particularly those who are not confident English speakers, including those with a sensory impairment who use sign or braille languages.

The aims of the policy are:

- To remove barriers and ensure equitable access to all council services and information.
- To guide council officers and promote consistent decision-making, ensuring a quality service is provided across the council.
- To highlight good practise and set minimum expectations when communicating with residents who are not confident at communicating in English.
- To emphasise the importance of ethical, wellbeing and confidentiality considerations when using informal interpreters and only using them where appropriate.

The changes we expect to see from the policy include:

- Make it clear that all officers have responsibility for considering residents' language needs and the using translation and interpretation.
- Support better decision-making around interpretation, ensuring residents get the service they need, balanced against the most effective use of resources.
- Offer confidence in the increased use of technology for translation and interpretation, allowing us to do more with less and more quickly
- Encourage more proactive removal of language barriers, including better use of language lines, summarised documents and bringing interpreters to engagement sessions.
- Clarity on our position on the use of informal interpreters (children, relatives, and multilingual council officers).

The EQIA has identified that the policy will positively impact those who share the protected characteristics. It will notably support older people, younger people, disabled people, females, people from smaller ethnic minority groups and people from a lower socioeconomic background.

This EQIA has identified no significant adverse impacts, and the policy considers and mitigates any minor adverse effects identified.

3. Consultation and engagement

3a. How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff? Detail how your approach will facilitate the inclusion of protected groups likely to be impacted by the decision.

The policy has been developed in conversation with over 30 staff members from various directorates.

Representatives from the Turkish-Kurdish, Somali and Latin American language networks were consulted on the final policy and their feedback and insights are

reflected in the final draft. Conversations will seek to understand the policy's impact on resident experience and equalities.

3b. Outline the key findings of your consultation / engagement activities once completed, particularly in terms of how this relates to groups that share the protected characteristics.

The consultation provided beneficial insight into the policy. Those consulted approved of the policy and felt it would positively impact those who share the protected characteristics. No adverse impacts were highlighted.

This learning from residents' engagement has been reflected in the final policy. **4. Data and Impact Analysis**

Note: officers may want to complement their analysis with data from the State of the Borough and ward profiles, found here: https://www.haringey.gov.uk/local-democracy/about-council/state-of-the-borough.

Please consider how the proposed change will affect people with protected characteristics.

4a. Age

Data

Borough Profile[1]

54,422: 0-17 (21%)
71,660: 18-34 (27%)
63,930: 35-49 (24%)
46,516: 50-64 (18%)
27,706: 65+ (10%)

Target Population Profile

Residents whose main language is not English and who cannot speak English confidently (Cannot speak it well or at all):
3-15: 1083 (5.8%)
16-24: 763 (4.1%)
25-34: 2390 (12.8%)
35-49: 5757 (30.7%)
50-64: 5770 (30.8%)
65+: 2926 (15.8%)

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

[1] Census 2021 - Population and household estimates, England and Wales - Office for National Statistics (ons.gov.uk)

The data of the target population above is from the 2021 census and shows the total number of Haringey residents whose main language is not English and cannot speak English confidently (well or at all) by age band.

The available data shows that residents between the ages of 35-64 have significantly lower levels of English proficiency and are overrepresented in the target population, making up 60% of all Haringey residents whose main language isn't English and who can't speak it well or at all.

Potential Impacts

- Consider whether the proposed policy/decision will have positive, neutral, or negative impacts (including but not limited to health impacts).

The policy should positively impact those who share this protected characteristic. By taking an equitable approach to the provision of T&I, the policy should ensure the removal of barriers and better access to services and council comms for the target group, particularly older people.

Older people may be more likely to experience digital exclusion, and the policy strongly advocates using technology to improve our capacity for translation and interpretation. But the use of technology is on the officer not the resident, and every T&I service that has a digital solution also has a non-digital one preventing anyone from being excluded digitally from T&I provision.

From conversations with officers, it is also known that young children are sometimes being used as interpreters in inappropriate situations that may have a negative impact on their wellbeing. The policy ensures that children are only used as interpreters in emergencies and should positively impact the well-being of some young people.

4b. Disability

Data
Borough Profile

- Disabled under Equality Act – 13.7%[2]
    - Day to day activities limited a lot – 6.1%
    - Day to day activities limited a little – 7.5%
- 7.5% of residents people diagnosed with depression[3]
- 1.7% of residents diagnosed with a severe mental illness[4]
- 0.4% of people in Haringey have a learning disability[5]

[2] Census 2021 - Disability, England and Wales - Office for National Statistics (ons.gov.uk)
[3] NHS Quality Outcomes Framework - Prevalence of diagnosed depression among GP registered populatoin age 18+
[4] NHS Quality Outcomes Framework - Prevalence of diagnosed mental health diagnosis among GP registered population age 18+
[5] PHE Learning disability profiles - https://fingertips.phe.org.uk/learning-disabilities#page/0/gid/1938132702/pat/6/par/E12000007/ati/102/are/E09000014

Target Population Profile

Residents whose main language is not English and who cannot speak English confidently (Cannot speak it well or at all):

- Not disabled under the Equality Act: No long-term physical or mental health conditions **14,180 (75.7%)**
- Not disabled under the Equality Act: Has long-term physical or mental health condition but day-to-day activities are not limited **419 (2.24%)**
- Disabled under the Equality Act: Day-to-day activities limited a little **1454 (7.76%)**
- Disabled under the Equality Act: Day-to-day activities limited a lot **2678 (14.0%)**

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

The data of the target population above is from the 2021 census and shows the total number of Haringey residents whose main language is not English and cannot speak English confidently (well or at all) by disability.

Available data shows that residents who do not use English as their main language and who are not confident speakers of English are significantly more likely to be disabled under the Equality Act than the population of Haringey as a whole (21.76% vs. 13.7%). This is particularly noticeable with the most severely disabled, whose day-to-day activity is limited a lot, where 14% of residents with low English proficiency fall into this category compared to 6.1% in the general population.

Potential Impacts

- Consider whether the proposed policy/decision will have positive, neutral, or negative impacts (including but not limited to health impacts).

The policy is likely to have a positive impact on those who share this protected characteristic. It will ensure that those who are not confident English speakers, who are overrepresented among disabled people, can access services, support and comms effectively by receiving the appropriate level of T&I support.

Disabled people may experience a range of barriers to accessing services and support, of which language is one. Other than spoken language, the policy also accounts for a range of communication needs that may be required by a disabled person, including braille, sign language, large format and audio translations.

Disabled people are known to be more at risk of a range of things for which they might require support from the council, such as food poverty or financial hardship. Yet, those who do not speak English may find it harder to access these services.

The policy seeks to proactively address these barriers experienced by residents who do not use English as their main language, so we hope to see an improvement in levels of prevention and better long-term outcomes in a wide range of areas.

4c. Gender Reassignment

Data

Borough Profile[6]

- Gender Identity different from sex registered at birth but no specific identity given – 0.5%
- Trans woman – 0.1%
- Trans man - 0.1%

There is no available data on gender reassignment and English proficiency from the 2021 census or any other source. This is due to data protection, where the population group would be small enough to make it possible to identify individual people.

There is no known reason why people with this protected characteristic would be overrepresented in the target population or that this protected characteristic would make them more likely to have lower levels of English proficiency.

Potential Impacts

- Consider whether the proposed policy/decision will have positive, neutral, or negative impacts (including but not limited to health impacts).

The policy will likely have a neutral impact on residents who share this protected characteristic.

4d. Marriage and Civil Partnership

Data

Borough Profile [7]

Divorced or formerly in a same-sex civil partnership which is now legally dissolved: (9.9%)
Married or registered civil partnership: (35.8%)
Separated (but still legally married or still legally in a same-sex civil partnership): (2.9%%)
Single (never married or never registered a same-sex civil partnership): (45.3%)
Widowed or surviving partner from a same-sex civil partnership: (6.1%)

[6] Census 2021 - Gender identity, England and Wales - Office for National Statistics (ons.gov.uk)
[7] Census 2021 - Marriage and civil partnership status in England and Wales - Office for National Statistics (ons.gov.uk)

This protected characteristic only applies to certain specific circumstances (such as employment) it is therefore not relevant to this policy change.

There is no avaliable data relating to marriage and English proficiency.

There is no known reason why people with this protected characteristic would be overrepresented in the target population or that this protected characteristic would make them more likely to have lower levels of English proficiency.

Potential Impacts

- Consider whether the proposed policy/decision will have positive, neutral, or negative impacts (including but not limited to health impacts).

The policy will likely have a neutral impact on residents who share this protected characteristic.

4e. Pregnancy and Maternity

Data

Borough Profile [8]
Live Births in Haringey 2021: 3,376

There is no avaliable data relating to pregnancy/maternity and English proficiency. There is no known reason why people with this protected characteristic would be overrepresented in the target population or that this protected characteristic would make them more likely to have lower levels of English proficiency.

Potential Impacts

- Consider whether the proposed policy/decision will have positive, neutral, or negative impacts (including but not limited to health impacts).

The policy will likely have a neutral impact on residents who share this protected characteristic.

4f. Race

In the Equality Act 2010, race can mean ethnic or national origins, which may or may not be the same as a person's current nationality.[9]

Data

Borough Profile [10]
Arab: **1.0%**

[8] Births by Borough (ONS)
[9] Race discrimination | Equality and Human Rights Commission (equalityhumanrights.com)
[10] Census 2021 - Ethnic group, England and Wales - Office for National Statistics (ons.gov.uk)

Any other ethnic group: 8.7%

Asian: **8.7%**
Bangladeshi: 1.8%
Chinese: 1.5%
Indian: 2.2%
Pakistani: 0.8%
Other Asian: 2.4%

Black: **17.6%**
African: 9.4%
Caribbean: 6.2%
Other Black: 2.0%

Mixed: **7.0%**
White and Asian: 1.5%
White and Black African:1.0%
White and Black Caribbean: 2.0%
Other Mixed: 2.5%

White: **57.0% in total**
English/Welsh/Scottish/Norther Irish/British: 31.9%
Irish: 2.2%
Gypsy or Irish Traveller: 0.1%
Roma: 0.8%
Other White: 22.1%

Target Population Profile
Residents whose main language is not English and who cannot speak English confidently (Cannot speak it well or at all):
Arab: 197 (1.1%)
Any other ethnic group: 4,978 (26.6%)

Asian: 2,261 (12.1%)
Bangladeshi: 549 (2.9%)
Chinese: 793 (4.2%)
Indian: 187 (1.0%)
Pakistani: 99 (0.5%)
Other Asian: 633 (3.4%)

Black: 1,612 (8.6%)
African: 1,111 (5.9%)
Caribbean: 443 (2.4%)
Other Black: 58 (0.3%)

Mixed: 1,075 (5.7%)
White and Asian: 81 (0.4%)
White and Black African: 136 (0.7%)
White and Black Caribbean: 466 (2.5%)
Other Mixed: 392 (2.1%)

White: 8,602 45.9
English/Welsh/Scottish/Norther Irish/British: 1,079 (5.8%)
Irish: 13 (0.1%)
Gypsy or Irish Traveller: 39 (0.2%)
Roma: 319 (1.7%)
Other White: 7152 (38.2%)

The data of the target population above is from the 2021 census and shows the total number of Haringey residents whose main language is not English and cannot.

The data shows that in most cases, the ethnicity of residents it not a significant indicator for level of English proficiency. However, there are a few significant outliers. Residents in the Other White and Any Other Ethnic Group are significantly overrepresented among residents with low levels of English proficiency. 8.7% of Haringey residents are part of Any Other Ethnic Group. Yet, they make up 26.6% of residents who are not confident English speakers. Other White residents comprise 22.1% of Haringey's population, but 38.2% of residents who are not confident English speakers.

Potential Impacts

- Consider whether the proposed policy/decision will have positive, neutral, or negative impacts (including but not limited to health impacts).

The policy will positively impact those who share this protected characteristic, particularly the smaller ethnic groups that make up the Other White and Any Other Ethnic Group categories. The policy will ensure that these groups can access council services, advice and support effectively and to the same standard as those who speak English. This will support better prevention and long-term outcomes for residents.

4g. Religion or belief

Data

Borough Profile [11]

Christian: 39%

[11] Census 2021 - Religion, England and Wales - Office for National Statistics (ons.gov.uk)

Buddhist: 0.9%
Hindu:1.3%
Jewish: 3.6%
Muslim: 12.6%
No religion: 31.6%
Other religion: 2.3%
Religion not stated: 8.0%
Sikh: 0.3%

Target Population Profile
Residents whose main language is not English and who cannot speak English confidently (Cannot speak it well or at all):

No religion 1929 (10.3%)
Buddhist 385 (2.1%)
Christian 8020 (42.9%)
Hindu 158 (0.8%)
Jewish 271 (1.4%)
Muslim 5162 (27.6%)
Sikh 27 (0.1%)
Other religion 1499 (8.0%)
Not answered 1265 (6.8%)

The data of the target population above is from the 2021 census and shows the total number of Haringey residents whose main language is not English and cannot speak English confidently (well or at all) by religion.

The ratio of religious beliefs among residents whose main language is not English and who are not confident English speakers broadly matches that of the borough profile. This is except for followers of the Muslim faith and “other religions”, who are overrepresented and more than twice as likely to be less confident at speaking English than other religions and the borough profile.

Potential Impacts

- Consider whether the proposed policy/decision will have positive, neutral, or negative impacts (including but not limited to health impacts).

The policy should positively impact those who share this protected characteristic and are not confident English speakers, particularly helping to advance equality and equity for Muslims and followers of smaller religious groups who, from our data, are less likely to be confident English speakers. The policy will ensure that these groups can access council services, advice and support effectively and to the same standard as those who speak English. This will hopefully support better prevention and long-term outcomes for residents.

Certain parts of the policy might conflict with residents' religious beliefs, such as the policy's emphasis on using technology. The policy accounts for this to ensure these needs are respected. This includes every digital solution having a non-digital option and focusing on resident choice where possible.

4h. Sex

Data
Borough profile [12]
Females: (51.8%)
Males: (48.2%)

Target Population Profile
Residents whose main language is not English and who cannot speak English confidently (Cannot speak it well or at all):

Females: 10,810 (57.7%)
Males: 7,915 (42.3%)

The data of the target population above is from the 2021 census and shows the total number of Haringey residents whose main language is not English and cannot speak English confidently (well or at all) by Sex.

Women are significantly overrepresented among residents whose primary language is not English and who are not confident English speakers. Women make up 15.4% more of this than men , but there are only 3.6% more women than men in the borough.

Potential Impacts

- Consider whether the proposed policy/decision will have positive, neutral, or negative impacts (including but not limited to health impacts).

This policy will likely positively impact those who share this protected characteristic, particularly females, by ensuring better access to council services, advice and comms. This will hopefully lead to better preventative services and improved long-term outcomes.

There are known inequalities where victims of domestic abuse, who are overwhelmingly women, who don’t speak English have struggled to access support because their perpetrator has interpreted for them. The policy takes a strong position on this. It prevents informal interpreters from being used when there could be a conflict of interest.

4i. Sexual Orientation

[12] Census 2021 - Gender identity: age and sex, England and Wales - Office for National Statistics (ons.gov.uk)

Data

Borough profile [13]

- Straight or heterosexual: 83.4%
- Gay or Lesbian: 2.7%
- Bisexual: 2.1%
- All other sexual orientations: 0.8%
- Not answered: 11.0%

There is no data on sexual orientation and English proficiency from the 2021 census or any other source. This is due to data protection, where the population group would be small enough to make it possible to identify individual people.

There is no known reason why people this protected characteristic would be overrepresented in the target population or that this protected characteristic would make more likely to have lower levels of English proficiency.

Potential Impacts

- Consider whether the proposed policy/decision will have positive, neutral, or negative impacts (including but not limited to health impacts).

The policy will likely have a neutral impact on residents who share this protected characteristic.

4j. Socioeconomic Status

Data

Borough profile

Income

- 6.9% of the population of Haringey were claiming unemployment benefit as of April 2023[14]
- 19.6% of residents were claiming Universal Credit as of March 2023[15]
- 29.3% of jobs in Haringey are paid below the London Living Wage[16]

[13] Census 2021 - Sexual orientation, England and Wales - Office for National Statistics (ons.gov.uk)
[14] ONS - ONS Claimant Count
[15] DWP, StatXplore - Universal Credit statistics, 29 April 2013 to 9 March 2023 - GOV.UK (www.gov.uk)
[16] ONS - Annual Survey of Hours and Earnings (ASHE) - Estimates of the number and proportion of employee jobs with hourly pay below the living wage, by work geography, local authority and parliamentary constituency, UK, April 2017 and April 2018 - Office for National Statistics

Educational Attainment

- Haringey ranks 25th out of 32 in London for GCSE attainment (% of pupils achieving strong 9-5 pass in English and Maths)[17]
- 3.7% of Haringey's working age population had no qualifications as of 2021[18]
- 5.0% were qualified to level one only[19]

Area Deprivation

Haringey is the 4th most deprived in London as measured by the IMD score 2019. The most deprived LSOAs (Lower Super Output Areas, or small neighbourhood areas) are more heavily concentrated in the east of the borough, where more than half of the LSOAs fall into the 20% most deprived in the country.[20]

Target Population Profile

Indicators of Deprivation

Household Language	Households deprived in at least one dimension		
	% of Households	Number of Households	Likelihood to be deprived compared to the average
All adults in household have English as their main language	50.7	35,597	x0.89
At least one but not all adults have English as their main language	64.7	8,680	x1.14
No adults in households, but at least one person aged 3 to 15 years, had English as a main language	73.8	2,625	x1.30
No People in household have English as a main Language	70.9	12,668	x1.25
Grand Total	56.7	59,570	N/A

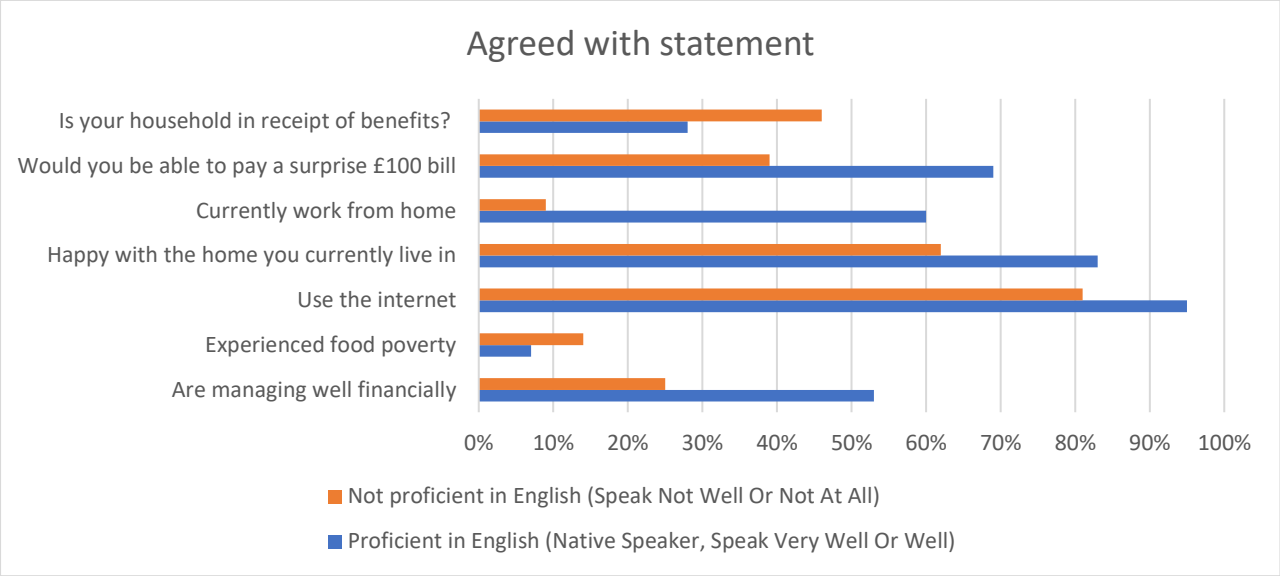
Employment

Data from the 2011 Census study also showed the significant impact that English language proficiency has on financial security. In terms of employment fewer than half (48%) of those considered non-proficient in English were employed, compared with 72% of the working age population. This difference was particularly severe with

[17] DfE - GCSE attainment and progress 8 scores
[18] LG Inform - Data and reports | LG Inform (local.gov.uk)
[19] LG Inform - Data and reports | LG Inform (local.gov.uk)
[20] IMD 2019 - English indices of deprivation 2019 - GOV.UK (www.gov.uk)

females, where around a third (34%) of those non-proficient in English were in employment compared with 58% of women who were proficient in English.

Residents Survey



Avaliable data is from the 2021 Census and Haringey resident survey which allow us to compare English as a main language to a variety of Socioeconomic indicators.

Data from the 2021 Census shows a clear link between English proficiency and deprivation. 50% of households where all adults speak English have at least one deprivation indicator. This is 72% for households where no adults speak English.

Data from the 2021 Haringey Residents Survey show that residents proficient in English are six times more likely to be able to work from home (working from home can be a proxy for higher-paid jobs). Additionally, those who are not proficient in English are more than twice as likely to be struggling financially than those who are, and those who are not proficient in English are nearly twice as likely to receive benefits, experience food poverty and be unable to pay a surprise bill.

Potential Impacts

- Consider whether the proposed policy/decision will have positive, neutral, or negative impacts (including but not limited to health impacts).

This policy should positively impact residents from a low socioeconomic background. As the data suggests, those from a low socioeconomic background are more likely to be vulnerable and, therefore, be in a position where they would either already be interacting with the council or benefit from interacting with the council for advice and support. The policy will ensure that this group can access council services, advice and support effectively and to the same standard as those who speak English. This will hopefully support better prevention and long-term outcomes for residents.

5. Key Impacts Summary

5a. Outline the key findings of your data analysis.

The policy will positively impact equalities, particularly those who share the protected characteristics of age, sex, disability, race, religion and socioeconomic status. The focus on technology risks having a negative impact on certain people who, for various reasons, cannot use technology. This risk, however, will be entirely mitigated by:

- A non-digital solution exists for every option where a digital solution is the default approach.
- A core principle of the policy is resident choice and ensuring officers consider and respect the individual needs of residents when providing translation and interpretation.

5b. Intersectionality

Data from the 2021 census has shown us that females over the age of 35 are by far the most likely cohort to have low levels of English proficiency. This policy should have a positive impact on this cohort in particular.

5c. Data Gaps

Based on your data are there any relevant groups who have not yet been consulted or engaged? Please explain how you will address this.

N/A

6. Overall impact of the policy for the Public Sector Equality Duty

The policy should have a positive impact on the PSED. The proposal will help to advance equality of opportunity between groups who share a relevant protected characteristic and those who do not. This is because the policy will ensure that residents who are not confident English speakers and who are therefore more likely to be older, females, disabled, from a minority ethnic group and from a low socioeconomic background can access council services, advice and support effectively and to the same standard as those who speak English.

7. Amendments and mitigations

7a. What changes, if any, do you plan to make to your proposal because of the Equality Impact Assessment?

Further information on responding to identified impacts is contained within accompanying EQIA guidance.

Please delete Y/N as applicable

No major change to the proposal: the EQIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. **Yes**

Adjust the proposal: the EQIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality. Clearly set out below the key adjustments you plan to make to the policy. If there are any adverse impacts you cannot mitigate, please provide a compelling reason below **No**

Stop and remove the proposal: the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision. **No**

7b. What specific actions do you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty?

N/A

7. Ongoing monitoring

Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented.

- Who will be responsible for the monitoring?
- What the type of data needed is and how often it will be analysed.
- When the policy will be reviewed and what evidence could trigger an early revision
- How to continue to involve relevant groups and communities in the implementation and monitoring of the policy?

The policy will guide the tendering process for a newly commissioned T&I service. The provider, Haringey Council, will be expected to uphold the PSED.

The intention is to monitor the policy to ensure it has the desired impact. This will involve conversations and feedback from council officers, and residents and analysis of data from the council commissioned T&I service. The same monitoring will also be used to identify any emerging equality implications.

8. Authorisation

EQIA approved by (Assistant Director/ Director)	Claire McCarthy
Date	28/09/2023

9. Publication

Please ensure the completed EQIA is published in accordance with the Council's policy**.**

Please contact the Policy & Strategy Team for any feedback on the EQIA process.

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Agenda Item 11

Report for: Cabinet – 17 October 2023

Title: School Streets – Adaptive Wood Green (St Paul's RC and Alexandra Primary)

Report authorised by: Barry Francis, Director of Environment and Resident Experience

Lead Officer: Tim Walker, School Streets Programme Manager
Joe Baker, Head of Carbon Management

Ward(s) affected: Noel Park, Woodside

Report for Key/ Non-Key Decision: Key decision

1. Describe the issue under consideration

1.1. To determine whether St Paul's RC Primary School Street (SS32) and Alexandra Primary and Heartlands High School Street (SS31) should be implemented.

2. Cabinet Member Introduction

2.1. In Haringey we are committed to ensuring that the health and wellbeing of the borough's children is at the heart of policy design. To improve road safety, air quality, and health outcomes around schools, Haringey Council has proposed implementing School Streets adjacent to a number of local primary schools in the Wood Green area as part of the Adaptive Wood Green Programme. The proposals align with Haringey's School Street Plan, Walking and Cycling Action Plan, and Corporate Delivery Plan 2022-2024. They are outstanding schemes which incorporate public realm and footway improvement as well as biodiversity enhancements and climate mitigations.

2.2. Health disparities in Haringey, particularly among primary school age children, are a significant concern. One of the most pressing issues is the high rate of obesity among older primary school children. According to NHS Digital figures, 23.4% of Year 6 pupils in Haringey schools were obese in 2021-22, including 7% who were severely obese. Additionally, 13.3% of children were overweight, meaning that 36.7% of Haringey's youngsters are unhealthily overweight when they finish primary school. A Public Health England borough profile found children in Haringey have worse than average levels of obesity, with 10.8% of children aged 4-5 years and 23.1% of children aged 10-11 years being classified as obese.

2.3. Our roads pose a very serious danger to children in London. Implementing School Streets is vital for reducing road danger and preventing tragic incidents involving young pupils walking, scooting and cycling to school. By closing

streets to through traffic during school run hours, School Streets create much safer conditions for active travel.

2.4. Key objectives of School Streets are reducing traffic congestion and emissions near schools, improving road safety, encouraging active travel, and enhancing air quality. Monitoring studies consistently demonstrate that School Streets advance these goals. They align with the Mayor's Transport Strategy mode shift targets, whereby 88% of trips will be walking, cycling or public transport by 2041, and support climate change mitigation through reduced emissions and promotion of active travel. Evidence indicates they play a role in dispersing traffic over a wider area and encourage mode-shift from driving to walking/cycling, reducing traffic volumes overall.

2.5. School Streets provide health benefits by increasing physical activity for children and reducing air pollution exposure from idling vehicles.

2.6. Conversations with teachers and parents at the school gates of new borough school streets have been enlightening. Countless examples of transformed school runs from stressed and angry to sociable, relaxed and friendly. Better not only a better start for parents, teachers and children to the school day but better for local residents too.

2.7. The reality is that, as a borough, we are focused on the health and wellbeing of our most vulnerable residents. We can create a healthier and safer borough for all through interventions like School Streets.

3. Recommendations

Cabinet is asked to:

3.1. Consider all feedback, including objections to the proposed traffic management orders, given during the 2023 consultation, as set out in Appendix A of this report.

3.2. Agree that the Council shall exercise its discretion to not cause a public inquiry to be called (see paragraph 6.36**Error! Reference source not found.**).

3.3. Approve the introduction of a new School Street (SS32) project adjacent to St Paul's RC primary school in Bradley Road as shown in Appendix B of this report.

3.4. Note that the proposed School Street (SS31) project adjacent to Alexandra Primary and Heartlands High School in Western Road, as shown in Appendix C, is paused whilst further attempts are made to resolve an unwithdrawn objection.

3.5. Authorise the Head of Highways and Parking to make all necessary traffic management orders (TMOs) and install any necessary highway infrastructure and works necessary to give effect to the School Street design set out in Appendix B of this report.

4. Reasons for decision

4.1. The overall reason for proceeding with the proposed School Street is in summary as follows: School Streets are a key priority for the Council, as set out within the School Street Plan[1], the Walking and Cycling Action Plan[2] and the Corporate Delivery Plan 2022-2024[3]. See further sections 7, 8 and 9 below.

4.2. The reason for recommendation 3.1 and 3.4 is to ensure compliance with the Regulations[4] whereby the order making authority must consider all unwithdrawn objections before making an order.

4.3. The reasons for recommendation 3.2 are set out at paragraphs 6.36 and, in summary, the reasons for recommendation 3.3 are as follows:

- To improve the health of children by increasing active travel, reducing road danger and improving air quality near the school gate;
- The school is supportive of the proposal; and
- The proposals contribute towards the strategic objectives of the Council.

4.4. The reason for recommendation 3.5 is to enable implementation of the School Street.

5. Alternative options considered

Do nothing

5.1. This option was rejected as not delivering School Streets would not meet the objectives set out in the Corporate Delivery Plan, the Transport Strategy, the Climate Change Action Plan, the Walking and Cycling Action Plan and the School Street Plan.

Implement SS31 Alexandra Primary and Heartlands High School Street

5.2. This option was rejected as the Metropolitan Police Service (MPS) have objected to the project on the grounds that it will impact their operational base located in Western Road. The Council will continue to work with the MPS in an attempt to resolve that objection.

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1 https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=83410&PlanId=0&Opt=3#AI75755

2 https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/haringey-s-adopted-walking-and-cycling-action-plan

3 www.haringey.gov.uk/sites/haringeygovuk/files/final_corporate_delivery_plan.pdf

4 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

6. Background information

6.1. School Streets transform roads to create a better environment for children to walk, cycle and wheel to school.

6.2. When a School Street is in operation, the road temporarily becomes a pedestrian and cycle zone at school drop-off and pick-up times.

6.3. By temporarily closing the road to motor vehicles at the start and end of the school day, School Streets help by:

- Reducing traffic outside the school, which reduces emissions and makes the air around the school cleaner at peak times for children.
- Making it safer to walk, cycle, scoot, and wheel to school. Children will benefit from increased physical activity on their journey to and from school.
- Reducing traffic congestion and parking problems outside the school and reducing road danger

6.4. Residents and businesses can apply for exemptions giving them the ability to drive into the School Street if needed. Emergency service vehicles have access at all times.

School Street Plan

6.5. In June 2023, the Council approved a new School Street Plan[5] ('the Plan') which sets out a standard framework to deliver Haringey's School Streets programme, allowing for consistent, successful and efficient delivery of these measures.

6.6. The Council has introduced 24 School Streets and a further 15 are currently in design, consultation or decision-making stages.

6.7. The Plan identifies the schools referred to in this report for a School Street, subject to the outcome of consultation and decision making.

Objectives of a School Street

6.8. The key objectives of a School Street are as follows:

- Objective 1: Reduce congestion and car use near schools
- Objective 2: Reduce road danger and improve safety for pupils and parents/carers travelling to and from school
- Objective 3: Encourage active travel to schools
- Objective 4: Improve air quality around schools

[5] https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=83410&PlanId=0&Opt=3#AI75755

6.9. Monitoring of recent experimental School Streets in Haringey, as well as research carried out by other boroughs and Transport for London, show that these objectives are consistently met.

6.10. In a broader context, School Streets help deliver targets set within the Mayor of London's Transport Strategy (MTS). These targets have since been adopted by Haringey through the Haringey Local Implementation Plan and Walking and Cycling Action Plan (2022):

- Mode share - 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)
- Physical activity - all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)

Adaptive Wood Green

6.11. The two School Streets referred to in this report are part of a set of projects called 'Adaptive Wood Green' being delivered by the Regeneration Team within Placemaking & Housing department. The projects include:

- Three School Streets – Noel Park Primary (SS33), Alexandra Primary and Heartlands High (SS31) and St Paul's RC Primary (Bradley Road) (SS32)
- Mayes Road – further improvements to Mayes Corner Pocket Park
- Improvements to Caxton Gardens and neighbouring roads
- Enhancements to Wood Green Common and Barratt Gardens

6.12. This set of projects builds on the work already undertaken as part of Connecting Wood Green to improve connectivity and the public realm throughout the area.

6.13. The schemes aim to tackle air quality, promote walking and cycling to school, encourage a modal shift and improve ecology, biodiversity and the facilities on offer within the green spaces.

Proposal

6.14. During 2021 and 2022, early engagement was carried between the schools, local stakeholders, the design team and Council officers via two workshops and a subsequent informal consultation, as detailed in paragraphs 6.24 to 6.28. This was undertaken following co-design principles and wide community engagement.

6.15. This early engagement resulted in the design of two School Streets and associated public realm works. The design of the School Streets align with the design principles set out in the School Street Plan and takes account of the traffic counts which were carried out in October 2021.

6.16. In July 2023, the School Street design was subject to statutory (traffic order) consultation. Paragraphs 6.29 to 6.34 set out the details of the process and feedback.

6.17. SS32 (St Paul's) School Street, it was proposed that Bradley Road would become a School Street that would operate term time only, Monday to Friday, 8:15am – 9am and 2:45pm – 3:30pm

6.18. SS31 (Alexandra Primary and Heartlands) School Street, it was proposed that Western Road (between Mayes Road and a point ~20m south of The Decorium) would become a School Street that would operate term time only, Monday to Friday, 8am – 9am and 2:45pm – 3:45pm.

6.19. In both projects (SS31 and SS32), the following details were also proposed:

- Motor vehicles (cars, vans, motorcycles etc.) will not be allowed to enter the School Street during the above times, except if they have been issued an exemption (see details below)
- To inform drivers, traffic signs will be installed, and updates sent to sat-nav companies
- Motor vehicles that enter the School Street without an exemption, during operational hours, will be identified by camera and may be issued a penalty charge notice (PCN)
- No one needs an exemption to drive out of a School Street. A vehicle only needs an exemption to drive into the School Street during operational hours
- School Streets remain open to people walking, cycling and wheeling
- Emergency services will always have unhindered access

6.20. In line with the exemption policy set out in paragraphs 6.44 to 6.59 of the School Streets Plan (summarised in Appendix H of this report), the following groups would be eligible to apply for a motor vehicle exemption:

- Residents who live within the School Street (maximum of 2 vehicles per property).
- Businesses with premises within the School Street (maximum of 2 vehicles per property).
- Blue Badge (disabled) holders or those with a medical condition that require access to the street during the restricted hours.
- School buses and vehicles used in the transport of children or adults with special access requirements.
- Medical practitioners attending those with an address within the School Street.
- School staff (to a maximum of 10% of the total number of staff at the relevant school). In addition, any staff who are Blue Badge holders may apply for an exemption when the school has provided parking for those holders.

6.21. In addition to the above, exemptions are automatically provided for:

- Emergency services
- Statutory undertakers if access to the school street is necessary

- Local authority, in pursuance of statutory powers, if access to the school street is necessary
- Exemptions stated in the Highway Code, such as a medical emergency or with the permission or at the direction of a police officer.

6.22. As noted in paragraph 6.19, the proposed School Streets allows motor vehicles to proceed within and exit from the School Street during operational times. Thus, the associated traffic order does not impose a prohibition upon loading or unloading within the School Street.

6.23. It is, however, noted that both School Streets projects do include amendments to waiting and loading traffic orders within and on the boundary of the School Street. Parking places amendments are also included within the St Pauls proposal. These amendments are considered necessary to complement the proposed School Street and the public realm works so as to ensure that vehicles do not wait or load in locations that might otherwise be dangerous or obstructive; for example, close to junctions or adjacent to rainwater gardens that narrow the effective width of the carriageway. However, the lengths of road proposed to prohibit loading or unloading – along with any existing restriction – do not exceed 30 metres out of 50 metres on one side of any length of road.

Initial engagement

6.24. During 2021 and 2022, the Council held design workshops with pupils and teachers and also with the wider community as follows:

- 20 October 2021 (in Barratt Gardens)
- 15 June 2022 (in Barratt Gardens and Wood Green Library).

6.25. Feedback provided at the workshops towards the introduction of the School Streets and public realm improvements was positive and, following the June event, survey responses were received as follows:

SS32 (St Pauls): Six were in support and two against

SS31 (Alexandra and Heartlands): Nine were in support, one with no view

6.26. Following the public engagement exercise and refinement of the designs, a letter notifying of the proposals was sent to addresses impacted by the designs, as well as ward members in November 2022. In response to the letter:

SS32 (St Pauls): 5 (50%) supported the proposal, 4 (40%) objected and 1 (10%) had no view;

SS31 (Alexandra and Heartlands): 10 (67%) supported the proposal, 4 (27%) objected and 1 (7%) had no view.

6.27. The design team considered all feedback received during the initial engagement stage and developed a final scheme design.

6.28. Before any changes can be made to the traffic management orders (TMOs), statutory consultation is required.

Statutory consultation

6.29. Collaboration between the schools and Council officers has continued throughout the course of the project which – along with the inputs from the initial engagement stage – has led to proposed TMOs which were publicly consulted upon, as follows:

- 5 July to 26 July 2023 – statutory (TMO) consultation[6] and stakeholder consultation (Appendix D)
- Consultation document (Appendix E) hand delivered to all properties within ~150m of the proposal (see distribution map in Appendix E):
  - SS32: 665 properties
  - SS31: 600 properties
- Street notices put up on lamp columns (Appendix F)
- Ward members informed
- Social media
- School Street webpages – downloads of all documents available
- Haringey e-newsletter on 21 July 2023

6.30. Response to the consultation could be made by either:

- Making a formal objection to the proposed traffic orders (online, email or by post)
- Sending general feedback (online or via a paper questionnaire)

6.31. Full details of the consultation responses received together with officer comments to these are provided in Appendix A and summarised as:

6.32. SS32 (St Pauls):

- 2 objections or representations made in respect of the proposed traffic orders, of which, both wholly objected
- 27 responses provided general feedback, of which:
  - 16 were positive or very positive about the proposal
  - 11 were negative or very negative about the proposal
- The greatest level of support comes from residents within the proposed School Street

6.33. SS31 (Alexandra Primary and Heartlands):

- 2 objections or representations made in respect of the proposed traffic orders, of which:
  - 1 wholly objected

[6] https://www.thegazette.co.uk/notice/4393741

- 1 was in support

- 11 responses provided general feedback, of which:
  - 3 were positive or very positive about the proposal
  - 6 were negative or very negative about the proposal
  - 2 was neutral

6.34. In both projects, key stakeholders provided feedback as follows:

- The Metropolitan Police Service (MPS) objected to SS31 on account of the impact this would have upon their operational base in Western Road and concerns about increased road danger in proximity to a zebra crossing.
- London Fire Brigade see this as a positive way of protecting the children within our community, especially given the recent tragic events that unfolded in Wimbledon.
- Haringey Living Streets noted their full support for the School Streets programme.
- There were no other responses from statutory consultees

6.35. Having considered feedback, including objections to the proposed traffic orders, as set out in Appendix A of this report, officers recommend:

- SS32 School Street be implemented as shown in Appendix B of this report.
- SS31 School Street is paused whilst further attempts are made to resolve the objection made by the MPS.

6.36. Given the above, and in respect to SS32, officers recommend that the Council exercise its discretion not to cause a public inquiry to be called on account of: the effect of the order, the small number of objections, the wider support for the project, that the project will contribute towards achieving a number of policy objectives and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

<u>Memorandum of Understanding</u>

6.37. Before any School Street is fully implemented, a Memorandum of Understanding (MoU) will be signed by the Council and the school. This has been completed for both schools detailed within this report.

6.38. The MoU sets out what each party is expected to do in the arrangement. It includes tasks for the Council such as making traffic orders, installing traffic signs and providing supporting material and matters for the school such as educating pupils about the scheme and committing to the ‘Sustainable Travel: Active, Responsible, Safe (STARS) active travel programme.

7. Contribution to the Corporate Delivery Plan 2022-2024 High level Strategic outcomes

7.1. School Streets are specifically identified within the “Responding to the Climate Emergency” theme of the Corporate Delivery Plan, under High Level Outcome 2 - “A Just Transition.” This outcome relates to ensuring the transition to a low carbon economy is just, equitable and benefits everyone by improving air quality and road safety around schools. This will be achieved through a number of activities including:

- School Streets – create 30 School Streets by 2024 (approximately 15 per year) to improve air quality and road safety around schools.

7.2. School Streets also contribute to other high-level outcomes contained within the “Responding to the Climate Emergency” theme:

- High Level Outcome 1 “A Greener and Climate Resilient Haringey”
- High Level Outcome 3 “A Low Carbon Place”

7.3. School Streets contribute further to high-level outcomes contained within the “Placemaking and Economy Theme” within High Level Outcome 5 “Placemaking.” Specific areas of social and economic renewal will benefit from air quality improvements resulting from the delivery of School Streets in:

- Wood Green
- Bruce Grove
- Seven Sisters

8. Carbon and Climate Change

8.1. School Streets contribute positively to carbon emission reduction and mitigate climate change in the following six ways:

8.2. Reduced vehicle emissions: School Streets reduce vehicle emissions during drop-off and pick-up times. When motorised traffic is restricted, there is a reduction in tailpipe emissions of carbon dioxide (CO2), nitrogen oxides (NOx), and particulate matter (PM). Fewer emissions mean a direct decrease in the carbon footprint associated with school-related travel.

8.3. Promoting active travel: By making the area around schools more pedestrian and cyclist-friendly, School Streets encourage active travel modes such as walking and cycling. This not only reduces greenhouse gas emissions but also promotes a healthier lifestyle, which, in the long run, can reduce healthcare-related emissions linked to sedentary lifestyles.

8.4. Behaviour change: School Streets can also lead to behaviour change among parents and guardians. When motorised access to school is limited, parents may opt for alternative transportation methods, further reducing the number of vehicles on the road and associated emissions. Over time, this can lead to a shift in commuting habits with lasting environmental benefits.

8.5. Public awareness: Implementing School Streets raises awareness about the environmental impact of transportation choices. It provides an opportunity for

schools to engage students in discussions about sustainability, climate change, and the importance of reducing carbon emissions. This heightened awareness can influence future generations to make eco-conscious decisions about transport.

8.6. Long-term effects: While School Streets primarily target short-term reductions in emissions during school hours, their influence can extend beyond these times. Positive experiences with active transportation and reduced reliance on private vehicles can lead to long-term changes in commuting behaviour, resulting in sustained emissions reductions.

8.7. Synergy with Climate Change Action Plan: School Streets align with the goals set out within the Climate Change Action Plan by directly contributing to reduced carbon emissions within the community and contribute to the achievement of emissions reduction targets.

9. Transport policy objectives

9.1. School Streets help deliver policies and targets set within the Mayor of London's Transport Strategy (MTS). These policies and targets have since been adopted by Haringey through the Haringey Local Implementation Plan and Walking and Cycling Action Plan (2022):

- The MTS uses the Healthy Streets Approach to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.
- Mode share - 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)
- Physical activity - all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)

9.2. The Council has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway." Officers consider that the following are of particular relevance, given the objectives of the School Street:

- School Streets provide access at all times to pedestrians and cyclists. Reasonable access is maintained to vehicular traffic by way of a range of exemptions when the School Street is in operation.
- School Streets restrict the passage of heavy commercial vehicles and so, in turn, preserve or improve the amenities of the area affected.
- Evidence from other School Street projects[7] demonstrates that they improve air quality in the vicinity of schools. It is expected that this will

[7] https://www.london.gov.uk/press-releases/mayoral/school-streets-improve-air-quality

also be the case in relation to this project. Therefore, the proposal has due regard to the national air quality strategy, prepared under section 80 of the Environment Act 1995.

- There is a need for public service vehicles that are responding to emergencies to be able to access the School Street safely and expeditiously and the project has taken this into consideration through the proposed use of camera-enforced traffic filters.
- The project aims to address the risk of road danger by reducing the volume of traffic close to school gates. Not only do School Streets dissipate traffic over a larger area (as opposed to a concentration of traffic within a smaller section of road space outside the school entrance) but they also encourage modal shift (i.e. change school-run trips from car travel to active travel) and so reduce the overall volume of traffic on the road network, in turn, reducing the risk of road danger.

10. Statutory Officers' comments

Finance

10.1. Haringey Regeneration submitted a bid for Good Growth Funding round three (GGF3) in September 2019 for a project called "Adaptive Wood Green" and, in March 2020, was successful in receiving a grant of £972,500.

10.2. Of the funding received from the GLA, £450,000 was attributed towards the installation of the three School Streets and a further £265,000 was contributed by Haringey Council as match funding, totalling £715,000. At the time of writing, a total of £488,910 has been spent, and therefore a balance of £226,090 is still to be spent.

10.3. These costs can be contained within the capital programme plan, under capital scheme 478 and capital internal order number 10006564.

Procurement

10.4. Strategic Procurement note the contents of the report and recommendations in section 3 which do not necessitate a procurement process or decision.

Head of Legal and Governance (Matthew Barrett, Senior Planning Lawyer)

Statutory duties / Legislation

10.5. The recommendations in this report are being considered in the Council's capacity as the local highway/traffic authority for the Borough. The various statutory powers, obligations and guidance that need to be followed are set out below and their relevance and compliance is considered.

10.6. Under section 6(1) of the Road Traffic Regulation Act 1984 (RTRA 1984) , the Council may make an order for controlling or regulating vehicular and other traffic (including pedestrians) on roads within the Borough for which it has responsibility. Such an order may be for any of the purposes or with respect to any of the matters mentioned in Schedule 1 to the RTRA 1984 and for any of

the purposes mentioned in paragraphs (a) to (g) of section 1(1) of that Act. Such an order may be made only where it appears to the authority that it is expedient to make the order for the purpose(s) in question.

10.7. Section 122(1) of the RTRA confers a duty on the Council to exercise its functions under that Act (so far as practicable having regard to the matters specified in section 122(2)) to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Based on case law applicable to another power in the RTRA 1984, it is considered that "safe" in section 122 (1) means "not at risk of accident", rather than "free from ill health". The matters specified by section 122(2) are:

i. the desirability of securing and maintaining reasonable access to premises;

ii. the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

iii. the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);

iv. the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

v. any other matters appearing to … the local authority … to be relevant."

10.8. Section 39 of the Road Traffic Act 1988 requires the Council to prepare and carry out a programme of measures designed to promote road safety, to carry out studies into accidents arising out of the use of vehicles on roads in its area, and – in the light of those studies - to take such measures as appear to the Council to be appropriate to prevent such accidents, including giving advice and practical training to road users, the construction, improvement, maintenance, or repair of roads for which they are responsible, and other measures taken in the exercise of its powers for controlling, protecting, or assisting the movement of traffic on roads.

10.9. Under section 16 of the Traffic Management Act 2004, the duty of a traffic authority is to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Under section 17(5) of the Traffic Management Act 2004, the network management duty includes obligations on traffic authorities to monitor the effectiveness of the implementation of their decisions and assess their performance in managing their network.

10.10. As required under section 144(1) of the Greater London Authority Act 1999, the Council has had regard to the Mayor's Transport Strategy 2018.

10.11. In R (on the application of Moseley) v London Borough of Haringey [2014] UKSC 56, the Supreme Court considered the requirements of public

consultation. It approved a list of four legal requirements relating to public consultation, which had previously been approved by the Court of Appeal in R v Brent London Borough Council ex parte Gunning (1985) 84 LGR 168—and therefore often referred to as the ‘Gunning’ or ‘Sedley’ requirements. These are that:

(i) consultation must be at a time when the authority’s proposals are still at a formative stage;

(ii) the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response;

(iii) adequate time must be given for consideration and response; and

(iv) the product of consultation must be conscientiously taken into account in finalising any proposals.

10.12. In terms of point (iv), the decision maker must consider consultation responses with 'a receptive mind' (R v Camden London Borough Council ex parte Cran [1995] EWHC 13 (Admin)) and be prepared to change course if persuaded (R v London Borough of Barnet ex p B [1994] ELR 357). But there is no duty to adopt the views of consultees (R (Smith) v East Kent Hospital NHS Trust [2002] EWHC 2640 (Admin)).

10.13. The procedure for making experimental or permanent traffic orders is set out in The Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 (SI 1996/2489) (“the 1996 Regulations”). Before making a traffic order, the authority must comply with the prescribed duty to consult, which includes consulting statutory consultees.

10.14. The 1996 Regulations also set out a number of procedural requirements such as a requirement to publicise the Council’s intention to make the Order before actually making it and making a copy of the proposed order available for inspection. The necessary notification and consultation with the relevant bodies have been carried out. A permanent Order can only be made after considering the objections received in response to the notice of proposals and, in some cases, after consideration of the findings of a public inquiry.

10.15. Regulation 9(1) sets out when an authority must hold a public inquiry before making an order and when it has a discretion to hold one. Notwithstanding the objections, there is no obligation in this case to hold an inquiry given that the proposals to prohibit loading and unloading fall within the exception contained in Regulation 9(4)(b) of the 1996 Regulations. However, the Council has a general discretion to hold a public inquiry under regulation 9(1) of the 1996 Regulations. It would be lawful for the Council to decide not to hold a public inquiry having regard to among other matters the following: the scheme will contribute towards achieving a number of the Council’s policy objectives and holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

10.16. Before the order becomes effective, appropriate road signs informing motorists and pedestrians of the restrictions introduced must be erected and/or installed, or any that may cause confusion removed: Regulation 18 of the 1996 Regulations.

Equality

10.17. The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

10.18. The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

10.19. The first School Street Plan (2020) was subject to an Equality Impact Assessment (EqIA) which was updated in 2022 and again as part of the new School Street Plan (2023). The current EqIA should be read in full.

10.20. It is noted that the exemptions available for School Streets are different from the exemptions available for Low Traffic Neighbourhoods (LTNs). This is because the two project types have different objectives. Exemptions to School Streets are typically more limited than exemptions for LTNs because the primary objective of School Streets is to create a safer environment for children (a particularly vulnerable protected group), while LTNs aim to reduce the overall impact of traffic in residential areas. For example, exemptions within LTNs allow vehicles to pass through a traffic filter even if the journey could be taken via another route. However, in School Streets, this is not the case and exemptions are only provided where motorists have a requirement to access premises within the School Street. It is also important to note that School Streets only operate for a very limited time period (approximately one hour in the morning and one hour in the afternoon), Monday to Friday and during term time only. This contrasts to traffic filters within LTNs which operate ‘at any time’. This difference is relevant when considering the justification for and proportionality of the School Street under the Equality Act.

10.21. Mitigation of potential adverse impacts on protected groups is made through the implementation of an exemption permit system whereby certain groups can apply for an exemption to the restriction, where they meet the specified policy criteria. The groups currently provided for are set out in paragraph 6.20. Those holding a valid exemption are allowed to drive into the School Street during operational times.

10.22. Consultation was carried out prior to the schemes being recommended for implementation. This has provided everyone with the opportunity to comment prior to the making of the TMOs. Consultation documents (Appendix E) provided details for those who required it in an alternative format, for example in audio or would like the materials translated. Consultation documents were also distributed to stakeholders representing protected groups (see Appendix D for details).

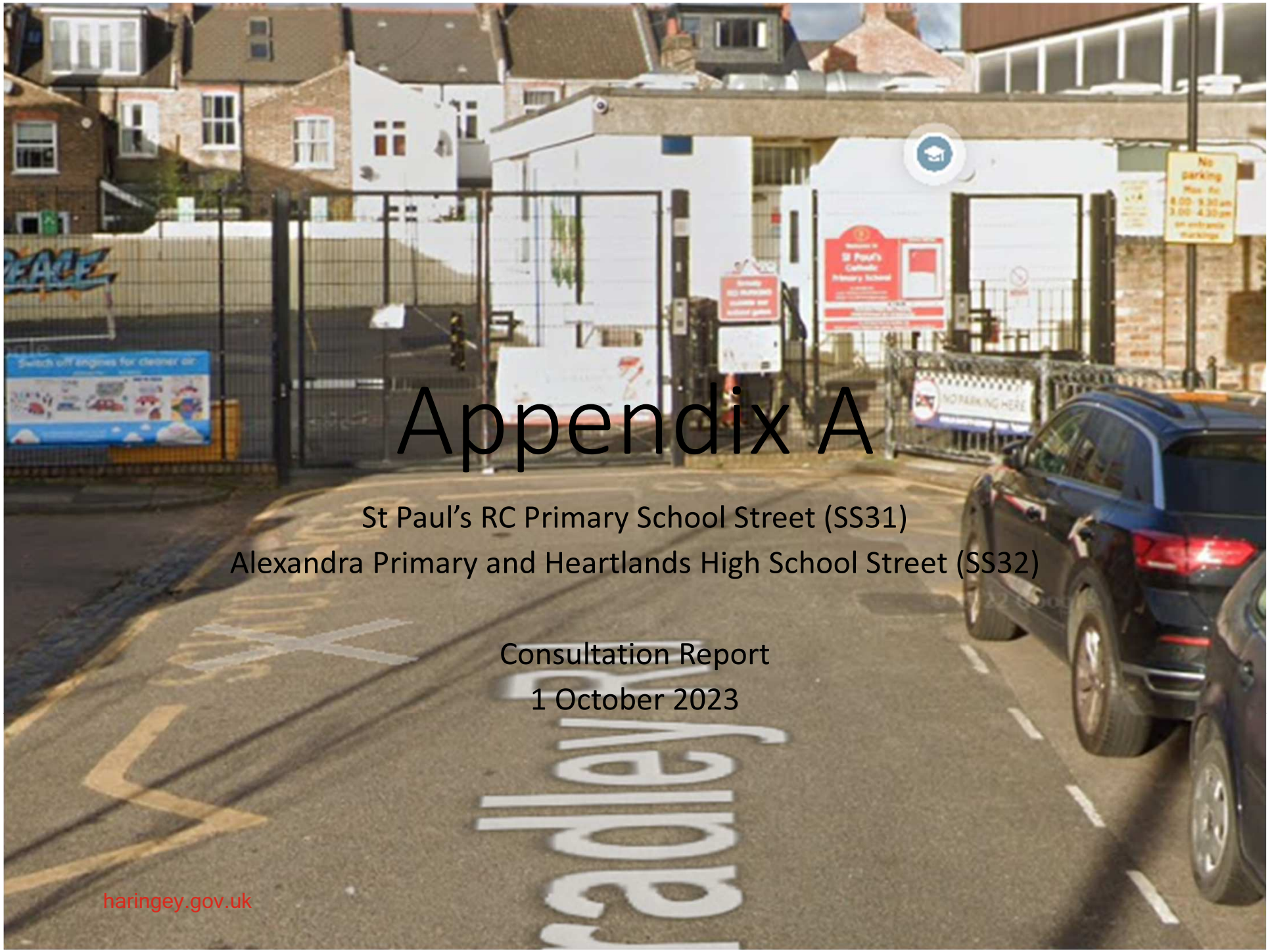
11. Use of Appendices

Appendix A – Consultation report
Appendix B – Design (SS32 - St Paul's School Street, Bradley Road)
Appendix C - Design (SS31 - Alexandra Primary and Heartlands High School Street, Western Road)
Appendix D – Stakeholder list
Appendix E – Consultation documents
Appendix F – Consultation distribution map
Appendix G – Public street notice
Appendix H – Exemption policy summary
Appendix I – EqIA 2023

12. Background Papers

- 13/6/23 - Cabinet: School Street Plan
- Net zero carbon Haringey

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Appendix A

St Paul's RC Primary School Street (SS31)

Alexandra Primary and Heartlands High School Street (SS32)

Consultation Report

1 October 2023

Contents

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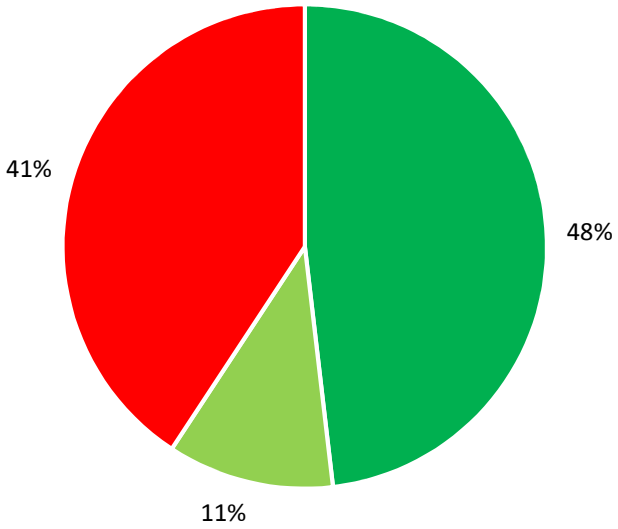
SS32 – St Paul's RC Primary School Street (Bradley Road)

General feedback collected 5 July to 26 July 2023 (Page 1 of 2)

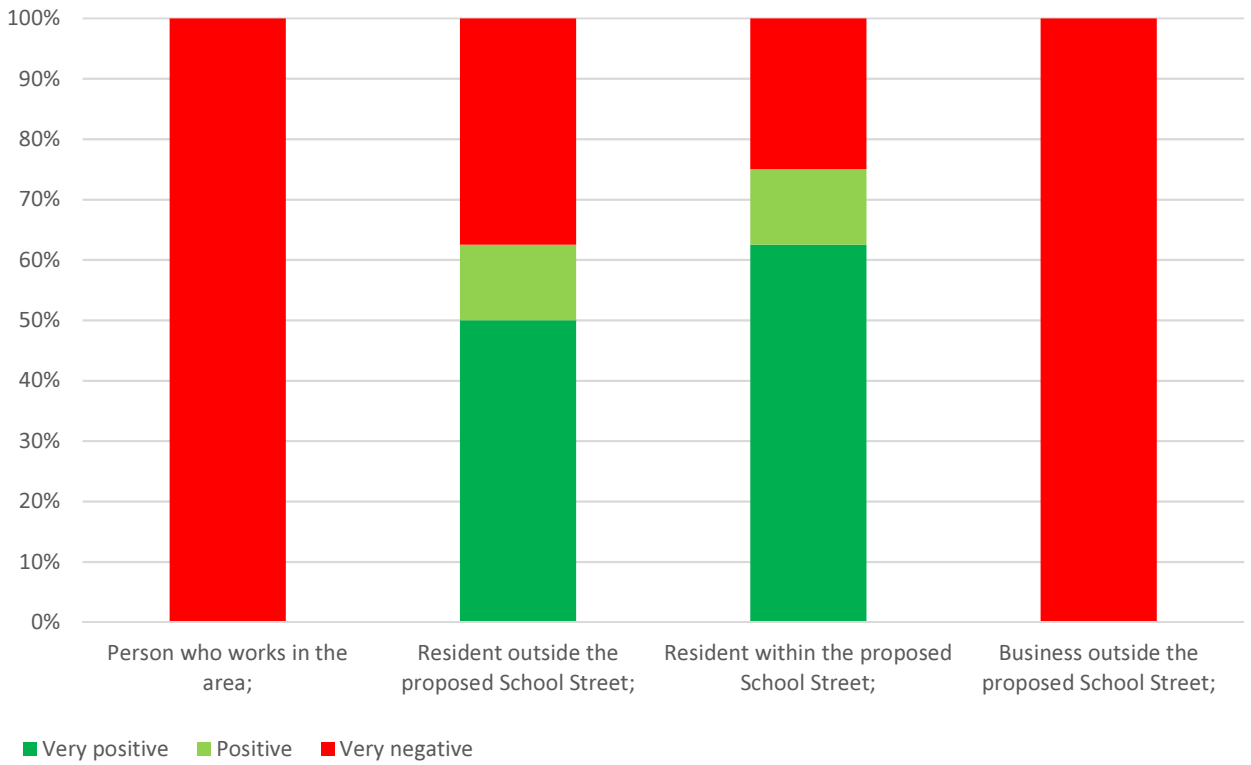
27 responses

(78% paper 12% online)

Overall, how do you feel about the proposed School Street?



In what capacity are you responding?



Summary of comments	Count
No comment	12
Displaces traffic problems to other roads	3
Good idea / deliver it ASAP	3
There isn't a problem here / proposal is not necessary	3
Access and exemption issues	2
Other	2
Longer hours are necessary	1
Unhappy	1
Grand Total	**27**

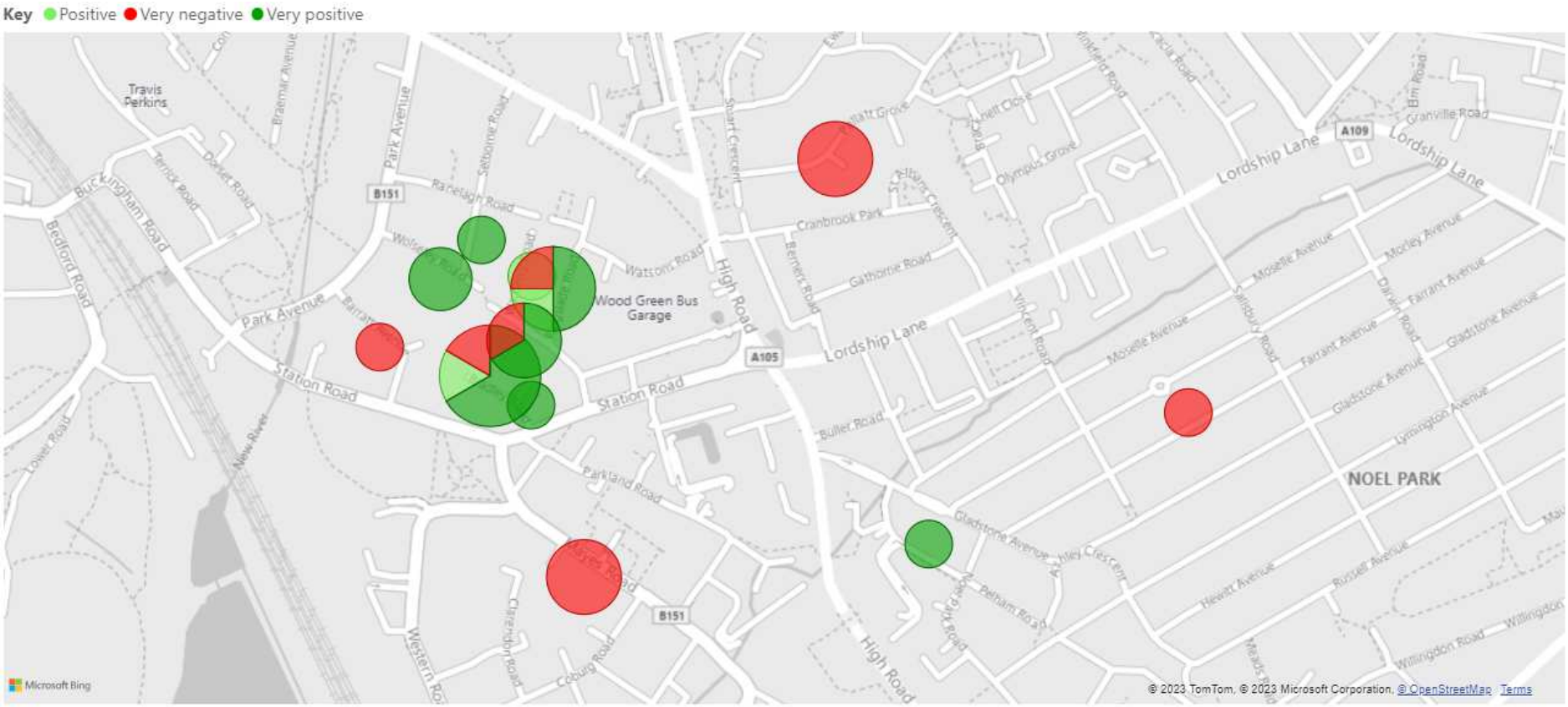
Notes

- Senior leadership at the school are supportive of the proposals
- Respondents were asked in what capacity they were responding. Respondents could tick more than one box (for example, they might be a resident outside of the school street and a parent of a child at the school) and so the total count will add up to more than the individual number of responses, hence only a percentage figure is shown above. Caution should be applied when analysing answers to this question as respondents don't always understand the boundary of the proposed School (ie they may respond to say they live within or outside the proposed School Street, but their actual postcode may indicate otherwise).

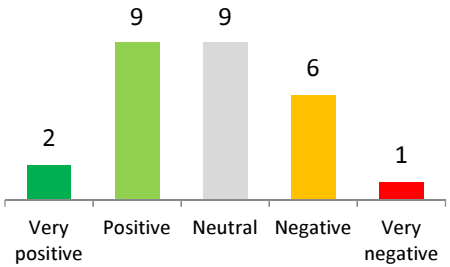
SS32 – St Paul's RC Primary School Street (Bradley Road)

General feedback collected 5 July to 26 July 2023 (Page 2 of 2)

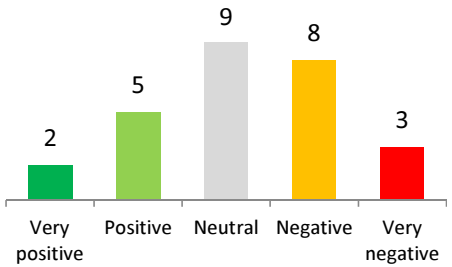
Overall view of proposal by postcode. Bubble size indicates number of replies from that postcode



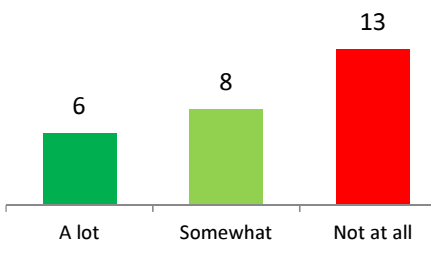
View of existing walking environment



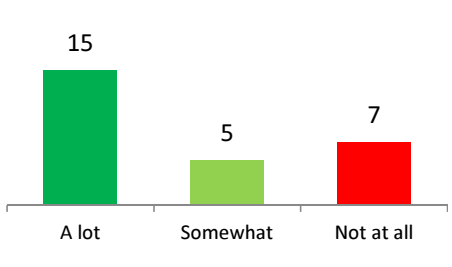
View of existing cycling environment



Is speeding an issue?



Is traffic congestion an issue?



Notes

- Maps are accurate only to postcode and therefore do not divulge individual responses

SS32 – St Paul's RC Primary School Street (Bradley Road)

Objections and representations made in response to the proposed traffic order (Page 1 of 2)

ID	Type	FeedbackText
Person 1	**Wholly Object**	Dear Council Officer, I tried to respond via the portal but failed to achieve access. I am a resident near to the proposed School Street, living at REDACTED, N22 6SX. Bradley Road is not a through road, so most traffic entering the road is related to the school. My question is why is it necessary to reduce the no. of parking spaces near the junction with Station Road? Parking spaces are already in short supply around this immediate area with loss of two spaces along Tower Terrace in the recent works, due to the disabled bay being made longer, and the narrowing of the exit onto Mayes Road. Congestion is often already an issue. Especially at busy times many vehicles use Tower Terrace as a short-cut to avoid the roundabout at the junction of Station Road and Mayes Road. Introduction of rainwater gardens, although potentially attractive, only seem to increase traffic congestion.

Officer's response to objection

- Two parking places are proposed for removal to allow installation of two rainwater gardens that will provide opportunity to manage rainwater runoff from hard surfaces after downpours by planting an attractive, low maintenance, wildlife-friendly space.
- It is considered that the benefits of these two, relatively small, rainwater gardens are greater than the provision of two on-street parking places.
- Experience from other, live, School Streets shows they lead to change in travel behaviour with a decreasing reliance on car journeys to/from school and an increase in walking, cycling and wheeling. Therefore the implementation of the School Street is likely to lead to a reduction in traffic congestion (and parking pressure) in Bradley Road and on the network, as a whole.

SS32 – St Paul's RC Primary School Street (Bradley Road)

Objections and representations made in response to the proposed traffic order (Page 2 of 2)

ID	Type	FeedbackText
Person 2	**Wholly Object**	On relevant page of https://consultation.appyway.com/haringey On Tuesday 4th July 2023, so Haringey is has again all ready made its decision to block ⊘ the road to street where many people are in building used by Careers. Isolating of more traffic looking for parking, from where you have taken most away from the pathetic planeters/flooding systems in the road. I will not agree to this or any more that you have planned. You have already bought Station and Wood High Road N22 to a grinding hold through all hours of the day. Giving everyone living on the main streets worse breathing air quality to deal with by have so called 28 other schools, them should all be scrapped now. Where do you expect all the Taxis, Cabs, Dial-a-Rial to drive, or the emergency services vehicles when there is no room to get in. Or a person to park, when you have left no space. Not one of you have thought these schemes out 28 if far too many and in the wrong places. None of the Schools or Ltns schemes work in practical way So I refuse for this proposal to go forward. Especially in the main places you would put the blocks are where most Ambulances need to get in any Park and turn around. I have already seen the stupidness of the planter that has still not been removed on top of Parkland road when an Ambulance needed to collect me for hospital as I was having multiple seizures in April 2023. This better be stopped now.

Officer's response to objection

- Experience from live School Streets elsewhere, shows that they lead to change in travel behaviour with a decreasing reliance on car journeys to/from school and an increase in walking, cycling and wheeling. Therefore, the implementation of the School Street is likely to lead to a reduction in traffic congestion (and parking pressure) in Bradley Road and on the network, as a whole.
- The School Street provide a range of exemptions for various motorists. For those where an exemption is not available it is important to note that the School Street is proposed to operate for less than 2 hours per day and only Monday to Friday and during term time.
- The benefits of active travel, reduced car dependency have significant health benefits and these are considered to outweigh the relatively short restrictions that are proposed.

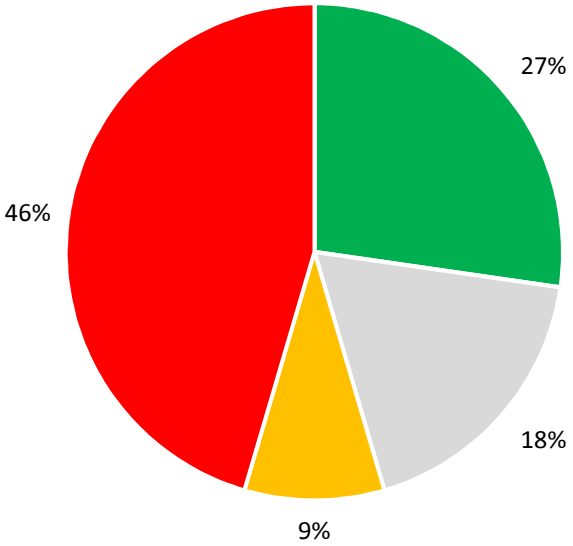
SS31 – Alexandra Primary and Heartlands High School Street

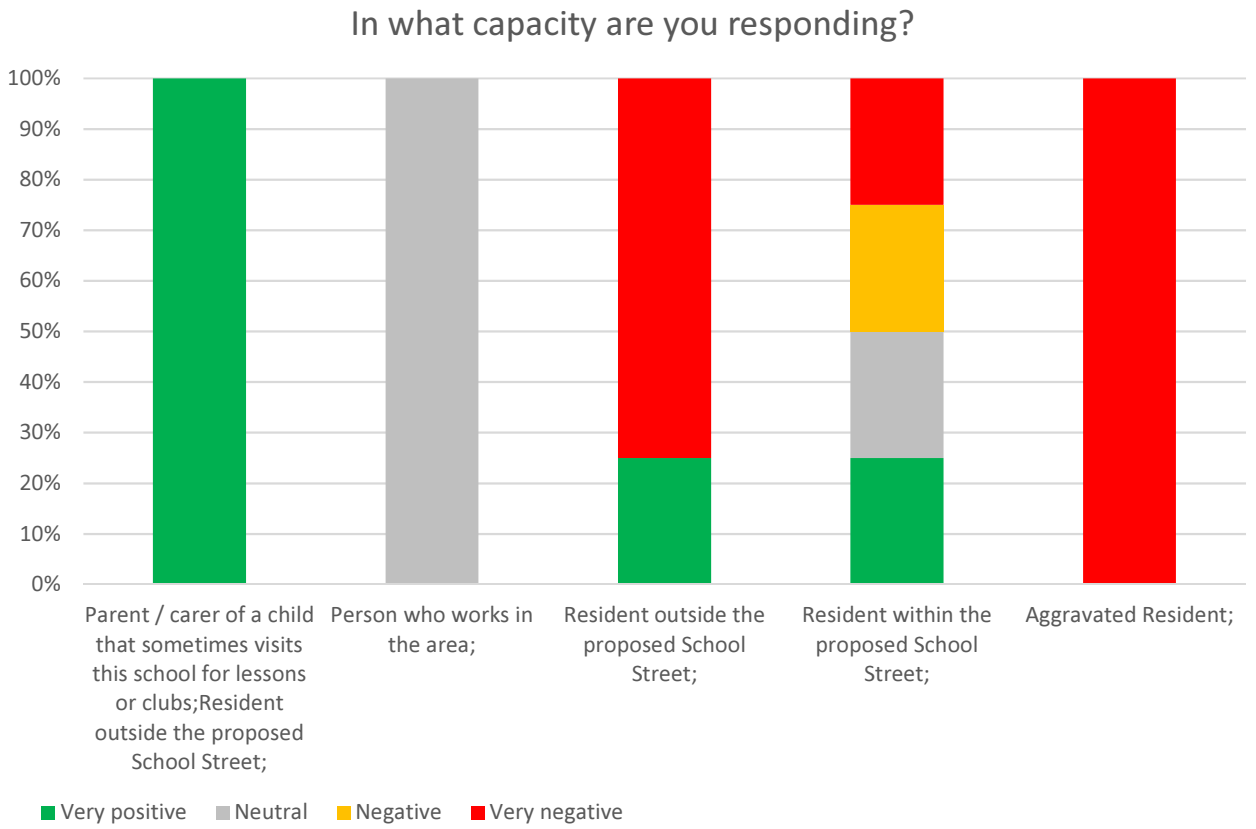
General feedback collected 5 July to 26 July 2023 (Page 1 of 2)

11 responses

(82% paper 18% online)

Overall, how do you feel about the proposed School Street?





Summary of comments	Count
Displaces traffic problems to other roads	4
No comment	4
There isn't a problem here / proposal is not necessary	2
Other	1
Grand Total	**11**

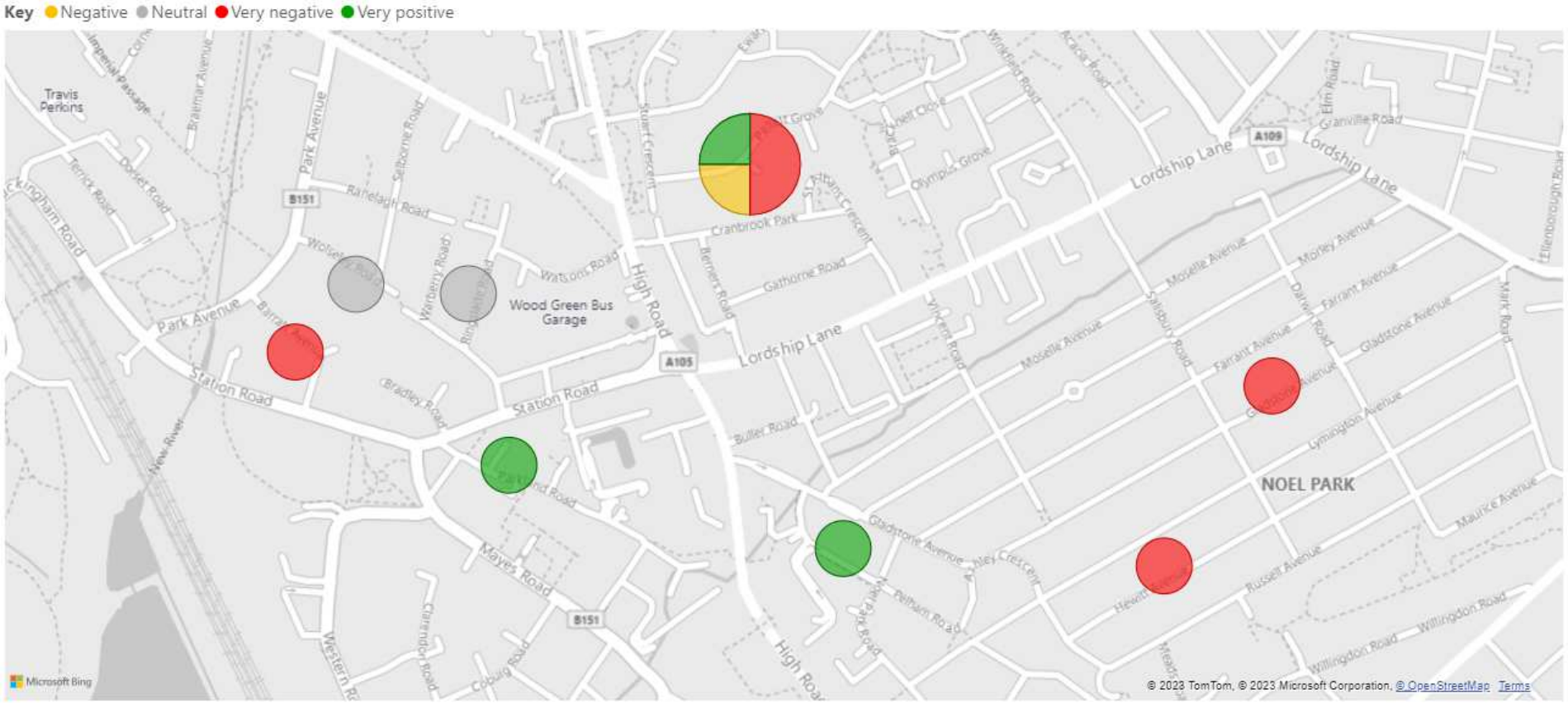
Notes

- Senior leadership at the school are supportive of the proposals
- Respondents were asked in what capacity they were responding. Respondents could tick more than one box (or suggest 'other' and add details themselves) For example, they might be a resident outside of the school street and a parent of a child at the school) and so the total count will add up to more than the individual number of responses, hence only a percentage figure is shown above. Caution should be applied when analysing answers to this question as respondents don't always understand the boundary of the proposed School (ie they may respond to say they live within or outside the proposed School Street, but their actual postcode may indicate otherwise).

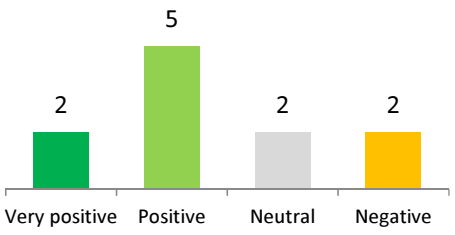
SS31 – Alexandra Primary and Heartlands High School Street

General feedback collected 5 July to 26 July 2023 (Page 2 of 2)

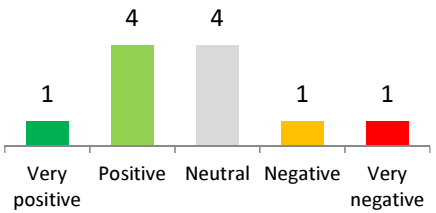
Overall view of proposal by postcode. Bubble size indicates number of replies from that postcode.



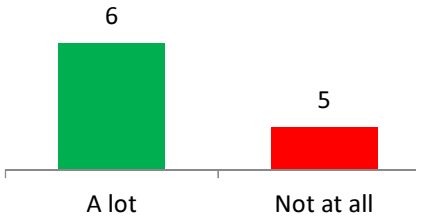
View of existing walking environment



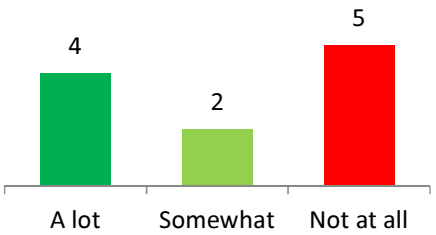
View of existing cycling environment



Is speeding an issue?



Is traffic congestion an issue?



Notes

- Maps are accurate only to postcode and therefore do not divulge individual responses

SS33 – St Paul's RC Primary School Street (Bradley Road)

Objections and representations made in response to the proposed traffic order (Page 1 of 2)

ID	Type	FeedbackText
Person 1	**Support**	Re Alexander Primary, making it into a school street cannot come fast enough. My REDACTED has Down's syndrome and attends Heartlands just across the way from this primary school. Sometimes REDACTED needs to be picked up by car because REDACTED gets fatigue etc. REDACTED has a blue badge so I can legitimately park on double yellow lines in an area where it is safe to do so. But I can't because there are so many parents from this school illegally parked on double yellow lines by the primary school and past the recycling centre. It's also dangerous as you're having to navigate so many parked cars plus people pulling out left, right and centre in a small road. I've spoke to the primary school head who is powerless to do anything other than send out a letter to parents which she told me she has done numerous times before.

Officer's response to objection

- Officers note the support for this School Street

SS31 – Alexandra Primary and Heartlands High School Street

Objections and representations made in response to the proposed traffic order (Page 2 of 2)

ID	Type	FeedbackText
Metropolitan Police Service	**Wholly Object**	Please note that the MPS objects to the proposals for Alexandra and Heartlands School Street. With regards to the Alexandra and Heartlands SS; the restrictions start right at the entrance to our patrol base where all officers who respond to calls from across the borough work from. They commonly leave from this location to emergency calls and having a School Street directly outside comes with the hazard of parents and children in the carriageway as this behaviour is typically seen at all School Streets across London. In addition to this, the location would invite those dropping children off to stop in front of our entrance and then turn around in it to exit via Coburg Road. I note that this is also within the confines of a zebra crossing controlled area which is not ideal as I would prefer drivers to be paying attention to the crossing users and not that there is a new restriction meaning they cannot proceed past that point, or staring at the sign and then their clocks/watches to check they are not within the hours. This may result in danger to those on the crossing if the driver is not concentrating on them. It also encourages 3 point turns in the controlled area, which is not a safe practice. As this is immediately outside the school as well, how is this proposal going to be effective as a SS? All it will do is the south side of Western Road congested at school drop off and pick up times. Although I would expect the normal emergency services exemptions to apply this will not extend to those officers and staff trying to get to work as they will not have an exemption, it will also apply to any visitors to the patrol base. NB. A further email was sent that set out more details about the operations of the base, further highlighting the impact the school street would have on officers arriving to work, officers attending meeting, and impact on proactive units.

Officer's response to objection

- Officers have met with the police in regard to their objection and conversations are continuing.
- In view of this, the School Street is currently paused until such time as the matter is resolved.

100mm @ A1 (50mm @ A3)

1. This Drawing is to be read in conjunction with all relevant Architect's Engineer's and specialists' drawings and specifications.
2. Do not scale from this drawing in either paper or digital form. Use written dimensions only. To check drawing has been printed to the intended scale the above bar should be 100mm long @A1 or 50mm long @ A3.
3. This drawing has been based on the following external inputs:
   - 3.1. Wood Common GPR survey - received on 12/01/2022
   - 3.2. Western Road GPR survey - received on 12/01/2022
   - 3.3. OS Map extracted from muf drawing 1.75-L-SS-110 - received on 23/08/22
   - 3.4. Muf drawing 1.75-L-SS-110A - received on 15/02/23

LEGEND

	Proposed School Street
	Existing Sign Post and Proposed Cycle/ PED Zone Sign Plate
	Properties eligible for a school street exemption permit
	Existing Double Yellow Lines
	Proposed enforcement blips to be introduced on junction corners
	Proposed Sign Post and Cycle/ PED Zone Sign Plate
	0.5m x 25m Visibility Splay

Posts
PROPOSED TACTILE PAVING
WESTERN ROAD
MAYES RD
SCHOOL PEDESTRIAN ENTRANCE
PROPOSED RAISED UNCONTROLLED CROSSING
SCHOOL PEDESTRIAN ENTRANCE
ALEXANDRA PRIMARY SCHOOL
EXISTING ZEBRA CROSSING RETAINED
PROPOSED SOFT LANDSCAPING
THE DECORIUM
SCHOOL PEDESTRIAN ENTRANCE
ALEXANDRA PRIMARY SCHOOL
EXEMPTION:
- THE DECORIUM 22 WESTERN RD, LONDON N22 6UH
- BUSES
- EMERGENCY VEHICLES

WESTERN ROAD
LC
EXISTING ZEBRA CROSSING RETAINED
SCHOOL PEDESTRIAN ENTRANCE
SCHOOL VEHICLE ENTRANCE
POLICE STATION VEHICLE ENTRANCE
PROPOSED NO STOPPING / NO LOADING RESTRICTION DOUBLE KERB BLIPS FOR LENGTH OF APPROX. 87m
PROPOSED NO STOPPING / NO LOADING RESTRICTION DOUBLE KERB BLIPS FOR LENGTH OF APPROX. 180m
See drawing Inset 1 for continuation
El Sub Sta

PEDESTRIAN and CYCLE ZONE
Mon - Fri
8:00am - 9:00am
2:45pm - 3:45pm
Except local buses & permit holders SS31

INSET 1
PROPOSED NO STOPPING / NO LOADING RESTRICTION DOUBLE KERB BLIPS FOR LENGTH OF APPROX. 24m
PROPOSED NO STOPPING / NO LOADING RESTRICTION DOUBLE KERB BLIPS FOR LENGTH OF APPROX. 66m
PROPOSED NO STOPPING / NO LOADING RESTRICTION DOUBLE KERB BLIPS FOR LENGTH OF APPROX. 18m
WESTERN ROAD
COBURG R

Rev	Date	By	Eng	Amendments
P11	27.06.23	SMo		Updated Based on LBH Comments
P10	25.04.23	SMo		Updated Based on LBH Comments
P9	12.04.23	SMo		Updated Based on LBH Comments
P8	05.04.23	SMo		Updated Based on LBH Comments
P7	07.03.23	SMo		Updated Architect Plan
P6	02.12.22	SMo	AOH	Updated Based on RSA Comments
P5	03.11.22	SMo		Updated Based on Comments Received
P4	05.10.22	SMo		Updated Based on Comments Received
P3	08.09.22	VD	SMo	Minor Amendments
P2	05.09.22	VD	SMo	Minor Amendments
P1	02.09.22	VD	SMo	Stage 3

HEYNE TILLETT STEEL
STRUCTURAL & CIVIL ENGINEERS
www.hts.uk.com

Job Name
Wood Green Common, N22 7SY

Drawing Title
School Streets
Alexandra Primary School
Western Road

Purpose of Issue **For Information** Scale at A1 **1:250**

Drg No. **2663-HTS-00-00-DR-C-9101**

HTS Job No **2663** Rev **P11**

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100mm @ A1 (50mm @ A3)

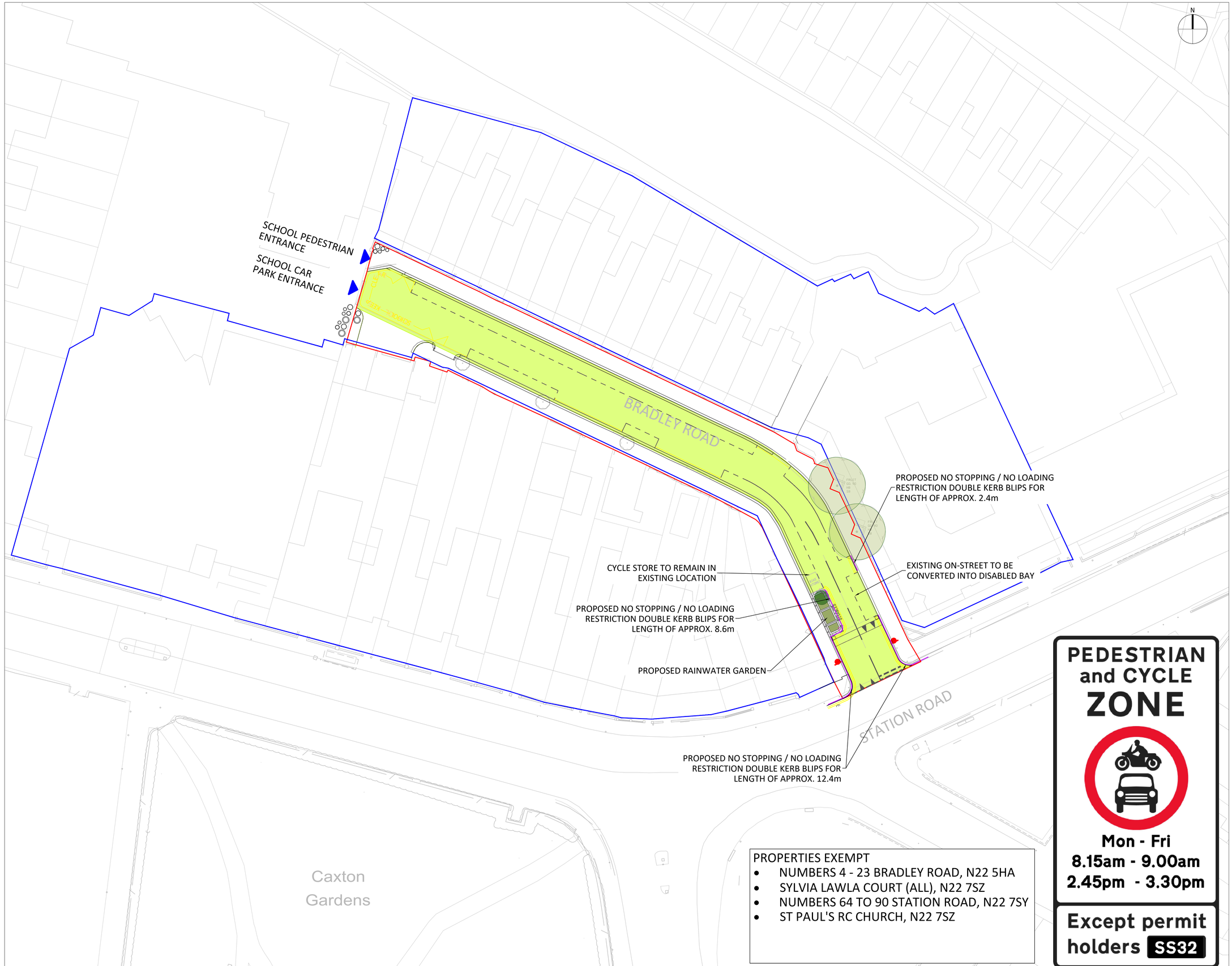
1. This Drawing is to be read in conjunction with all relevant Architect's Engineer's and specialists' drawings and specifications.

2. Do not scale from this drawing in either paper or digital form. Use written dimensions only. To check drawing has been printed to the intended scale the above bar should be 100mm long @A1 or 50mm long @ A3.

3. This drawing has been based on the following external inputs:
   - 3.1. Wood Common GPR survey - received on 12/01/2022
   - 3.2. Bradley Road GPR survey - received on 12/01/2022
   - 3.3. OS Map extracted from muf drawing 1.75-L-SS-120 - received on 23/08/22
   - 3.4. Muf drawing 1.75-L-SS-120 - received on 22/02/23

LEGEND

	Proposed School Street
	Existing Sign Post and Proposed Cycle/ PED Zone Sign Plate
	Properties eligible for a school street exemption permit
	Existing Double Yellow Lines
	Proposed enforcement blips to be introduced



PROPERTIES EXEMPT
- NUMBERS 4 - 23 BRADLEY ROAD, N22 5HA
- SYLVIA LAWLA COURT (ALL), N22 7SZ
- NUMBERS 64 TO 90 STATION ROAD, N22 7SY
- ST PAUL'S RC CHURCH, N22 7SZ

PEDESTRIAN and CYCLE ZONE

Mon - Fri
8.15am - 9.00am
2.45pm - 3.30pm

Except permit holders SS32

Rev	Date	By	Eng	Amendments
P13	20.06.23	SMo		Updated Based on LBH Comments
P12	12.06.23	SMo		Updated Based on LBH Comments
P11	12.04.23	SMo		Updated Based on LBH Comments
P10	05.04.23	SMo	-	Amendments Based on LBH Comments
P9	04.04.23	SMo	-	Amendments Based on LBH Comments
P8	07.03.23	SMo		Updated Architect Plan
P7	03.11.22	SMo		Updated Based on Comments Received
P6	07.10.22	SMo		Minor Amendments
P5	07.10.22	SMo		Updated Based on Comments Received
P4	05.10.22	SMo		Updated Based on Comments Received
P3	08.09.22	VD	SMo	Minor Amendments
P2	05.09.22	VD	SMo	Minor Amendments
P1	02.09.22	VD	SM	Stage 3

HEYNE TILLETT STEEL
STRUCTURAL & CIVIL ENGINEERS
www.hts.uk.com

Job Name
Wood Green Common, N22 7SY

Drawing Title
School Streets
St Paul's RC Primary School
Bradley Road

Purpose of Issue **For Information** Scale at A1 **NTS**

Drg No. **2663-HTS-03-00-DR-C-9100**

HTS Job No **2663** Rev **P13**

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Appendix D Stakeholder consultation list

Characteristic	Group name
Age	All Schools affected by the proposals
Disability	Disability Action Haringey
	Haringey Autism
	Haringey Learning Disabilities Partnership
	Haringey Wheelchair User Group
	JDA - deaf and hard of hearing
	Markfield Together for Inclusion
	Mind Haringey
Gender reassignment	Wise Thoughts
Haringey Council	Highways Network Management
	Transport Planning
	Waste Services / Veolia
	Schools & Learning Service
Other groups	All people all places
	Carers First Haringey
	Haringey Cycling Campaign
	Haringey Living Streets
	The Community Hub
Pregnancy/maternity	Gingerbread Haringey
	Haringey Families
Religion / belief	Any religious premises within the School Street have been informed and consulted through the public consultation
Sexual orientation	Haringey LGBT Forum
	Wise Thoughts
Statutory bodies	Arriva Buses
	Freight Transport Association
	London Ambulance Service
	London Fire Brigade
	London Travel Watch
	Metropolitan Police
	Road Haulage Association
	Transport for London

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Highways and Parking
Ann Cunningham: Head of Highways and Parking

5 July 2023

School Street statutory consultation
St Paul's Catholic Primary School (Bradley Road) (SS32)

Dear Resident or Business,

I am writing to you to provide information about a School Street that is proposed in this area and to invite you to share your views as part of this consultation.

What is a School Street?

School Streets transform roads to create a better environment for children to walk, cycle and wheel to school.

How do School Streets help?

When a School Street is in operation, the road temporarily becomes a Pedestrian and Cycle Zone, at school drop-off and pick-up times.

By temporarily closing the road to motor vehicles at the start and end of the school day, School Streets help by:

- Reducing traffic outside the school, which reduces emissions and makes the air around the school cleaner at peak times for children
- Making it safer to walk, cycle, scoot, and wheel to school. Children will benefit from increased physical activity on their journey to and from school
- Reducing traffic congestion and parking problems outside the school and reducing road danger

Residents and businesses can apply for exemptions (details overleaf), giving them the ability to drive into the School Street if needed. Emergency service vehicles have access at all times.

What is being proposed?

The proposal is shown on the enclosed plan and is summarised as follows:

- Bradley Road to become a School Street that would operate:
  - Term time only
  - Monday to Friday
  - 8:15am – 9am and 2:45m – 3:30pm
- Motor vehicles (cars, vans, motorcycles etc.) **will not be allowed to enter** the School Street during the above times **except** if they have been issued an exemption (see details below)
- To inform drivers, we will install traffic signs and send updates to sat-nav companies
- Motor vehicles that enter the School Street without an exemption, during operational hours, will be identified by camera and may be issued a Penalty Charge Notice (PCN)
- **No one needs an exemption to drive out** of a School Street. You only need an exemption to drive into the School Street during operational hours
- School Streets remain open to people walking, cycling and wheeling
- Emergency services will always have unhindered access

Who is eligible for a School Street exemption?

If the scheme goes ahead, the following groups would be eligible to apply for an exemption:

- Residents or businesses who have an address within the School Street (see note below) to a maximum of two per property
- Blue Badge holders who require access to the School Street
- Pupils with a disability that prevents them walking or cycling to school
- Medical practitioners visiting someone with an address in the School Street
- School vehicles transporting disabled children

Note: properties within the boundary of the School Street would be eligible for a resident or business School Street exemption. Those properties are outlined in blue on the enclosed plan.

Motor vehicles without an exemption (including visitors, tradespeople or delivery drivers) are not permitted to drive into the School Street during operational times. However, no exemption is required to drive out of a School Street, eg. vehicles that were already parked when it came into operation.

Why is the Council proposing a School Street?

These proposals are part of Haringey's plan to improve air quality, children's health, tackle the climate emergency and to make it safer and easier for children to walk and cycle. The council has been working with schools across the borough and has delivered 23 School Streets to date, with over 500 across London.

How can I have my say?

We welcome your views on the enclosed proposals. Please respond to the consultation before 26 July 2023.

Should you wish to make a formal objection or other representations to the proposed traffic orders you can do this by sending the grounds of your objection via the online portal https://consultation.appyway.com/haringey or alternatively email traffic.orders@haringey.gov.uk or write to Traffic Management Group, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2023-T14**, by 26 July 2023

Alternatively, you can send us general feedback:

1. The easiest way to give feedback is by completing a short online questionnaire at www.haringey.gov.uk/school-street-have-your-say or scan this QR code.
2. Alternatively, you can complete the enclosed paper questionnaire and return it to us in the envelope provided (no stamp required) before Monday 26 July 2023.

If you need assistance responding, you can email schoolstreets@haringey.gov.uk.

What happens next?

Once the consultation has closed, we will review all feedback received and take a decision on how to proceed. This decision is expected in summer 2023. If the School Street is approved, we expect to implement the School Street in the autumn 2023.

Before any School Street launches, we will write to all eligible properties explaining how to apply for an exemption.

More information

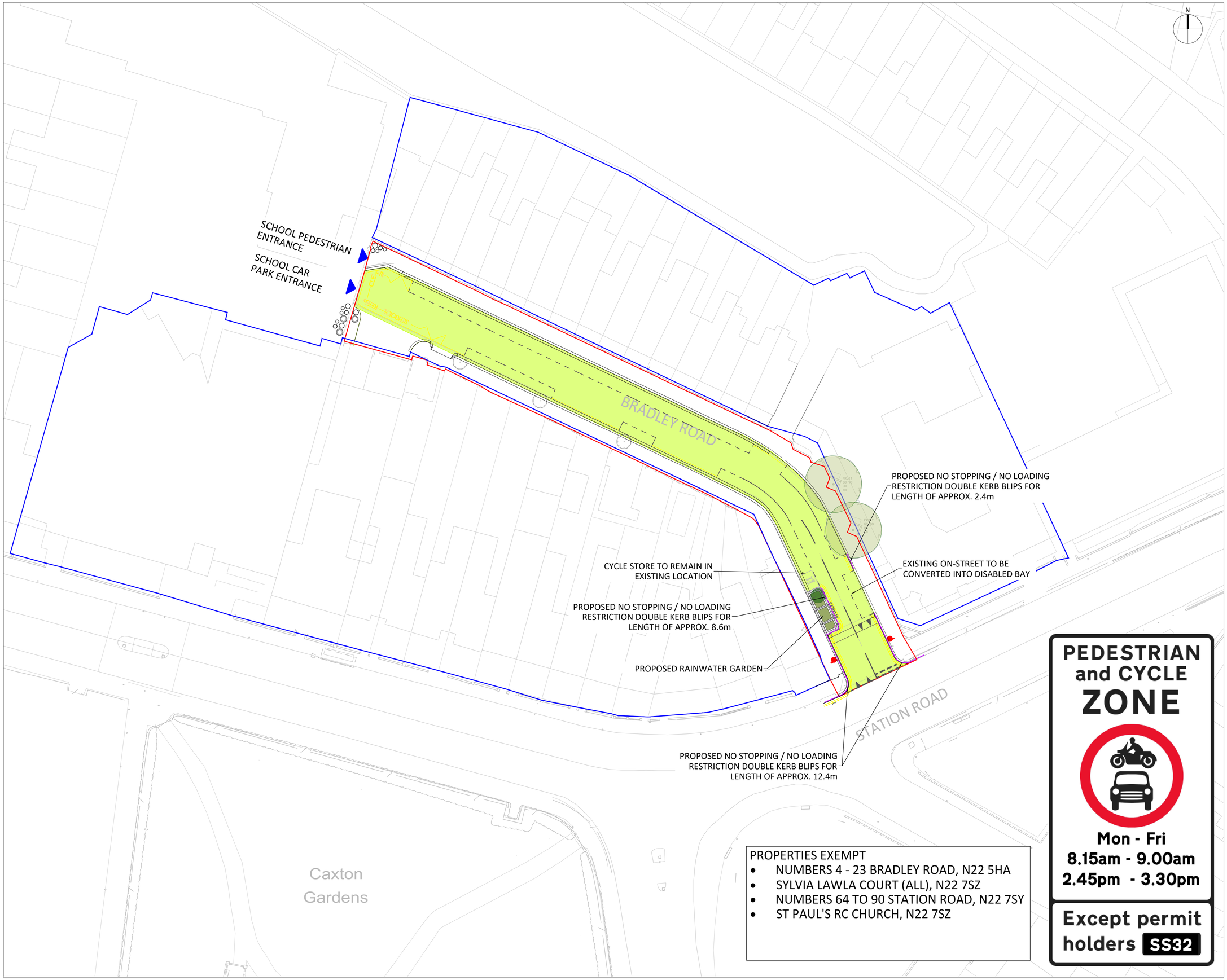
For more information on our School Street programme, please visit www.haringey.gov.uk/school-streets

Yours faithfully,

Haringey School Streets Team

Alternative formats and translations

If you would like the document translated or in an alternative format (including audio) please contact us with your name, address and title of the document you need assistance with:
Email: consultationtranslation@haringey.gov.uk
Write to: Freepost Plus RTKX-AJJC-ULRY London Borough of Haringey N22 8HQ



100mm @ A1 (50mm @ A3)

1. This Drawing is to be read in conjunction with all relevant Architect's Engineer's and specialists' drawings and specifications.
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3. This drawing has been based on the following external inputs:
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   - 3.2. Bradley Road GPR survey - received on 12/01/2022
   - 3.3. OS Map extracted from muf drawing 1.75-L-SS-120 - received on 23/08/22
   - 3.4. Muf drawing 1.75-L-SS-120 - received on 22/02/23

LEGEND

	Proposed School Street
	Existing Sign Post and Proposed Cycle/ PED Zone Sign Plate
	Properties eligible for a school street exemption permit
	Existing Double Yellow Lines
	Proposed enforcement blips to be introduced

PROPERTIES EXEMPT
- NUMBERS 4 - 23 BRADLEY ROAD, N22 5HA
- SYLVIA LAWLA COURT (ALL), N22 7SZ
- NUMBERS 64 TO 90 STATION ROAD, N22 7SY
- ST PAUL'S RC CHURCH, N22 7SZ

PEDESTRIAN and CYCLE ZONE

Mon - Fri
8.15am - 9.00am
2.45pm - 3.30pm

Except permit holders SS32

Rev	Date	By	Eng	Amendments
P13	20.06.23	SMo		Updated Based on LBH Comments
P12	12.06.23	SMo		Updated Based on LBH Comments
P11	12.04.23	SMo		Updated Based on LBH Comments
P10	05.04.23	SMo	-	Amendments Based on LBH Comments
P9	04.04.23	SMo	-	Amendments Based on LBH Comments
P8	07.03.23	SMo		Updated Architect Plan
P7	03.11.22	SMo		Updated Based on Comments Received
P6	07.10.22	SMo		Minor Amendments
P5	07.10.22	SMo		Updated Based on Comments Received
P4	05.10.22	SMo		Updated Based on Comments Received
P3	08.09.22	VD	SMo	Minor Amendments
P2	05.09.22	VD	SMo	Minor Amendments
P1	02.09.22	VD	SM	Stage 3

HEYNE TILLETT STEEL
STRUCTURAL & CIVIL ENGINEERS
www.hts.uk.com

Job Name
Wood Green Common,
N22 7SY

Drawing Title
School Streets
St Paul's RC Primary School
Bradley Road

Purpose of Issue For Information
Scale at A1 NTS

Drg No. 2663-HTS-03-00-DR-C-9100
HTS Job No 2663
Rev P13

SCHOOL STREET CONSULTATION QUESTIONNAIRE

This questionnaire enables you to give feedback on a proposed School Street.

Please make yourself familiar with the consultation document before answering the questions.

Where a * is shown next to a question, this indicates that your response is essential.

1. Which proposed School Street do you want to provide feedback to? * (Tick one)

- ☐ School Street SS31 - Alexandra Primary School and Heartlands High School
- ☐ School Street SS32 - St Paul's Catholic Primary School (Bradley Road)
- ☐ School Street SS33 - Noel Park Primary School

2. Overall how do you feel about the proposed School Street? * (Tick one)

Very negative	Negative	Neutral	Positive	Very positive
☐	☐	☐	☐	☐

3. Thinking about the streets near the school, to what extent do you think the following are a problem? (Tick one per row)

	Not at all	Somewhat	A lot
Speeding vehicles	☐	☐	☐
Traffic congestion	☐	☐	☐
Obstructive or dangerous parking	☐	☐	☐
Lack of visibility crossing the road	☐	☐	☐
Air pollution	☐	☐	☐

4. How do you feel about the….. (Tick one per row)

	Very negative	Negative	Neutral	Positive	Very positive
Walking environment near the school	☐	☐	☐	☐	☐
Cycling environment near the school	☐	☐	☐	☐	☐

5. Please use this space for any comments you may have on the proposed School Street

ABOUT YOU

6. I am responding as a… (Tick as many as apply)

- ☐ Parent / carer of a child that attends this school
- ☐ Parent / carer of a child that sometimes visits this school for lessons or clubs
- ☐ Pupil that attends this school
- ☐ Teacher / member of staff at this school
- ☐ Resident within the proposed School Street
- ☐ Resident outside the proposed School Street
- ☐ Business within the proposed School Street
- ☐ Business outside the proposed School Street
- ☐ Person who works in the area

7. Your name: _____

8. Your house / property number: _____

9: Your street name: * _____

10. Your postcode: * _____

11. Your email address: _____

Highways and Parking
Ann Cunningham: Head of Highways and Parking

5 July 2023

School Street statutory consultation
Alexandra Primary & Heartlands High School (Western Road) (SS31)

Dear Resident or Business,

I am writing to you to provide information about a School Street that is proposed in this area and to invite you to share your views as part of this consultation.

What is a School Street?

School Streets transform roads to create a better environment for children to walk, cycle and wheel to school.

How do School Streets help?

When a School Street is in operation, the road temporarily becomes a Pedestrian and Cycle Zone, at school drop-off and pick-up times.

By temporarily closing the road to motor vehicles at the start and end of the school day, School Streets help by:

- Reducing traffic outside the school, which reduces emissions and makes the air around the school cleaner at peak times for children
- Making it safer to walk, cycle, scoot, and wheel to school. Children will benefit from increased physical activity on their journey to and from school
- Reducing traffic congestion and parking problems outside the school and reducing road danger

Residents and businesses can apply for exemptions (details overleaf), giving them the ability to drive into the School Street if needed. Emergency service vehicles have access at all times.

What is being proposed?

The proposal is shown on the enclosed plan and is summarised as follows:

- Western Road (between Mayes Road and a point ~20m south of The Decorium) to become a School Street that would operate:
    - Term time only
    - Monday to Friday
    - 8am – 9am and 2:45m – 3:45pm
- Motor vehicles (cars, vans, motorcycles etc.) **will not be allowed to enter** the School Street during the above times **except** local buses or if they have been issued an exemption (see details below)
- To inform drivers, we will install traffic signs and send updates to sat-nav companies
- Motor vehicles that enter the School Street without an exemption, during operational hours, will be identified by camera and may be issued a Penalty Charge Notice (PCN)
- **No one needs an exemption to drive out** of a School Street. You only need an exemption to drive into the School Street during operational hours
- School Streets remain open to people walking, cycling and wheeling
- Emergency services will always have unhindered access

Who is eligible for a School Street exemption?

If the scheme goes ahead, the following groups would be eligible to apply for an exemption:

- Residents or businesses who have an address within the School Street (see note below) to a maximum of two per property
- Blue Badge holders who require access to the School Street
- Pupils with a disability that prevents them walking or cycling to school
- Medical practitioners visiting someone with an address in the School Street
- School vehicles transporting disabled children

Note: properties within the boundary of the School Street would be eligible for a resident or business School Street exemption. Those properties are outlined in blue on the enclosed plan.

Motor vehicles without an exemption (including visitors, tradespeople or delivery drivers) are not permitted to drive into the School Street during operational times. However, no exemption is required to drive out of a School Street, eg. vehicles that were already parked when it came into operation.

Why is the Council proposing a School Street?

These proposals are part of Haringey's plan to improve air quality, children's health, tackle the climate emergency and to make it safer and easier for children to walk and cycle. The council has been working with schools across the borough and has delivered 23 School Streets to date, with over 500 across London.

How can I have my say?

We welcome your views on the enclosed proposals. Please respond to the consultation before 26 July 2023.

Should you wish to make a formal objection or other representations to the proposed traffic orders you can do this by sending the grounds of your objection via the online portal https://consultation.appyway.com/haringey or alternatively email traffic.orders@haringey.gov.uk or write to Traffic Management Group, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2023-T14**, by 26 July 2023

Alternatively, you can send us general feedback:

1. The easiest way to give feedback is by completing a short online questionnaire at www.haringey.gov.uk/school-street-have-your-say or scan this QR code.
2. Alternatively, you can complete the enclosed paper questionnaire and return it to us in the envelope provided (no stamp required) before Monday 26 July 2023.

If you need assistance responding, you can email schoolstreets@haringey.gov.uk.

What happens next?

Once the consultation has closed, we will review all feedback received and take a decision on how to proceed. This decision is expected in summer 2023. If the School Street is approved, we expect to implement the School Street in the autumn 2023.

Before any School Street launches, we will write to all eligible properties explaining how to apply for an exemption.

More information

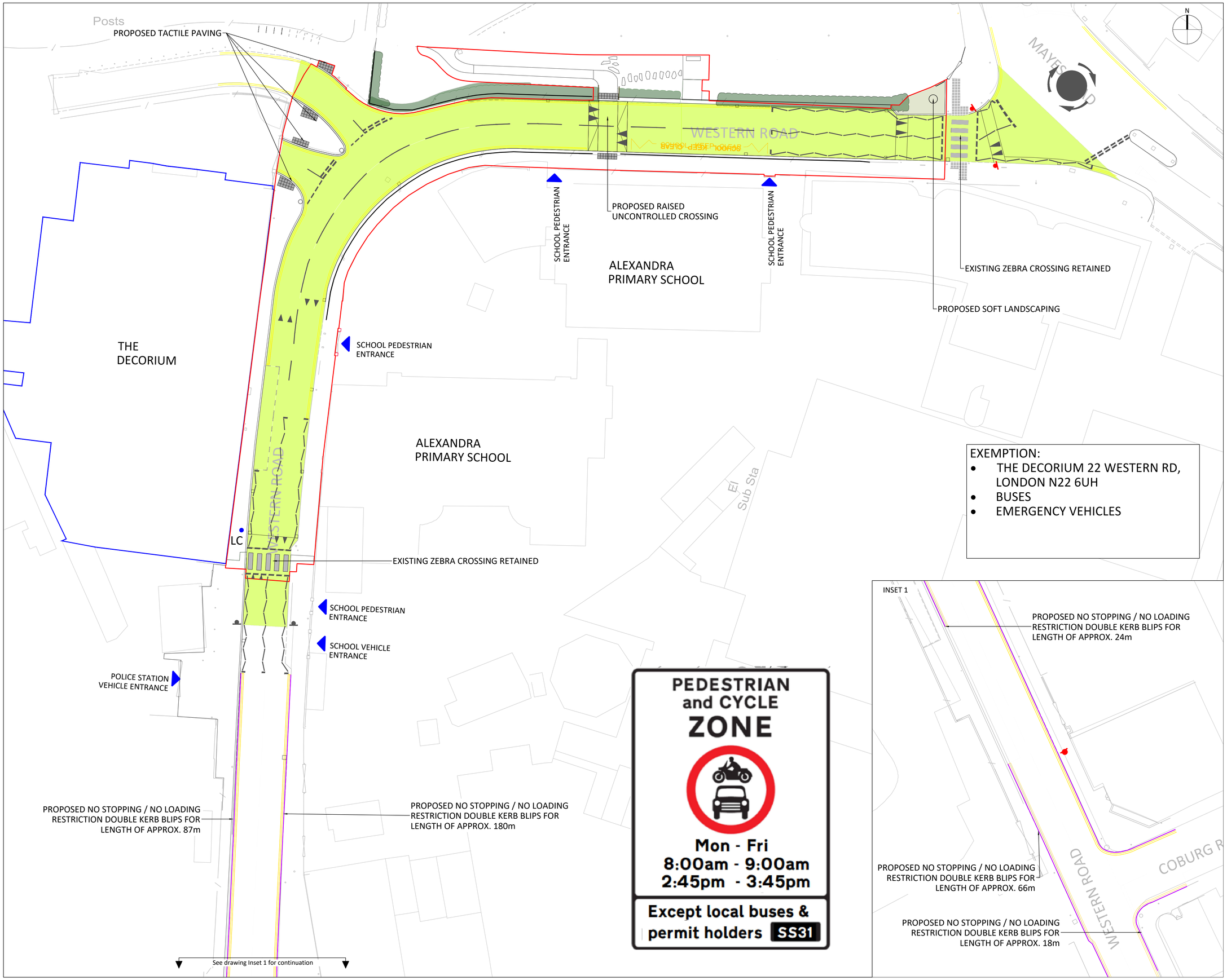
For more information on our School Street programme, please visit www.haringey.gov.uk/school-streets

Yours faithfully,

Haringey School Streets Team

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   - 3.2. Western Road GPR survey - received on 12/01/2022
   - 3.3. OS Map extracted from muf drawing 1.75-L-SS-110 - received on 23/08/22
   - 3.4. Muf drawing 1.75-L-SS-110A - received on 15/02/23

LEGEND

	Proposed School Street
	Existing Sign Post and Proposed Cycle/ PED Zone Sign Plate
	Properties eligible for a school street exemption permit
	Existing Double Yellow Lines
	Proposed enforcement blips to be introduced on junction corners
	Proposed Sign Post and Cycle/ PED Zone Sign Plate
	0.5m x 25m Visibility Splay

Rev	Date	By	Eng	Amendments
P11	27.06.23	SMo		Updated Based on LBH Comments
P10	25.04.23	SMo		Updated Based on LBH Comments
P9	12.04.23	SMo		Updated Based on LBH Comments
P8	05.04.23	SMo		Updated Based on LBH Comments
P7	07.03.23	SMo		Updated Architect Plan
P6	02.12.22	SMo	AOH	Updated Based on RSA Comments
P5	03.11.22	SMo		Updated Based on Comments Received
P4	05.10.22	SMo		Updated Based on Comments Received
P3	08.09.22	VD	SMo	Minor Amendments
P2	05.09.22	VD	SMo	Minor Amendments
P1	02.09.22	VD	SMo	Stage 3

HEYNE TILLETT STEEL
STRUCTURAL & CIVIL ENGINEERS
www.hts.uk.com

Job Name
Wood Green Common, N22 7SY

Drawing Title
School Streets
Alexandra Primary School
Western Road

Purpose of Issue **For Information** Scale at A1 **1:250**

Drg No. **2663-HTS-00-00-DR-C-9101**

HTS Job No **2663** Rev **P11**

SCHOOL STREET CONSULTATION QUESTIONNAIRE

This questionnaire enables you to give feedback on a proposed School Street.

Please make yourself familiar with the consultation document before answering the questions.

Where a * is shown next to a question, this indicates that your response is essential.

1. Which proposed School Street do you want to provide feedback to? * (Tick one)

- ☐ School Street SS31 - Alexandra Primary School and Heartlands High School
- ☐ School Street SS32 - St Paul's Catholic Primary School (Bradley Road)
- ☐ School Street SS33 - Noel Park Primary School

2. Overall how do you feel about the proposed School Street? * (Tick one)

Very negative	Negative	Neutral	Positive	Very positive
☐	☐	☐	☐	☐

3. Thinking about the streets near the school, to what extent do you think the following are a problem? (Tick one per row)

	Not at all	Somewhat	A lot
Speeding vehicles	☐	☐	☐
Traffic congestion	☐	☐	☐
Obstructive or dangerous parking	☐	☐	☐
Lack of visibility crossing the road	☐	☐	☐
Air pollution	☐	☐	☐

4. How do you feel about the….. (Tick one per row)

	Very negative	Negative	Neutral	Positive	Very positive
Walking environment near the school	☐	☐	☐	☐	☐
Cycling environment near the school	☐	☐	☐	☐	☐

5. Please use this space for any comments you may have on the proposed School Street

ABOUT YOU

6. I am responding as a… (Tick as many as apply)

- ☐ Parent / carer of a child that attends this school
- ☐ Parent / carer of a child that sometimes visits this school for lessons or clubs
- ☐ Pupil that attends this school
- ☐ Teacher / member of staff at this school
- ☐ Resident within the proposed School Street
- ☐ Resident outside the proposed School Street
- ☐ Business within the proposed School Street
- ☐ Business outside the proposed School Street
- ☐ Person who works in the area

7. Your name: _____

8. Your house / property number: _____

9: Your street name: * _____

10. Your postcode: * _____

11. Your email address: _____



CONSULTATION PLAN - JULY 2023

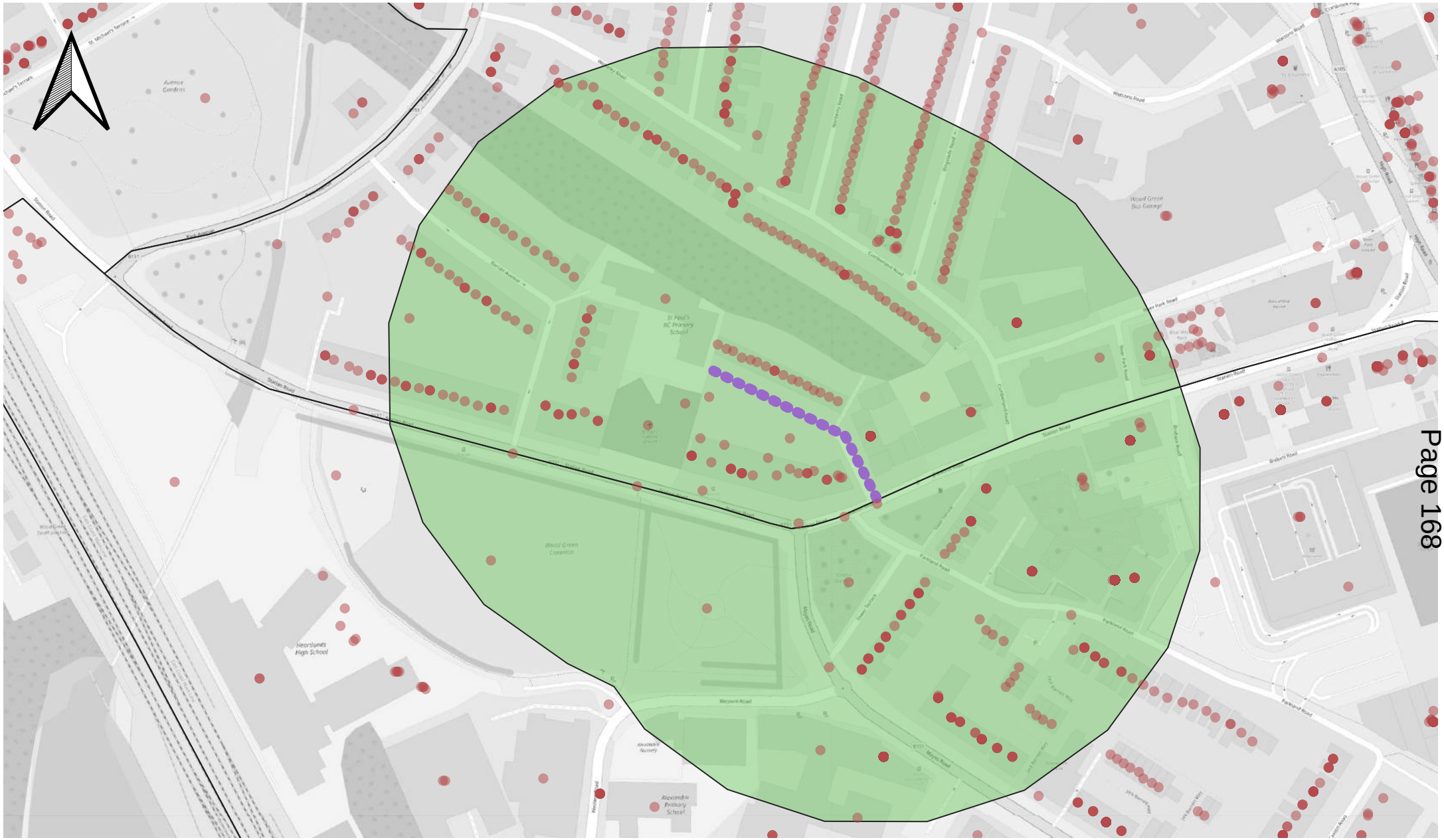
Proposal

SS31 - Alexandra and Heartlands School Street

Consultation area

Letterdrop area (~150 metres)

Address points



CONSULTATION PLAN - JULY 2023

Public Notice

HARINGEY COUNCIL – PUBLIC NOTICE
PROPOSED SCHOOL STREET – St Pauls RC Primary School
The Haringey (Moving Traffic Restrictions) (Haringey) (No. *) Order 202***
The Haringey (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No.*) Order 202***
The Haringey (Charged-For Parking Places) (Amendment No. *) Order 202***

T14

1. **Notice is hereby given that** the Council of the London Borough of proposes to make the above mentioned Order under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended:

2. **The general effect of order** will be to introduce:-
   (a) **School Street Zone SS32 – St Pauls RC Primary School:** Timed pedestrian and cycle zones in which motor vehicles, except for those issued a permit would be prohibited from entering, Mon-Fri 8.15-9.00am 2.45-3.30pm during school term times and when the appropriate signs are on display on the following road:

Bradley Road N22	From its junction with Station Road for its entire length.

   Those eligible for permits include properties and residents of No.4 – No.23 Bradley Road (all), Sylvia Lawla Court (all), No.64 to No.90 Station Road (even), St Pauls RC Church, Medical practitioners attending those residing in the zone, disabled badge holders who reside outside the zone but require essential access and school buses and vehicles used in the transport of children and adults with special access needs in relation to St Pauls RC Primary School within the zone. All vehicles will be allowed to exit the zone whilst it is in operation.

   (b) To prevent loading at any time by introducing double kerb blips on the both sides of Bradley Road N22 from its junction with Station Road for 8.04 metres.
   (c) To prevent loading at any time by introducing double kerb blips on the north side of Station Road N22 either side of Bradley Road for 8 metres.
   (d) To relocate the disabled parking bay on the west side of Bradley Road N22 adjacent to No.64 Station Road to a point on the opposite side of the road outside Sylvia Lawla Court. This will replace the existing residents permit parking bay. A rainwater garden will be installed in the original location of the disabled bay with double yellow lines/double kerb blips, a length of 8.6 metres.
   (e) To replace the existing single yellow line with double yellow lines/double kerb blips on the east side of Bradley Road N22 outside Sylvia Lawla Court, a length of 2.4 metres.

3. A copy of the proposed Order, a copy of this notice, a copy of the Council's statement of reasons for making the proposed Order and plan(s) showing the locations and effects of the Order can be viewed via the online consultation portal https://consultation.appyway.com/haringey Alternatively, an appointment can be made, by emailing traffic.orders@haringey.gov.uk to inspect these documents during normal office hours at the reception desk of Alexandra House, 10 Station Road, Wood Green, N22 7TR. Appointments to inspect the documents will be available until the end of a period of 6 weeks from the date on which the Order are made or the Council decides not to make the Order.

4. Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via the online portal https://consultation.appyway.com/haringey or alternatively email traffic.orders@haringey.gov.uk or write to Traffic Management Group, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2023-T14**, by 26th July 2023.

Dated: 5th July 2023
Ann Cunningham
Head of Highways & Parking

Public Notice

HARINGEY COUNCIL – PUBLIC NOTICE
PROPOSED SCHOOL STREET – Alexandra Primary School
The Haringey (Moving Traffic Restrictions) (Haringey) (No. *) Order 202***
The Haringey (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No.*) Order 202***

T14

1. **Notice is hereby given that** the Council of the London Borough of proposes to make the above mentioned Order under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended:

2. **The general effect of order** will be to introduce:-
   (a) **School Street Zone SS31 – Alexandra Primary School:** Timed pedestrian and cycle zones in which motor vehicles, except for buses and those issued a permit would be prohibited from entering, Mon-Fri 8.00-9.00am 2.45-3.45pm during school term times and when the appropriate signs are on display on the following road:

Western Road N22	From its junction with Mayes Road to Alexandra Primary School vehicle entrance located approximately 175 metres from its junction with Mayes Road.

   Those eligible for permits include properties and residents of Decorium, 22 Western Road, Medical practitioners attending those residing in the zone, disabled badge holders who reside outside the zone but require essential access and school buses and vehicles used in the transport of children and adults with special access needs in relation to Alexandra Primary School within the zone. All vehicles will be allowed to exit the zone whilst it is in operation.

   (b) To prevent loading at any time by introducing double kerb blips on the both sides of Coburg Road N22 from its junction with Western Road for 8 metres.
   (c) To prevent loading at any time by introducing double kerb blips on the east side of Western Road N22 (adjacent to No.75/77 Coburg Road) from its junction with Coburg Road south east for 7.5 metres.
   (d) To prevent loading at any time by introducing double kerb blips on the east side of Western Road N22 from its junction with Coburg Road, north west up to the pedestrian crossing zigzag markings outside Alexandra Primary School.
   (e) To prevent loading at any time by introducing double kerb blips on the west side of Western Road N22 from the electricity sub station adjacent to Western Recycling Centre, north west up to the pedestrian crossing zigzag markings outside Alexandra Primary School.
   (f) To prevent loading at any time by introducing double kerb blips on the west side of Western Road N22 between the shared use bays with location no. 34226.

3. A copy of the proposed Order, a copy of this notice, a copy of the Council's statement of reasons for making the proposed Order and plan(s) showing the locations and effects of the Order can be viewed via the online consultation portal https://consultation.appyway.com/haringey Alternatively, an appointment can be made, by emailing traffic.orders@haringey.gov.uk to inspect these documents during normal office hours at the reception desk of Alexandra House, 10 Station Road, Wood Green, N22 7TR. Appointments to inspect the documents will be available until the end of a period of 6 weeks from the date on which the Order are made or the Council decides not to make the Order.

4. Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via the online portal https://consultation.appyway.com/haringey or alternatively email traffic.orders@haringey.gov.uk or write to Traffic Management Group, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2023-T14**, by 26th July 2023.

Dated: 5th July 2023
Ann Cunningham
Head of Highways & Parking

Appendix H – School Street exemption policy

This document is intended to summarise the approved exemption policy set out in paragraphs 6.44 to 6.59 of the School Street Plan which is detailed, as standard, within the borough's traffic orders for School Streets.

1. Automatically exempt by way of the traffic order and traffic signs:
    a. Any vehicle leaving the prescribed zone;
    b. Any motor vehicle when used for fire brigade, ambulance or police purposes;
    c. Any motor vehicle when used by Hatzolah north west ambulance service or any other private ambulance services with written permission of the Council.
    d. Anything done with the permission or at the direction of a police constable in uniform;
    e. Any motor vehicle when used in the service of a local authority in pursuance of statutory powers or duties provided that in all the circumstances it is reasonably necessary in the exercise of such powers or performance of such duties for the that motor vehicle to enter the prescribed zone;
    f. Any Royal Mail motor vehicle being used in pursuance of statutory functions;
    g. Any motor vehicles being used in connection with the maintenance, improvement, reconstruction, cleansing or lighting of the prescribed zone or any road accessible only therefrom, or the laying, erection, alteration or repair of any sewer thereunder or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications system thereunder or thereon, or the placing, maintenance or removal of any traffic sign thereof provided that in all the circumstances it is reasonably necessary in the exercise of such powers or performance of such duties for the that motor vehicle to enter the prescribed zone

2. Subject to an online application, a virtual exemption permit may be issued to:
    a. Any residents or businesses within the School Street (maximum 2 per property)
    b. Any motor vehicle owned by disabled person who has been issued a valid disabled person's badge who requires access to a property within the prescribed zone;
    c. Any motor vehicle when used by qualified medical practitioners attending to provide critical care to residents within the prescribed zone;
    d. Any motor vehicle used in the transport of children and adults with special access needs in connection with and support of the school
    e. School staff (to maximum of 10% of the total number of staff at that school). In addition, any staff who are blue badge holders may apply for an exemption when the school has provided parking for those holders.

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Appendix I

EQUALITY IMPACT ASSESSMENT

The **Equality Act 2010** places a '**General Duty'** on all public bodies to have '**due regard'** to the need to:

- Eliminating discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advancing equality of opportunity between those with a 'relevant protected characteristic' and those without one;
- Fostering good relations between those with a 'relevant protected characteristic' and those without one.

In addition the Council complies with the Marriage (same sex couples) Act 2013.

Stage 1 – Screening

Please complete the equalities screening form. If screening identifies that your proposal is likely to impact on protect characteristics, please proceed to stage 2 and complete a full Equality Impact Assessment (EqIA).

Stage 2 – Full Equality Impact Assessment

An EqIA provides evidence for meeting the Council's commitment to equality and the responsibilities under the Public Sector Equality Duty.

When an EqIA has been undertaken, it should be submitted as an attachment/appendix to the final decision making report. This is so the decision maker (e.g. Cabinet, Committee, senior leader) can use the EqIA to help inform their final decision. The EqIA once submitted will become a public document, published alongside the minutes and record of the decision.

Please read the Council's Equality Impact Assessment Guidance before beginning the EqIA process.

1. Responsibility for the Equality Impact Assessment	
Name of proposal	School Street Plan (2023)
Service area	Carbon Management, Placemaking and Housing
Officer completing assessment	Joe Baker / Tim Walker
Equalities/ HR Advisor	Joe Wills
Cabinet meeting date (if applicable)	13 June 2023
Director/Assistant Director	David Joyce / Rob Krzyszowski

2. Summary of the proposal

Please outline in no more than 3 paragraphs

- *The proposal which is being assessed*
- *The key stakeholders who may be affected by the policy or proposal*
- *The decision-making route being taken*

The proposed decision is to approve the new School Street Plan (2023) that is being presented to Cabinet in June 2023.

This new plan refreshes the previous School Street Plan (2020) and sets out the programme for delivery of School Streets between 2023 and 2026. The 2020 Plan was subject to an EqIA which was updated in 2022.

The new Plan:

- Notes the 23 School Streets projects that have been delivered to-date
- Identifies 38 more School Street projects (covering 58 educational establishments) that are considered feasible.
- Notes that delivery of these School Streets is subject to design, consultation and further decision making on the details
- Uses the same design techniques as previously agreed
- Introduces “Healthy School Zones” which are new measures around educational establishments that cannot (for technical reasons) have a School Street.

The key stakeholders are pupils, teachers, parents/carers, residents and businesses.

School Streets will restrict some motorists vehicular access to some road(s) during school drop-off and pick-up times. Those who are most likely to be impacted by proposed School Streets are those who need vehicular access to these roads during the times of operation. Those who are most likely to benefit from a School Street are those who want or need physical actively in a safe space, and those who can benefit from a calmer route to the school at the start of the day. Children and those with health conditions which make them more vulnerable to health impacts from poor air quality will also benefit. Those who are likely to be negatively impacted by proposed School Streets are those who need or want vehicular access to these roads during the times of operation.

For measures to reduce the impact of poor air quality in and around an educational building these may include measures such as Living Walls (selected plants growing along boundary fences) and mechanical plant (to filter internal air quality). Alongside improving existing equipment on site (such as boilers) to emit fewer pollutants. Those who are most likely to benefit from Healthy School Zones are those who use the schools and it grounds. There are expected to be no groups negativity impacted.

Appendix G

3. What data will you use to inform your assessment of the impact of the proposal on protected groups of service users and/or staff?

Identify the main sources of evidence, both quantitative and qualitative, that supports your analysis. Please include any gaps and how you will address these

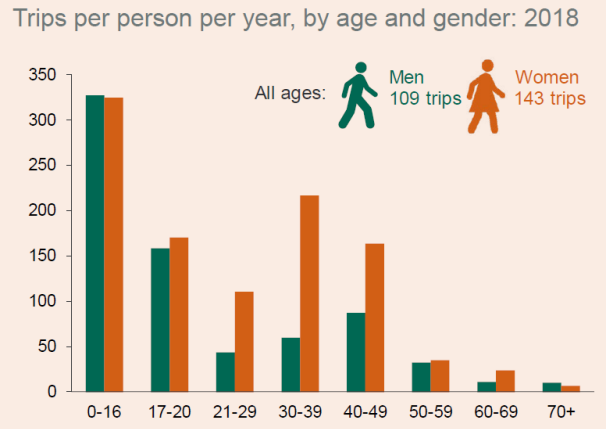
This could include, for example, data on the Council's workforce, equalities profile of service users, recent surveys, research, results of relevant consultations, Haringey Borough Profile, Haringey Joint Strategic Needs Assessment and any other sources of relevant information, local, regional or national. For restructures, please complete the restructure EqIA which is available on the HR pages.

Protected group	Service users	Staff
Sex	• Census 2021 • Haringey borough profile data • Haringey school data. • Annual transport survey by the UK government • Scottish Government report	N/A
Gender Reassignment	• Haringey Borough profile data	N/A
Age	• Haringey borough profile data • Additional data comes from the UN and the UK transport survey	N/A
Disability	• Haringey borough profile data	N/A
Race & Ethnicity	• Haringey borough profile data • Mayor of London	N/A
Sexual Orientation	• Haringey borough profile data	N/A
Religion or Belief (or No Belief)	• Haringey borough profile data	N/A
Pregnancy & Maternity	• Haringey borough profile data	N/A
Marriage and Civil Partnership	• Haringey borough profile data	N/A

Outline the key findings of your data analysis. Which groups are disproportionately affected by the proposal? How does this compare with the impact on wider service users and/or the borough's demographic profile? Have any inequalities been identified?

Sex

Data from Scotland and the UK Transport Survey finds that women were more likely to escort children to school than men. We can assume that this is also true in Haringey.



The graph above, from the UK Transport Survey, demonstrates that women between 21-49, who are the group most likely to have primary school aged children, make more trips on average than men. When taken with the data showing that women are more likely to accompany children on the school run, this suggests that women are making more of the school run trips in Haringey than men.

Therefore, women will be more affected by this proposal than men, as they may have to change the way they get to school.

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

Implementing a Healthy School Zone will benefit these groups by improving air quality in and around the schools and reducing exposure levels.

Gender Reassignment

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data to suggest that School Streets or Healthy School Zones will disproportionately affect anybody who is undergoing or has undergone gender reassignment.

Age

These proposals will affect people with primary school aged children or children of this age group in their care, residents and businesses near the schools, teachers, the children who attend the schools and vehicle owners who use the road(s) for any other purpose.

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Data on air quality shows that it is particularly harmful for children and elderly people.

Children under the age of 12 have the highest percentage of pedestrian fatalities. The peak time for pedestrian injuries from vehicles is during the morning rush hour, which includes the school run. Therefore, young children will benefit most from the road safety improvements.

Implementing the School Street Plan and Healthy School Zones will therefore benefit these groups by improving air quality at the schools with the worst air quality, improving road safety, and reducing exposure levels to pollutants.

Disability

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

School Streets have the potential to affect a disabled resident's access to their road or property. It would also affect any disabled person who needs vehicle access to the road for other reasons, such as disabled pupils being driven to the school. The plan includes recommendations for those with blue badges, who require access to a property within the School Street, to be exempt from the School Street restrictions to mitigate this. Vehicles transporting SEN students to the school will also be exempt from the restrictions.

Implementing a Healthy School Zone will benefit these groups by improving air quality in and around the schools and reducing exposure levels.

Race & Ethnicity

Data shows that BAME individuals are more likely to be exposed to poor air quality in London than those not from BAME groups. We also know that poor air quality is more common in the south and east of Haringey, whilst the proportion of BAME residents is also higher in the east of Haringey. Therefore, we can surmise that BAME communities are presently more exposed to poor air quality in Haringey than non-BAME groups.

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

Implementing a Healthy School Zone will benefit these groups by improving air quality in and around the schools and reducing exposure levels.

Sexual Orientation

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data showing that School Streets or Healthy School Zones will disproportionately affect people as a result of their sexual orientation.

Religion & Belief (or No Belief)

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data showing that School Streets or Healthy School Zones will disproportionately affect people as a result of their sexual orientation.

Pregnancy & Maternity

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

No data shows that School Streets or Healthy School Zones will disproportionately target those who are pregnant. However, more mothers are likely to be taking children to and from schools. Alongside this, as explained in section 5, the effects of School Streets on those who are pregnant has been taken into consideration during the development of the School Street Plan.

Marriage and Civil Partnership

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data to suggest that those in a marriage or civil partnership will be disproportionately affected by the School Streets or Healthy School Zones proposals.

4. a) How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff?

Please outline which groups you may target and how you will have targeted them

Further information on consultation is contained within accompanying EqIA guidance

During the trial of the School Streets launched to date, each project has been subject to statutory and informal consultation with key stakeholders: schools, residents living near the schools, parents and carers who transport the children to school and the school itself.

Each future School Street and Healthy School Zone will have its own engagement and consultation process whereby all people affected by a scheme have input into its delivery.

4. b) Outline the key findings of your consultation / engagement activities once completed, particularly in terms of how this relates to groups that share the protected characteristics

Explain how will the consultation's findings will shape and inform your proposal and the decision making process, and any modifications made?

Feedback from Haringey's first School Street Plan has informed the new School Street Plan. This feedback has been used to better understand how a scheme can impact on individuals with protected characteristics and these lessons have been embedded into the Council's approach moving forward.

For example, the School Street Plan recommends ANPR camera enforcement in the vast majority of School Streets, which allows all residents within the School Street to leave the zone during the times of operation. This is in response to feedback from residents, school staff and officers about the bollard system at Lordship Lane. ANPR cameras are a way to ensure those with protected characteristics who live within a zone are not negatively impacted by the School Street scheme.

Analysis of exemption data shows that approximately 14% of exemptions have been issued to motorists with a Blue Badge or have a disability that prevents the parents, carer or pupil from walking, cycling or wheeling to school. This indicates that the exemption system is working for those who most need it.

The final measures recommended by the Healthy School Zone will be discussed and confirmed with the school. Any identified local needs of the school's community will be addressed through this process.

5. What is the likely impact of the proposal on groups of service users and/or staff that share the protected characteristics?

Please explain the likely differential impact on each of the 9 equality strands, whether positive or negative. Where it is anticipated there will be no impact from the proposal, please outline the evidence that supports this conclusion.

Further information on assessing impact on different groups is contained within accompanying EqIA guidance

1. **Sex**

By increasing active travel and improving road safety at schools it is anticipated that women, who are currently underrepresented among cyclists, will feel more confident and increase uptake of these modes.

Improving air quality and road safety in and around our schools will have a positive net benefit for women in Haringey as national data shows that women are more likely to escort children to school than men, and be teachers within the establishments.

Positive		Negative		Neutral impact		Unknown Impact	

2. **Gender reassignment**

Implementing School Streets and Healthy School Zones is not expected to have any specific impact for those who have undergone or who are undergoing gender reassignment.

If any inequity in delivery is identified, steps will be taken to rectify this.

Positive		Negative		Neutral impact		Unknown Impact	

3. Age

It is anticipated that delivering School Streets and Healthy School Zones will benefit young people who will increase levels of active travel, be safer from cars and benefit from improved air quality. It is also anticipated that this group will benefit from the roads outside of their school being quieter, improving their confidence to walk and cycle

By improving the public realm, and cleaner air there is likely to be more social interaction which would lower the levels of social isolation that predominantly older people feel.

Positive		Negative		Neutral impact		Unknown Impact	

4. Disability

It is anticipated that those with a disability will benefit from the improved air quality that School Streets and Healthy School Zones bring, the more accessible and public realm focussed improvements associated with School Streets and Healthy School Zones and from there being fewer cars on the road.

There may be negative impacts associated with restricting vehicle access to certain roads at certain times, however, this can be mitigated by allowing those with a blue badge who require access to apply for an exemption – allowing them access even during the times of restriction.

Exemptions for Blue Badge holders are provided where access is required. “Access” means those who require access to premises within the street. Exemptions are not provided for those blue badge holders motorists who wish to pass through a School Street as a convenience when the journey could be taken via another route. This exemption is also available for school staff with a blue badge who need to drive into the School Street.

Exemptions for School Streets are also provided for vehicles that are used to transport children or adults who have disability access requirements. The restrictions apply to taxi and private hire vehicles and we advise residents to arrange taxi trips outside of the restricted times. Whenever specific taxi or private hire vehicles are used on a regular basis by a Blue Badge holder we will consider the exemption on case by case basis.

Positive		Negative		Neutral impact		Unknown Impact	

5. Race and ethnicity

BAME communities in Haringey are more likely to live in areas with poor air quality. Therefore, implementing the School Street Plan will have a positive impact on BAME communities by improving air quality.

Positive		Negative		Neutral impact		Unknown Impact	

6. Sexual orientation

It is anticipated that implementing the School Street Plan will have a neutral impact on those whose sexual orientation is a protected characteristic. School Streets and Healthy School Zones will not impact or affect this group in a different way to any other group.

Positive		Negative		Neutral impact		Unknown Impact	

7. Religion or belief (or no belief)

It is anticipated that the School Street Plan will have a neutral impact based on religion or belief, as there is no evidence that implementing School Streets will disproportionately impact anyone because of their religion or belief.

Ensuring suitable levels of access to places of worship will be necessary during the implementation phase of specific School Streets.

Positive		Negative		Neutral impact		Unknown Impact	

8. Pregnancy and maternity

Implementing School Streets and Healthy School Zones will have a positive impact on pregnant people. This is because poor air quality is more harmful to pregnant people.

There are also negative impacts associated with School Streets for pregnant people. This is because pregnant people are less able to benefit from active travel, may have mobility issues and those living in School Streets zones may need visits from health care professionals. The Council will endeavour to ensure any School Street scheme does not result in disproportionately negative impacts for this group and implement appropriate mitigating measures.

School Streets and Healthy School Zones are a proportionate measure to achieve a legitimate aim and the benefits associated with improved air quality will outweigh any negative impacts.

Positive		Negative		Neutral impact		Unknown Impact	

9. Marriage and Civil Partnership

School Streets and Healthy School Zones will have a neutral impact on marriage and civil partnership. People in a marriage or in a civil partnership will be impacted the same by this policy.

Positive		Negative		Neutral impact		Unknown Impact	

10. Groups that cross two or more equality strands e.g. young black women

Women are more likely than men to escort children to school. Therefore, improving air quality by schools is likely to have a positive impact on BAME women in Haringey. BAME pregnant women and BAME young women will therefore stand to benefit from the improvements to air quality and road safety.

Religious people with disabilities who need to access a place of worship via motor vehicle in the School Streets and Healthy School Zones during the times of operation could be disadvantaged by the schemes. However, the policy on exemptions allows for enough leeway to grant exemptions in these cases. Furthermore, most zones will not have a place of worship within them. In the zone(s) that do, this issue should be identified before beginning consultation and should be mitigated to ensure that a scheme does not negatively impact this group. Religious organisations within or near the zone will be engaged and have opportunities to request exemptions for these individuals before a scheme is implemented.

We know that certain transport inequalities exist in Haringey. In summary, School Streets promote active travel, improve air quality and have potential to reduce inequalities that affect protected groups including children and young people and BAME communities. However, some groups may not be able to benefit from engaging in active travel, including people with mobility-related disabilities, some older people, and pregnant people. These groups may be negatively impacted by reduction in private car use. The School Street Plan does not promote a complete ban on vehicle access to the zones due to the inequalities that exist and makes sure these groups are considered in developing fair policies.

Outline the overall impact of the policy for the Public Sector Equality Duty:

- **Could the proposal result in any direct/indirect discrimination for any group that shares the relevant protected characteristics?**
- **Will the proposal help to advance equality of opportunity between groups who share a relevant protected characteristic and those who do not?**

  This includes:

  a) **Remove or minimise disadvantage suffered by persons protected under the Equality Act**
  b) **Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups**
  c) **Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low**

• **Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?**
- No. There will be no direct discrimination as a result of implementing School Streets and Healthy School Zones. Each scheme will be unique and any issues that are identified will be assessed on a case-by-case basis. - Most of the protected groups are experiencing the negative impacts of poor air quality at a disproportionate rate and therefore School Streets will provide an overall positive. - Those belonging to a protected group, such as disabled residents, will be accommodated by the School Streets scheme and their access to their residence will not be negatively impacted. - In all instances, where a Penalty Charge Notice (PCN) is issued to a vehicle that contravenes the traffic restriction, there is a formal appeals process in place. This allows motorists to challenge the PCN if they believe an exemption applied or that there are mitigating circumstances that need to be considered.

6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?

Further information on responding to identified impacts is contained within accompanying EqIA guidance

Outcome	Y/N
No major change to the proposal: the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. If you have found any inequalities or negative impacts that you are unable to mitigate, please provide a compelling reason below why you are unable to mitigate them.	Yes
Adjust the proposal: the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality. Clearly set out below the key adjustments you plan to make to the policy. If there are any adverse impacts you cannot mitigate, please provide a compelling reason below	No
Stop and remove the proposal: the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.	No

6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty

Impact and which relevant protected characteristics are impacted?	Action	Lead officer	Timescale

Disabled residents may need vehicle access to a property during the times of operation of a School Street	Continue to issue exemptions to blue badge holders who require access into a School Street Support disabled individuals in the School Street to apply for blue badges if they do not already have one.	Highways and Parking	Ongoing
Pregnant or elderly people may have increased reliance upon visits from healthcare professionals	Continue to issue exemptions for medical professionals who require access into a School Street to reach patients.	Highways and Parking	Ongoing

Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.

All groups, including those with protected characteristics, will have their access to the roads at each school limited for certain periods. However, those who have a blue badge will maintain access subject to issuance of an exemption which can be applied for.

In all instances, where a Penalty Charge Notice (PCN) is issued to a vehicle that contravenes the traffic restriction, there is a formal appeals process in place. This allows motorists to challenge the PCN if they believe an exemption applied or that there are mitigating circumstances that need to be considered.

Therefore, the other groups with protected characteristics who will have their access restricted will not be negatively impacted in a disproportionate or discriminatory way. These groups will have to walk slightly further to the school gates, along with all other groups, except those who require vehicle access for mobility reasons. All groups also stand to benefit from the improvements of air quality and road safety, which often disproportionately affects people with protected characteristics.

6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:

- **Concerns raised by the schools.** This includes monitoring the impact on any protected groups such as accompanied transport systems for vulnerable students or those with mobility needs. The Council will engage with the school at a minimum annually to offer feedback on the School Street.
- **Number of Blue Badge Users applying for exemptions.** This will ensure that communications to road users within / using the School Street are aware of exemptions that they can apply for.

- **Concerns raised by residents.** To ensure that all communications highlights that those with mobility concerns are aware of exemptions.
- **Air Quality Levels.** The Council will continue to monitor air quality levels outside the schools to ensure that the benefits of the School Streets are measured.

7. Authorisation	
EqIA approved by Rob Krzyszowski (Assistant Director)	Date 31/05/23

8. Publication *Please ensure the completed EqIA is published in accordance with the Council's policy.*

Please contact the Policy & Strategy Team for any feedback on the EqIA process.

Agenda Item 12

Report for: Cabinet – 17 October 2023

Item number:

Title: School Streets – Adaptive Wood Green (Noel Park Primary)

Report authorised by: Barry Francis, Director of Environment and Resident Experience

Lead Officer: Tim Walker, School Streets Programme Manager
Joe Baker, Head of Carbon Management

Ward(s) affected: Noel Park

Report for Key/ Non-Key Decision: Non-key decision

1. Describe the issue under consideration

1.1. To determine whether Noel Park Primary School Street (which is located in one ward and does not result in an expenditure exceeding £500,000 nor any virements, nor likely to result in substantial public interest or social, economic or environmental risk) should be implemented.

2. Cabinet Member Introduction

2.1. The Noel Park School Street is a welcome addition to the Council's ambitious School Street programme, a crucial initiative promoting healthier, safer and more vibrant spaces by improving the areas around schools. School Streets aim to reduce traffic and pollution while encouraging walking, cycling, scooting and social cohesion.

2.2. The Noel Park Primary School Street is part of the Adaptive Wood Green programme, an effort to improve air quality, promote active travel, enhance ecology and biodiversity, and upgrade public spaces. With generous support from the Mayor of London, the scheme takes a comprehensive approach to creating a more liveable environment for the school and surrounding neighbourhood. The Noel Park project includes multiple enhancements to the public realm and traffic safety measures such as rain gardens, widened footways at crossings, reduced crossing distances, cycle stands at the school entrance, accessibility improvements, and renewed paving, aiming to create a much more comfortable and liveable place to live, learn, work and play.

2.3. The health of the borough’s children is one of the Council’s highest priorities. Not only do School Streets improve air quality and reduce road danger around schools but also act to incentivise healthier ways of getting to and from school - walking and cycling numbers are up wherever they are implemented. Since 2017, over 500 School Streets have been delivered across London. They have

also been implemented in towns and cities across the UK and abroad, indicative of the growing understanding of their benefits.

2.4. School Streets are one aspect of the drive towards child-friendly urban design. Child-friendly urban planning is essential for creating inclusive cities. As outlined in the engineering firm Arup's report Cities Alive: Designing for Urban Childhoods, designing child-friendly cities brings many benefits. Play is critical for children's physical, social, emotional and cognitive development. Yet a Save the Children study shows children today spend far less time playing outside than previous generations. Urban design can provide more opportunities for play and connection. Haringey Council has already delivered 24 School Street projects, overachieving our 2020 target and bringing benefits to 28 schools and 11,000 pupils. Fifteen projects made permanent have already demonstrated reduced traffic, improved air quality, more walking/cycling, and high parent and teacher support. The programme represents a commitment to healthier, greener, and more connected neighbourhoods. With a child-first ethos, schemes like Noel Park represent a progressive commitment to liveable communities for generations to come.

2.5. Let’s be really frank about this and its importance: the quality of life experienced by urban populations, particularly children, will determine our global future.

3. Recommendations

Cabinet is asked to:

3.1. Consider all feedback, including objections to the proposed traffic management order, given during the 2023 consultation, as set out in Appendix A of this report.

3.2. Agree that the Council shall exercise its discretion to not cause a public inquiry to be called (see paragraph 10.15 below).

3.3. Approve the introduction of a new School Street (SS33) adjacent to Noel Park Primary School as shown in Appendix B of this report.

3.4. Authorise the Head of Highways and Parking to make all necessary traffic management orders (TMOs) and install any necessary highway infrastructure and works necessary to give effect to the School Street design set out in Appendix B of this report.

4. Reasons for decision

4.1. The overall reason for proceeding with the proposed School Street is in summary as follows: School Streets are a key priority for the Council, as set

out within the School Street Plan[1], the Walking and Cycling Action Plan[2] and the Corporate Delivery Plan 2022-2024[3]. See further sections 7, 8 and 9 below.

4.2. The reason for recommendation 3.1 is to ensure compliance with the Regulations[4] whereby the order making authority must consider all unwithdrawn objections before making an order.

4.3. The reasons for recommendation 3.2 are set out at paragraphs 6.3010.15 below and, in summary, the reasons for recommendation 3.3 are as follows:

- To improve the health of children by increasing active travel, reducing road danger and improving air quality near the school gate;
- The school is supportive of the proposal; and
- The proposals contribute towards the strategic objectives of the Council.

4.4. The reason for recommendation 3.4 is to enable implementation of the School Street.

5. Alternative options considered

Do nothing

5.1. This option was rejected as not delivering this School Street would not meet the objectives set out in the Corporate Delivery Plan, the Transport Strategy, the Climate Change Action Plan, the Walking and Cycling Action Plan and the School Street Plan.

6. Background information

6.1. School Streets transform roads to create a better environment for children to walk, cycle and wheel to school.

6.2. When a School Street is in operation, the road temporarily becomes a pedestrian and cycle zone at school drop-off and pick-up times.

6.3. By temporarily closing the road to motor vehicles at the start and end of the school day, School Streets help by:

- Reducing traffic outside the school, which reduces emissions and makes the air around the school cleaner at peak times for children.
- Making it safer to walk, cycle, scoot, and wheel to school. Children will benefit from increased physical activity on their journey to and from school.

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1 https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=83410&PlanId=0&Opt=3#AI75755

2 https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/haringey-s-adopted-walking-and-cycling-action-plan

3 www.haringey.gov.uk/sites/haringeygovuk/files/final_corporate_delivery_plan.pdf

4 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

- Reducing traffic congestion and parking problems outside the school and reducing road danger

6.4. Residents and businesses can apply for exemptions giving them the ability to drive into the School Street if needed. Emergency service vehicles have access at all times.

School Street Plan

6.5. In June 2023, the Council approved a new School Street Plan[5] ('the Plan') which sets out a standard framework to deliver Haringey's School Streets programme, allowing for consistent, successful and efficient delivery of these measures.

6.6. The Council has introduced 24 School Streets and a further 15 are currently in design, consultation or decision-making stages.

6.7. The Plan identifies Noel Park Primary for a School Street, subject to the outcome of consultation and decision making.

Objectives of a School Street

6.8. The key objectives of a School Street are as follows:

- Objective 1: Reduce congestion and car use near schools
- Objective 2: Reduce road danger and improve safety for pupils and parents/carers travelling to and from school
- Objective 3: Encourage active travel to schools
- Objective 4: Improve air quality around schools

6.9. Monitoring of recent experimental School Streets in Haringey, as well as research carried out by other boroughs and Transport for London, show that these objectives are consistently met.

Adaptive Wood Green

6.10. This School Street is part of a set of projects called 'Adaptive Wood Green' being delivered by the Regeneration Team within Placemaking & Housing department. The projects include:

- Three School Streets – Noel Park Primary (SS33), Alexandra Primary and Heartlands High (SS31) and St Paul's RC Primary (Bradley Road) (SS32)
- Mayes Road – further improvements to Mayes Corner Pocket Park
- Improvements to Caxton Gardens and neighbouring roads
- Enhancements to Wood Green Common and Barratt Gardens

[5] https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=83410&PlanId=0&Opt=3#AI75755

6.11. This set of projects builds on the work already undertaken as part of Connecting Wood Green to improve connectivity and the public realm throughout the area.

6.12. The schemes aim to tackle air quality, promote walking and cycling to school, encourage a modal shift and improve ecology, biodiversity and the facilities on offer within the green spaces.

Proposal

6.13. During 2021 and 2022, early engagement was carried between the school, local stakeholders, the design team and Council officers via two workshops and a subsequent informal consultation, as detailed in paragraphs 6.21 to 6.25. This was undertaken following co-design principles and wide community engagement.

6.14. This early engagement resulted in the design of a School Street and associated public realm works. The design of the School Street aligns with the design principles set out in the School Street Plan and takes account of the traffic counts which were carried out in October 2021.

6.15. In July 2023, the School Street design was subject to statutory (traffic order) consultation. Paragraphs 6.26 to 6.28 set out the details of the process and feedback.

6.16. The key proposals of the proposed School Street were:

- The following streets would form the School Street:
    - Gladstone Avenue (between Ashley Crescent and Salisbury Road)
    - Lymington Avenue (between Ashley Crescent and Salisbury Road)
    - Ashley Crescent (between Gladstone Avenue and Lymington Road)
    - Vincent Road (between Farrant Avenue and Gladstone Road)
- The School Street would operate:
    - Term time only
    - Monday to Friday
    - 8:15am – 9am and 2:30m – 3:45pm
- Motor vehicles (cars, vans, motorcycles etc.) will not be allowed to enter the School Street during the above times, except if they have been issued an exemption (see details below)
- To inform drivers, traffic signs will be installed, and updates sent to sat-nav companies
- Motor vehicles that enter the School Street without an exemption, during operational hours, will be identified by camera and may be issued a penalty charge notice (PCN)

- No one needs an exemption to drive out of a School Street. A vehicle only needs an exemption to drive into the School Street during operational hours
- School Streets remain open to people walking, cycling and wheeling
- Emergency services will always have unhindered access

6.17. In line with the exemption policy set out in paragraphs 6.44 to 6.59 of the School Streets Plan (summarised in Appendix G of this report), the following groups would be eligible to apply for a motor vehicle exemption:

- Residents who live within the School Street (maximum of 2 vehicles per property).
- Businesses with premises within the School Street (maximum of 2 vehicles per property).
- Blue Badge (disabled) holders or those with a medical condition that require access to the street during the restricted hours.
- School buses and vehicles used in the transport of children or adults with special access requirements.
- Medical practitioners attending those with an address within the School Street.
- School staff (to a maximum of 10% of the total number of staff at that school). In addition, any staff who are Blue Badge holders may apply for an exemption when the school has provided parking for those holders.

6.18. In addition to the above, exemptions are automatically provided for:

- Emergency services
- Statutory undertakers if access to the School Street is necessary
- Local authority, in pursuance of statutory powers if access to the School Street is necessary
- Exemptions stated in the Highway Code, such as a medical emergency or with the permission or at the direction of a police officer.

6.19. As noted in paragraph 6.16, the proposed School Street allows motor vehicles to proceed within and exit from the School Street during operational times. Thus, the associated traffic order does not impose a prohibition upon loading or unloading within the School Street.

6.20. It is, however, noted that the proposals do include amendments to waiting, loading and stopping traffic orders within and on the boundary of the School Street. These amendments are considered necessary to complement the proposed School Street and the newly constructed public realm works so as to ensure that vehicles do not wait, load or stop in locations that might otherwise be dangerous or obstructive; for example, close to junctions, adjacent to footway build outs that have narrowed the effective width of the carriageway and immediately outside the school where stopping (‘school keep

clear') is prohibited. However, the lengths of road proposed to prohibit loading or unloading – along with any existing restriction – do not exceed 30 metres out of 50 metres on one side of any length of road.

Initial engagement

6.21. During 2021 and 2022, the Council held design workshops with pupils and teachers and also with the wider community as follows:

- October 2021. School pupils and teacher workshop
- 21 June 2022. Community event held at the Gladstone Avenue Parklet at the junction of Vincent Road and Gladstone Avenue.

6.22. Feedback provided at the workshops towards the introduction of a School Street and public realm improvements was positive and, following the June event, 25 surveys were received: 20 were in support and 5 objected.

6.23. Following the public engagement exercise and refinement of the designs, a letter notifying of the proposals was sent to addresses impacted by the designs, as well as ward members on 10 November 2022. In response to the letter, 17 (45%) supported the proposal and 21 (47%) objected.

6.24. The design team considered all feedback received during the initial engagement stage and developed a final scheme design.

6.25. Before any changes can be made to the traffic management orders (TMOs), statutory consultation is required.

Statutory consultation

6.26. Collaboration between the school and Council officers has continued throughout the course of the project which – along with the inputs from the initial engagement stage – has led to proposed TMOs which were publicly consulted upon, as follows:

- 5 July to 26 July 2023 – statutory (TMO) consultation6 and stakeholder consultation (Appendix C)
- Consultation document (Appendix D) hand delivered to approximately 1500 properties within ~150m of the proposal area (see distribution map in Appendix E)
- Street notices put up on lamp columns (Appendix F)
- Ward members informed
- Social media
- School Street webpages – downloads of all documents available
- Haringey e-newsletter on 21 July 2023

[6] https://www.thegazette.co.uk/notice/4393741

6.27. Response to the consultation could be made by either:

- Making a formal objection to the proposed traffic management orders (online, email or by post)
- Sending general feedback (online or via a paper questionnaire)

6.28. Full details of the consultation responses received together with officer comments to these are provided in Appendix A and are summarised as:

- 10 objections or representations made in respect of the proposed traffic orders, of which:
  - 1 was in support
  - 1 was partially in support and
  - 8 wholly objected (all 8 were made by one individual)
- 71 responses provided general feedback, of which:
  - 31 were positive or very positive about the proposal
  - 33 were negative or very negative about the proposal
  - 7 were neutral
- The greatest level of support comes from pupils or parents at the school
- The majority of respondents thought that speeding (59%) and congestion (56%) was ‘somewhat’ or ‘a lot’ of a problem
- The Metropolitan Police have no objections
- London Fire Brigade see this as a positive way of protecting the children within our community, especially given the recent tragic events that unfolded in Wimbledon.
- Haringey Living Streets noted their full support for the School Streets programme.
- There were no other responses from statutory consultees

6.29. Having considered all feedback, including objections to the proposed traffic order, as set out in Appendix A of this report, officers recommend SS33 School Street be implemented as shown in Appendix B of this report.

6.30. Given the above, officers recommend that the Council exercise its discretion to not cause a public inquiry to be called on account of: the effect of the order, the small number of objections, the wider support for the project, that the project will contribute towards achieving a number of policy objectives and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

Memorandum of Understanding

6.31. Before any School Street is fully implemented, a Memorandum of Understanding (MoU) will be signed by the Council and the school. This has been completed for the school detailed within this report.

6.32. The MoU sets out what each party is expected to do in the arrangement. It includes tasks for the Council such as making traffic orders, installing traffic signs and providing supporting material and matters for the school such as educating pupils about the scheme and committing to the 'Sustainable Travel: Active, Responsible, Safe (STARS) active travel programme.

7. Contribution to the Corporate Delivery Plan 2022-2024 High-Level Strategic Outcomes

7.1. School Streets are specifically identified within the "Responding to the Climate Emergency" theme of the Corporate Delivery Plan, under High Level Outcome 2 - "A Just Transition." This outcome relates to ensuring the transition to a low carbon economy is just, equitable and benefits everyone by improving air quality and road safety around schools. This will be achieved through a number of activities including:

- School Streets – create 30 School Streets by 2024 (approximately 15 per year) to improve air quality and road safety around schools.

7.2. School Streets also contribute to other high-level outcomes contained within the "Responding to the Climate Emergency" theme:

- High Level Outcome 1 "A Greener and Climate Resilient Haringey"
- High Level Outcome 3 "A Low Carbon Place"

7.3. School Streets contribute further to high-level outcomes contained within the "Placemaking and Economy Theme" within High Level Outcome 5 "Placemaking." Specific areas of social and economic renewal will benefit from air quality improvements resulting from the delivery of School Streets in:

- Wood Green
- Bruce Grove
- Seven Sisters

8. Carbon and Climate Change

8.1. School Streets contribute positively to carbon emission reduction and mitigate climate change in the following six ways:

8.2. Reduced vehicle emissions: School Streets reduce vehicle emissions during drop-off and pick-up times. When motorised traffic is restricted, there is a reduction in tailpipe emissions of carbon dioxide (CO2), nitrogen oxides (NOx), and particulate matter (PM). Fewer emissions mean a direct decrease in the carbon footprint associated with school-related travel.

8.3. Promoting active travel: By making the area around schools more pedestrian and cyclist-friendly, School Streets encourage active transportation modes such as walking and cycling. This not only reduces greenhouse gas emissions but also promotes a healthier lifestyle, which, in the long run, can reduce healthcare-related emissions linked to sedentary lifestyles.

8.4. Behaviour change: School Streets can also lead to behaviour change among parents and guardians. When motorised access to school is limited, parents may opt for alternative transportation methods, further reducing the number of vehicles on the road and associated emissions. Over time, this can lead to a shift in commuting habits with lasting environmental benefits.

8.5. Public awareness: Implementing School Streets raises awareness about the environmental impact of transportation choices. It provides an opportunity for schools to engage students in discussions about sustainability, climate change, and the importance of reducing carbon emissions. This heightened awareness can influence future generations to make eco-conscious decisions about transport.

8.6. Long-term effects: While School Streets primarily target short-term reductions in emissions during school hours, their influence can extend beyond these times. Positive experiences with active transportation and reduced reliance on private vehicles can lead to long-term changes in commuting behaviour, resulting in sustained emissions reductions.

8.7. Synergy with Climate Change Action Plan: School Streets align with the goals set out within the Climate Change Action Plan by directly contributing to reduced carbon emissions within the community and contribute to the achievement of emissions reduction targets.

9. Transport policy objectives

9.1. School Streets help deliver policies and targets set within the Mayor of London's Transport Strategy (MTS). These policies and targets have since been adopted by Haringey through the Haringey Local Implementation Plan and Walking and Cycling Action Plan (2022):

- The MTS uses the Healthy Streets Approach to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.
- Mode share - 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)
- Physical activity - all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)

9.2. The Council has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 to (in summary) *"secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway."* Officers consider that the following are of particular relevance, given the objectives of the School Street:

- School Streets provide access at all times to pedestrians and cyclists. Reasonable access is maintained to vehicular traffic by way of a range of exemptions when the School Street is in operation.

- School Streets restrict the passage of heavy commercial vehicles and so, in turn, preserve or improve the amenities of the area affected.
- Evidence from other School Street projects[7] demonstrates that they improve air quality in the vicinity of schools. It is expected that this will also be the case in relation to this project. Therefore, the proposal has due regard to the national air quality strategy, prepared under section 80 of the Environment Act 1995.
- The School Street proposal does not restrict the passage of public service vehicles.
- The project aims to address the risk of road danger by reducing the volume of traffic close to school gates. Not only do School Streets dissipate traffic over a larger area (as opposed to a concentration of traffic within a smaller section of road space outside the school entrance) but they also encourage modal shift (i.e. change school-run trips from car travel to active travel) and so reduce the overall volume of traffic on the road network, in turn, reducing the risk of road danger.

10. Statutory Officer Comments

Finance

10.1. Haringey Regeneration submitted a bid for Good Growth Funding round three (GGF3) in September 2019 for a project called “Adaptive Wood Green” and, in March 2020, was successful in receiving a grant of £972,500.

10.2. Of the funding received from the GLA, £450,000 was attributed towards the installation of the three School Streets and a further £185,000 was contributed by Haringey Council as match funding, totalling £635,000. A total of £447,522.04 has been spent, and therefore a balance of £187,477.96 is still to be spent.

10.3. The total cost of delivering the School Street for Noel Park Primary is estimated to be £352,158.67, of which £65,584 is the remaining estimated costs for finishing the works. These costs can be contained within the capital programme plan, under capital scheme 478 and capital internal order number capital internal order number 10006564.

Procurement

10.4. Strategic Procurement note the contents of the report and recommendations in section 3 which do not necessitate a procurement process or decision.

Head of Legal & Governance (Matthew Barrett, Senior Planning Lawyer)

Statutory duties / Legislation

[7] https://www.london.gov.uk/press-releases/mayoral/school-streets-improve-air-quality

10.5. The recommendations in this report are being considered in the Council's capacity as the local highway/traffic authority for the Borough. The various statutory powers, obligations and guidance that need to be followed are set out below and their relevance and compliance is considered.

10.6. Under section 6(1) of the Road Traffic Regulation Act 1984 (RTRA 1984), the Council may make an order for controlling or regulating vehicular and other traffic (including pedestrians) on roads within the Borough for which it has responsibility. Such an order may be for any of the purposes or with respect to any of the matters mentioned in Schedule 1 to the RTRA 1984 and for any of the purposes mentioned in paragraphs (a) to (g) of section 1(1) of that Act. Such an order may be made only where it appears to the authority that it is expedient to make the order for the purpose(s) in question.

10.7. Section 122(1) of the RTRA confers a duty on the Council to exercise its functions under that Act (so far as practicable having regard to the matters specified in section 122(2)) to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Based on case law applicable to another power in the RTRA 1984, it is considered that "safe" in section 122 (1) means "not at risk of accident", rather than "free from ill health". The matters specified by section 122(2) are:

i. the desirability of securing and maintaining reasonable access to premises;

ii. the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

iii. the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);

iv. the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

v. any other matters appearing to … the local authority … to be relevant."

10.8. Section 39 of the Road Traffic Act 1988 requires the Council to prepare and carry out a programme of measures designed to promote road safety, to carry out studies into accidents arising out of the use of vehicles on roads in its area, and – in the light of those studies - to take such measures as appear to the Council to be appropriate to prevent such accidents, including giving advice and practical training to road users, the construction, improvement, maintenance, or repair of roads for which they are responsible, and other measures taken in the exercise of its powers for controlling, protecting, or assisting the movement of traffic on roads.

10.9. Under section 16 of the Traffic Management Act 2004, the duty of a traffic authority is to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable

and adequate parking facilities on and off the highway. Under section 17(5) of the Traffic Management Act 2004, the network management duty includes obligations on traffic authorities to monitor the effectiveness of the implementation of their decisions and assess their performance in managing their network.

10.10. As required under section 144(1) of the Greater London Authority Act 1999, the Council has had regard to the Mayor's Transport Strategy 2018.

10.11. In R (on the application of Moseley) v London Borough of Haringey [2014] UKSC 56, the Supreme Court considered the requirements of public consultation. It approved a list of four legal requirements relating to public consultation, which had previously been approved by the Court of Appeal in R v Brent London Borough Council ex parte Gunning (1985) 84 LGR 168—and therefore often referred to as the 'Gunning' or 'Sedley' requirements. These are that:

(i) consultation must be at a time when the authority's proposals are still at a formative stage;

(ii) the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response;

(iii) adequate time must be given for consideration and response; and

(iv) the product of consultation must be conscientiously taken into account in finalising any proposals.

10.12. In terms of point (iv), the decision maker must consider consultation responses with 'a receptive mind' (R v Camden London Borough Council ex parte Cran [1995] EWHC 13 (Admin)) and be prepared to change course if persuaded (R v London Borough of Barnet ex p B [1994] ELR 357). But there is no duty to adopt the views of consultees (R (Smith) v East Kent Hospital NHS Trust [2002] EWHC 2640 (Admin)).

10.13. The procedure for making experimental or permanent traffic orders is set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (SI 1996/2489) ("the 1996 Regulations"). Before making a traffic order, the authority must comply with the prescribed duty to consult, which includes consulting statutory consultees.

10.14. The 1996 Regulations also set out a number of procedural requirements such as a requirement to publicise the Council's intention to make the Order before actually making it and making a copy of the proposed order available for inspection. The necessary notification and consultation with the relevant bodies have been carried out. A permanent Order can only be made after considering the objections received in response to the notice of proposals and, in some cases, after consideration of the findings of a public inquiry.

10.15. Regulation 9(1) sets out when an authority must hold a public inquiry before making an order and when it has a discretion to hold one. Notwithstanding the objections, there is no obligation in this case to hold an inquiry given that the proposals to prohibit loading and unloading fall within the exception contained in Regulation 9(4)(b) of the 1996 Regulations. However, the Council has a general discretion to hold a public inquiry under regulation 9(1) of the 1996

Regulations. It would be lawful for the Council to decide not to hold a public inquiry having regard to among other matters the following: the scheme will contribute towards achieving a number of the Council's policy objectives and holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

10.16. Before the order becomes effective, appropriate road signs informing motorists and pedestrians of the restrictions introduced must be erected and/or installed, or any that may cause confusion removed: Regulation 18 of the 1996 Regulations.

Equality

10.17. The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

10.18. The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

10.19. The first School Street Plan (2020) was subject to an Equalities Impact Assessment (EqIA) which was updated in 2022 and again as part of the new School Street Plan (2023). The current EqIA should be read in full.

10.20. It is noted that the exemptions available for School Streets are different from the exemptions available for Low Traffic Neighbourhoods (LTNs). This is because the two project types have different objectives. Exemptions to School Streets are typically more limited than exemptions for LTNs because the primary objective of School Streets is to create a safer environment for children (a particularly vulnerable protected group), while LTNs aim to reduce the overall impact of traffic in residential areas. For example, exemptions within LTNs allow vehicles to pass through a traffic filter even if the journey could be taken via another route. However, in School Streets, this is not the case and exemptions are only provided where motorists have a requirement to access premises within the School Street. It is also important to note that School Streets only operate for a very limited time period (approximately one hour in the morning and one hour in the afternoon), Monday to Friday and during term time only. This contrasts to traffic filters within LTNs which operate 'at any time'. This difference is relevant when considering the justification for and proportionality of the School Street under the Equality Act.

10.21. Mitigation of potential adverse impacts on protected groups is made through the implementation of an exemption permit system whereby certain groups can apply for an exemption to the restriction, where they meet the specified policy

criteria. The groups currently provided for are set out in paragraph 6.17. Those holding a valid exemption are allowed to drive into the School Street during operational times.

10.22. Consultation was carried out prior to the schemes being recommended for implementation. This has provided everyone with the opportunity to comment prior to the making of the TMOs. Consultation documents (Appendix E) provided details for those who required it in an alternative format, for example in audio or would like the materials translated. Consultation documents were also distributed to stakeholders representing protected groups (see Appendix D for details).

11. Use of Appendices

Appendix A – Consultation report
Appendix B – Design
Appendix C – Stakeholder list
Appendix D – Consultation document
Appendix E – Consultation distribution map
Appendix F – Public street notice
Appendix G – Exemption policy summary
Appendix H – EqIA 2023

12. Background papers

- 13/6/23 - Cabinet: School Street Plan
- Net zero carbon Haringey



Appendix A

Noel Park Primary School

School Street Consultation Report

7 August 2023

Contents

Section		Pages
1	General feedback	3-4
2	Objections and representations made in response to the proposed traffic order	4
3	Officer's response to traffic order objections	6-7

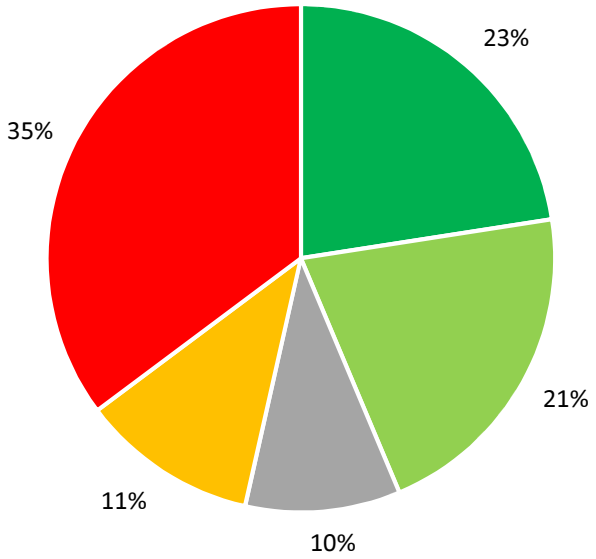
SS33 – Noel Park Primary School Street

General feedback collected 5 July to 26 July 2023 (Page 1 of 2)

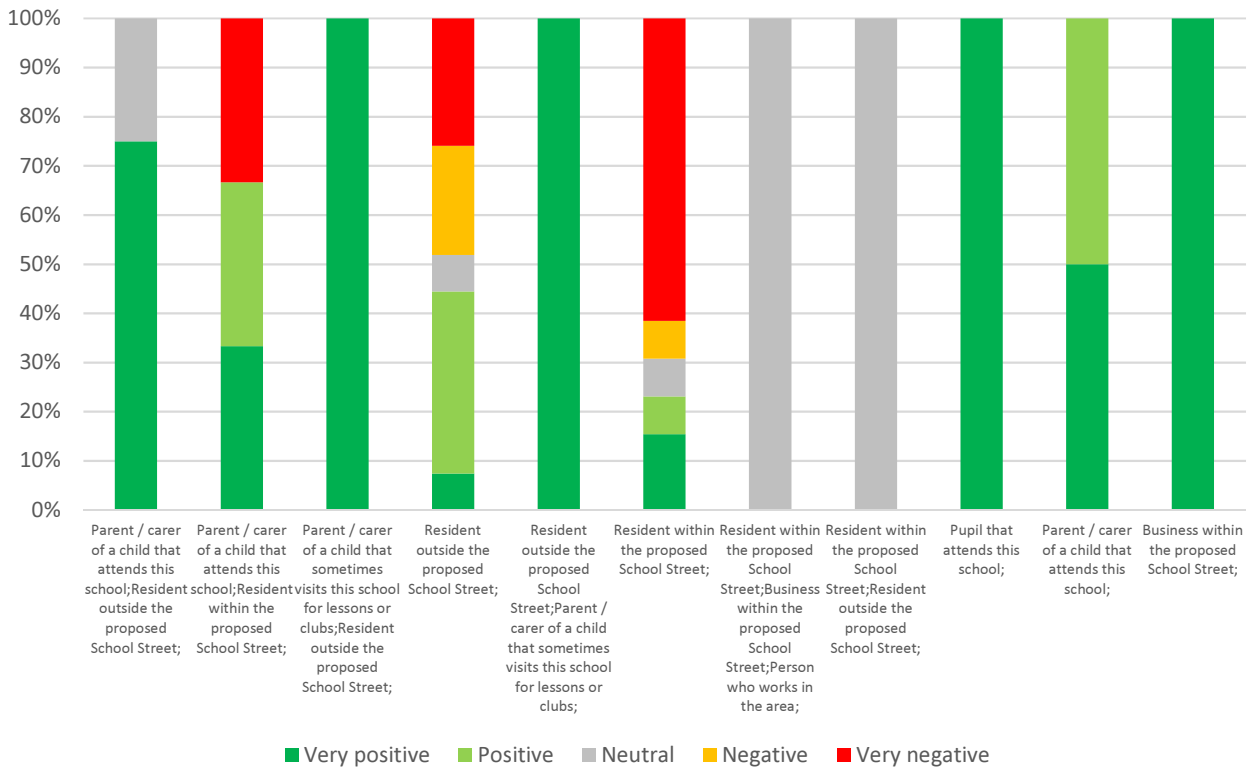
71 responses

(69% paper 31% online)

Overall, how do you feel about the proposed School Street?



In what capacity are you responding?



Summary of comments	Count
Displaces traffic problems to other roads	18
No comment	17
Good idea / deliver it ASAP	10
Access and exemption issues	9
There isn't a problem here / proposal is not necessary	7
Money making scheme	5
Consider alternative ideas	2
Longer hours are necessery	2
Unhappy	1
Grand Total	**71**

Notes

- Senior leadership at the school are supportive of the proposals
- Respondents were asked in what capacity they were responding. Respondents could tick more than one box (for example, they might be a resident outside of the school street and a parent of a child at the school) and so the total count will add up to more than the individual number of responses, hence only a percentage figure is shown above. Caution should be applied when analysing answers to this question as respondents don't always understand the boundary of the proposed School (ie they may respond to say they live within or outside the proposed School Street, but their actual postcode may indicate otherwise).

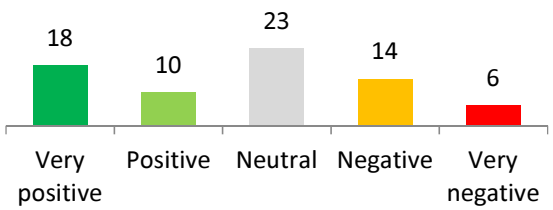
SS33 – Noel Park Primary School Street

General feedback collected 5 July to 26 July 2023 (Page 2 of 2)

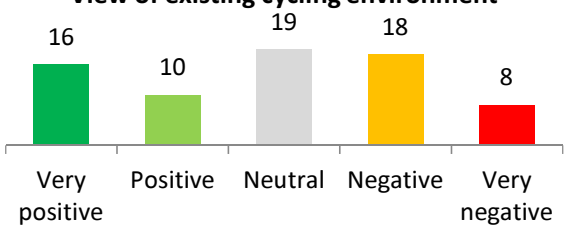
Overall view of proposal by postcode. Map only shows responses in proximity to the proposal area. Bubble size indicates number of replies from that postcode.



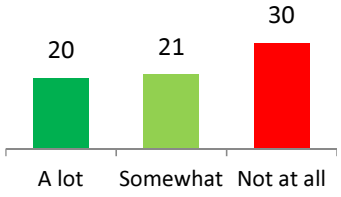
View of existing walking environment



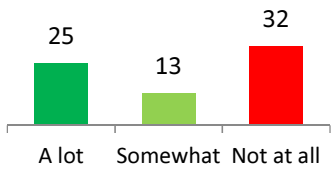
View of existing cycling environment



Is speeding an issue?



Is traffic congestion an issue?



Notes

- Maps are accurate only to postcode and therefore do not divulge individual responses

SS33 – Noel Park Primary School Street

Objections and representations made in response to the proposed traffic order (Page 1 of 1)

D	Type	FeedbackText
erson 1	Partly Support	Hello, I'm a Noel Park Resident, and live just across from the school, and have some considerations that will help with achieving the goals set out in the proposal. I am conditionally in favour of this idea, but only if it is expanded from where it is currently proposed. Although it is a good start, if it is to be effective in achieving the aims set out in the proposal document then more must be done. I've lived in locations where this idea has been engaged previously, and in my experience, closing the roads only around the school only shifts the traffic to the surrounding roads, and generally makes things less safe for pedestrians and children. In keeping with the aims/goals of the proposal, I'd like some more information please: 1. What are the goals in regards to traffic, as in what are the current numbers for vehicle numbers dropping off kids, and what number or percentage of vehicles are you looking to reduce that number to? 2. With the air pollution; What is the current school area AQI measurements, and what measurement would we like to see? It would be prudent to know what we are working with. 3. To be effective, and safe, the school zone should be expanded to encompass the surrounding streets as well. The zone needs to be expanded another two streets further surrounding the school, not just the immediate surrounding ones. If it is not, then it will not be enough to encourage people to walk/cycle/wheel/scoot to school, and simply shift the traffic and parking problems to the surrounding area, making things less safe for children, and having no impact on the air quality, as the proposal would like to see. Without these considerations being put into place, I believe this will only further complicate matters since you'll have children and parents who are already walking or wheeling to the school having to deal with the increased traffic and safety issues and the noble ideas of reducing air pollution and increasing physical activity in this proposal will not be met. Thank you for your time, and I await to hear back from you in regard to the 3 points I have made. Thank you,
erson 2	Support	I live opposite Noel Park Primary School and wanted to share with you a photo taken from my house this morning at School drop-off time, which I think clearly shows why a School Street is essential. Thank you.
erson 3	Wholly Object	I hate this proposal so much that I want to co.ain again I object that I will have to get another permit for my car just so you can make more money. The process I have to go thought is ridicules I'm scared to upgrade my car because of the whole permit rubbish and am force to keep this old car I object that I can have friends or family visit and the same for my children they won't even be able to order a takeaway even . The problem is there are children in a scholl that need to be pick up by parents who will be driving. The camera restrictions at 65 pounds if you pay now only or it could go up to thousands ect..... you have just moved the problem to the edge if the zone. YOU NEED TO PROVIDE PARKING FOR PARANTS TO COLECT THERE CHILDREN IT IS ONLY FOR 20 MINS A DAY OR STAGER THE TIMES, EXTEND THE TIMES THEY ARE IN SCHOOL BUT THEY NEED TO BE COLLECTED BY PARENTS WITH CARS MAKE MORE SAFE PARKING AND IT WONT BE A PROBLEM
erson 3	Wholly Object	It's a joke that you replace open space with horrible nasty radioactive blocks that are extremal sharp edges and solid . There at a stupid height encouraging people to walk on with share edged and gaps between block it is only a matter of time before somebody falls and hurts themselves. Or get there foot caught between the blocks. And breaks a leg. Or people getting cancer from the radioactive poison leaking from the blocks. It will cause massive damage if a speedy g vehicle hit them and will cause it to flip in the air if a bike hit them the driver will be servery hurt. Even just walking into them because you don't see them will cause great harm. This wSte of taxpayers monet causes great anger in the residents both in this area and other areas where you are not able to combine about it even though you may be In That place more that you're own residency. The carbon footprint of this work must be considered along with the maki g of materials and the monitoring g and maintainable of the equipment costs are far to high. This planet is dying stop cutting the cu ting trees and plants down and.replacing them with metal and Concrete and dead wooden poles as it's killing our planet. You guys must be complete scum to do this i. Every area In London. Talk about I think I own this place. Scum
erson 3	Wholly Object	This is a joke waste of taxpayers money, a money making scheme fining the poor, the problem is lack of parking for parent to collect children from school. All you will do it move it to another location absolutely disgusting proposals, why could you not build safe parent parking for people to collect there children in a safe Manor. Do you really expect 456 year old children to walk through these polluted streets with a high crime rate to get home, how far do you expect them to walk home after 8 hours of school.
erson 3	Wholly Object	This is a koke of a scheme. Wasting tax payers money on rubbish contractors who destroy the area with there attitude noise and aggressive nature. What a waste. And the materials are extremely expensive. Please find out how much a granite block is each so YOU know how much it costs what possible benefit can that give the children except radioactive posiong through the granite decaying. Provide trip hazards and the gaps easy allow children to trap there feet which will end up in the council paying millions of pounds in compensation for poor planned priced work. It it a absolute disgrace that I will not be able to access my own home even though I am forced to pay to park on a road that I have already paid reaod tax to be able to use it. It is an absolute joke and I will refuse to pay my bills as I refuse to pay to live like this I cant belive the police stated that this will benefit the children. This will kill the children slowly. If you really cared for the children you would provide a park not radioactive martial for them to play on, you would open the roads to allow cars to reach there destination without haveing to drive for hours in mindless traffic just because a road has been changed or the fact that people have to drive the area for hours to try and find suitable parking without having to take out a mortgage. Its an absolute joke and the increasing bills is a joke how can you possibly justify spending out money on this crap.
erson 3	Wholly Object	I object to this perthetic legislation. Is is an absolute joke that I have to pay 65 pounds to go home this is a joke I demand to be moved from this area I refuse to live in this prison style government. There is absolutely no need whatsoever to do this if you care about the community and children you would allow them to have parking. Do you really expect the children to walk home of the age of 4 5 6 , you guys are ridiculous. This is such a depressing area already and you are destroying it. You're making it impossible to live and work i. This area and I need to get out this is an absolute joke I feel like a prisoner already and now I'm going to be prisoner to a timetable as well. Absolute joke. What a waste of money and what a pathetic idea. What are you doing to my home. I've live here my whole life and it getting beyond a joke I can't deal with all this rules and regulations how do I possible know where when and if I can go out. How going to explain where and when I can go out go to certain areas to see friends family. I cont even go see a doctor as it impossible to park within 10 miles it's an absolute joke.
erson 3	Wholly Object	I've covered most area already
erson 3	Wholly Object	This workmanship is unacceptable Nd so will the costs

SS33 – Noel Park Primary School Street

Officer's response to objections (Page 1 of 2)

Grounds of representation / objection	Officer response
Object. Penalises many residents, restricts deliveries / services and access problems for elderly, disabled and others needing services/carers/family visits	The Council operates a free exemption system that allows certain groups of motorists to drive into a School Street during restricted hours. School Streets are limited to approximately 1hrs in the AM and PM, Monday to Friday, so in practice are only operational for a small proportion of the day. Furthermore, School Streets only operate during term time. Any vehicle may drive out of a School Street during restricted hours, without the need for an exemption. Exemptions are available for residents and so are not unduly impacted. Those people with a disability living in (or require access to) the School Street are exempted in the same way as other residents. Organised disability transport e.g. needs for SEND and DALO transport is also exempted from the restriction. It is acknowledged that exemptions for visitors and deliveries are not provided. However, as noted above, visitors or deliveries may arrive before the restriction commences and may proceed or exit the School Street at any time. The lack of exemptions for visitors and deliveries is crucial in achieving the objective of reducing congestion and reducing road danger outside the school gate. We recommend that visitors either walk or cycle their journey, park their car in a nearby street and walk the short distance to the school, or arrive outside of the hours of the School Street. Home deliveries should avoid driving into the School Street during operational times. Our School Streets are generally small and therefore, during operational times, delivery companies may need to adapt: reduce, retime, reroute or remode. School Streets are designed to be compact, often affecting one or a small number of streets for limited distances. This means that delivery drivers that do arrive during the hours of operation should be able to park nearby and walk to their final destination. This also ensure we have a simple and practicable exemption system. It is noted that the number of parcels delivered in London is expected to double by 2030 and areas immediately outside the school gate should be protected from this.

SS33 – Noel Park Primary School Street

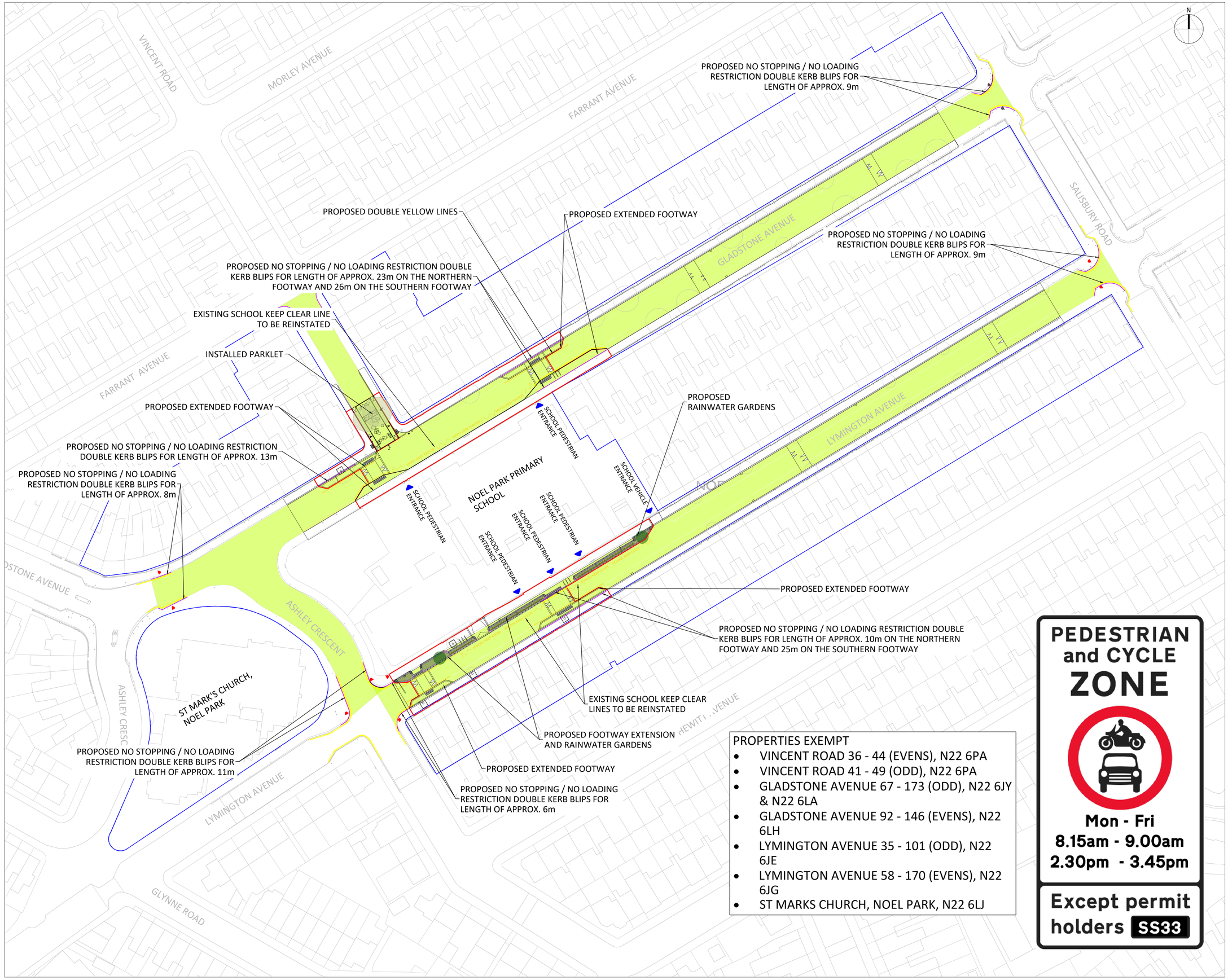
Officer's response to traffic order objections (Page 2 of 2)

Grounds of representation / objection	Officer response
Object. Money making scheme	The main objective of the scheme is to bring health benefits to school age children, by encouraging increased levels of walking, cycling and wheeling to school and a reduction in road danger and pollution near the school gate. The moving traffic restriction that is associated with the School Street has been decriminalised (ie not enforced by the police) and therefore enforcement rests with the Council, as traffic authority. Penalty Charge Notice levels are not set by Haringey Council but are set at a London-wide level by London Council TEC. Our vision is for 100% compliance of the restriction as this would bring the greatest benefits to children. Income derived from PCNs associated with School Streets is used to offset the running costs of the scheme and in accordance with national legislation.

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100mm @ A1 (50mm @ A3)

1. This Drawing is to be read in conjunction with all relevant Architect's Engineer's and specialists' drawings and specifications.
2. Do not scale from this drawing in either paper or digital form. Use written dimensions only. To check drawing has been printed to the intended scale the above bar should be 100mm long @A1 or 50mm long @ A3.
3. This drawing has been based on the following external inputs:
   - 3.1. Noel Park GPR survey - received on 12/01/2022
   - 3.2. OS Map extracted from muf drawing 1.75-L-SS-130 - received on 23/08/22
   - 3.3. Muf drawing 1.75-L-SS-130 - received on 27/02/23



LEGEND

	Proposed School Street
	Existing Sign Post and Proposed Cycle/ PED Zone Sign Plate
	Properties eligible for a school street exemption permit
	Existing Double Yellow Lines
	Proposed enforcement blips to be introduced
	Proposed Sign Post and Proposed Cycle/ PED Zone Sign Plate

PROPERTIES EXEMPT

- VINCENT ROAD 36 - 44 (EVENS), N22 6PA
- VINCENT ROAD 41 - 49 (ODD), N22 6PA
- GLADSTONE AVENUE 67 - 173 (ODD), N22 6JY & N22 6LA
- GLADSTONE AVENUE 92 - 146 (EVENS), N22 6LH
- LYMINGTON AVENUE 35 - 101 (ODD), N22 6JE
- LYMINGTON AVENUE 58 - 170 (EVENS), N22 6JG
- ST MARKS CHURCH, NOEL PARK, N22 6LJ

Rev	Date	By	Eng	Amendments
P11	20.06.23	SMo		Updated Based on LBH Comments
P10	20.06.23	SMo		Updated Based on LBH Comments
P9	12.06.23	SMo		Updated Based on LBH Comments
P8	25.04.23	SMo		Updated Based on LBH Comments
P7	12.04.23	SMo		Updated Based on LBH Comments
P6	07.03.23	SMo		Updated Architect Plan
P5	03.11.22	SMo		Updated Based on Comments Received
P4	05.10.22	SMo		Updated Based on Comments Received
P3	09.09.22	VD	SMo	Minor Amendments
P2	05.09.22	VD	SMo	Minor Amendments
P1	02.09.22	VD	SMo	Stage 3

HEYNE TILLETT STEEL

STRUCTURAL & CIVIL ENGINEERS

www.hts.uk.com

Job Name
Wood Green Common,
N22 7SY

Drawing Title
School Streets
Noel Park Primary School
Lymington Ave & Gladstone Ave

Purpose of Issue For Information | Scale at A1 NTS

Drg No. 2663-HTS-00-00-DR-C-9102

HTS Job No 2663 | Rev P11

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Appendix C - Stakeholder consultation list

Characteristic	Group name
Age	All Schools affected by the proposals
Disability	Disability Action Haringey
	Haringey Autism
	Haringey Learning Disabilities Partnership
	Haringey Wheelchair User Group
	JDA - deaf and hard of hearing
	Markfield Together for Inclusion
	Mind Haringey
Gender reassignment	Wise Thoughts
Haringey Council	Highways Network Management
	Transport Planning
	Waste Services / Veolia
	Schools & Learning Service
Other groups	All people all places
	Carers First Haringey
	Haringey Cycling Campaign
	Haringey Living Streets
	The Community Hub
Pregnancy/maternity	Gingerbread Haringey
	Haringey Families
Religion / belief	Any religious premises within the School Street have been informed and consulted through the public consultation
Sexual orientation	Haringey LGBT Forum
	Wise Thoughts
Statutory bodies	Arriva Buses
	Freight Transport Association
	London Ambulance Service
	London Fire Brigade
	London Travel Watch
	Metropolitan Police
	Road Haulage Association
	Transport for London

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Highways and Parking
Ann Cunningham: Head of Highways and Parking

5 July 2023

School Street statutory consultation
Noel Park Primary School (SS33)

Dear Resident or Business,

I am writing to you to provide information about a School Street that is proposed in this area and to invite you to share your views as part of this consultation.

What is a School Street?

School Streets transform roads to create a better environment for children to walk, cycle and wheel to school.

How do School Streets help?

When a School Street is in operation, the road temporarily becomes a Pedestrian and Cycle Zone, at school drop-off and pick-up times.

By temporarily closing the road to motor vehicles at the start and end of the school day, School Streets help by:

- Reducing traffic outside the school, which reduces emissions and makes the air around the school cleaner at peak times for children
- Making it safer to walk, cycle, scoot, and wheel to school. Children will benefit from increased physical activity on their journey to and from school
- Reducing traffic congestion and parking problems outside the school and reducing road danger

Residents and businesses can apply for exemptions (details overleaf), giving them the ability to drive into the School Street if needed. Emergency service vehicles have access at all times.

What is being proposed?

The proposal is shown on the enclosed plan and is summarised as follows:

- The following streets to become a School Street
  - Gladstone Avenue (between Ashley Crescent and Salisbury Road)
  - Lymington Avenue (between Ashley Crescent and Salisbury Road)
  - Ashley Crescent (between Gladstone Avenue and Lymington Road)
- The School Street would operate:
  - Term time only
  - Monday to Friday
  - 8:15am – 9am and 2:30m – 3:45pm
- Motor vehicles (cars, vans, motorcycles etc.) **will not be allowed to enter** the School Street during the above times **except** if they have been issued an exemption (see details below)
- To inform drivers, we will install traffic signs and send updates to sat-nav companies
- Motor vehicles that enter the School Street without an exemption, during operational hours, will be identified by camera and may be issued a Penalty Charge Notice (PCN)
- **No one needs an exemption to drive out** of a School Street. You only need an exemption to drive into the School Street during operational hours
- School Streets remain open to people walking, cycling and wheeling
- Emergency services will always have unhindered access

Who is eligible for a School Street exemption?

If the scheme goes ahead, the following groups would be eligible to apply for an exemption:

- Residents or businesses who have an address within the School Street (see note below) to a maximum of two per property
- Blue Badge holders who require access to the School Street
- Pupils with a disability that prevents them walking or cycling to school
- Medical practitioners visiting someone with an address in the School Street
- School vehicles transporting disabled children

Note: properties within the boundary of the School Street would be eligible for a resident or business School Street exemption. Those properties are outlined in blue on the enclosed plan.

Motor vehicles without an exemption (including visitors, tradespeople or delivery drivers) are not permitted to drive into the School Street during operational times. However, no exemption is required to drive out of a School Street, eg. vehicles that were already parked when it came into operation.

Why is the Council proposing a School Street?

These proposals are part of Haringey's plan to improve air quality, children's health, tackle the climate emergency and to make it safer and easier for children to walk and cycle. The council has been working with schools across the borough and has delivered 23 School Streets to date, with over 500 across London.

How can I have my say?

We welcome your views on the enclosed proposals. Please respond to the consultation before 26 July 2023.

Should you wish to make a formal objection or other representations to the proposed traffic orders you can do this by sending the grounds of your objection via the online portal https://consultation.appyway.com/haringey or alternatively email traffic.orders@haringey.gov.uk or write to Traffic Management Group, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2023-T14**, by 26 July 2023

Alternatively, you can send us general feedback:

1. The easiest way to give feedback is by completing a short online questionnaire at www.haringey.gov.uk/school-street-have-your-say or scan this QR code.
2. Alternatively, you can complete the enclosed paper questionnaire and return it to us in the envelope provided (no stamp required) before Monday 26 July 2023.

If you need assistance responding, you can email schoolstreets@haringey.gov.uk.

What happens next?

Once the consultation has closed, we will review all feedback received and take a decision on how to proceed. This decision is expected in summer 2023. If the School Street is approved, we expect to implement the School Street in the autumn 2023.

Before any School Street launches, we will write to all eligible properties explaining how to apply for an exemption.

More information

For more information on our School Street programme, please visit www.haringey.gov.uk/school-streets

Yours faithfully,

Haringey School Streets Team

Alternative formats and translations

If you would like the document translated or in an alternative format (including audio) please contact us with your name, address and title of the document you need assistance with:
Email: consultationtranslation@haringey.gov.uk
Write to: Freepost Plus RTKX-AJJC-ULRY London Borough of Haringey N22 8HQ

100mm @ A1 (50mm @ A3)

1. This Drawing is to be read in conjunction with all relevant Architect's Engineer's and specialists' drawings and specifications.
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LEGEND

	Proposed School Street
	Existing Sign Post and Proposed Cycle/ PED Zone Sign Plate
	Properties eligible for a school street exemption permit
	Existing Double Yellow Lines
	Proposed enforcement blips to be introduced
	Proposed Sign Post and Proposed Cycle/ PED Zone Sign Plate

PROPOSED NO STOPPING / NO LOADING RESTRICTION DOUBLE KERB BLIPS FOR LENGTH OF APPROX. 9m

PROPOSED DOUBLE YELLOW LINES

PROPOSED EXTENDED FOOTWAY

PROPOSED NO STOPPING / NO LOADING RESTRICTION DOUBLE KERB BLIPS FOR LENGTH OF APPROX. 23m ON THE NORTHERN FOOTWAY AND 26m ON THE SOUTHERN FOOTWAY

EXISTING SCHOOL KEEP CLEAR LINE TO BE REINSTATED

INSTALLED PARKLET

PROPOSED EXTENDED FOOTWAY

PROPOSED NO STOPPING / NO LOADING RESTRICTION DOUBLE KERB BLIPS FOR LENGTH OF APPROX. 13m

PROPOSED NO STOPPING / NO LOADING RESTRICTION DOUBLE KERB BLIPS FOR LENGTH OF APPROX. 8m

PROPOSED NO STOPPING / NO LOADING RESTRICTION DOUBLE KERB BLIPS FOR LENGTH OF APPROX. 9m

PROPOSED RAINWATER GARDENS

PROPOSED EXTENDED FOOTWAY

PROPOSED NO STOPPING / NO LOADING RESTRICTION DOUBLE KERB BLIPS FOR LENGTH OF APPROX. 10m ON THE NORTHERN FOOTWAY AND 25m ON THE SOUTHERN FOOTWAY

EXISTING SCHOOL KEEP CLEAR LINES TO BE REINSTATED

PROPOSED FOOTWAY EXTENSION AND RAINWATER GARDENS

PROPOSED EXTENDED FOOTWAY

PROPOSED NO STOPPING / NO LOADING RESTRICTION DOUBLE KERB BLIPS FOR LENGTH OF APPROX. 6m

PROPOSED NO STOPPING / NO LOADING RESTRICTION DOUBLE KERB BLIPS FOR LENGTH OF APPROX. 11m

PROPERTIES EXEMPT

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- GLADSTONE AVENUE 67 - 173 (ODD), N22 6JY & N22 6LA
- GLADSTONE AVENUE 92 - 146 (EVENS), N22 6LH
- LYMINGTON AVENUE 35 - 101 (ODD), N22 6JE
- LYMINGTON AVENUE 58 - 170 (EVENS), N22 6JG
- ST MARKS CHURCH, NOEL PARK, N22 6LJ

PEDESTRIAN and CYCLE ZONE

Mon - Fri
8.15am - 9.00am
2.30pm - 3.45pm

Except permit holders SS33

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P11	20.06.23	SMo		Updated Based on LBH Comments
P10	20.06.23	SMo		Updated Based on LBH Comments
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HEYNE TILLETT STEEL

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Job Name
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Drawing Title
School Streets
Noel Park Primary School
Lymington Ave & Gladstone Ave

Purpose of Issue For Information Scale at A1 NTS

Drg No. 2663-HTS-00-00-DR-C-9102

HTS Job No 2663 Rev P11

SCHOOL STREET CONSULTATION QUESTIONNAIRE

This questionnaire enables you to give feedback on a proposed School Street.

Please make yourself familiar with the consultation document before answering the questions.

Where a * is shown next to a question, this indicates that your response is essential.

1. Which proposed School Street do you want to provide feedback to? * (Tick one)

- ☐ School Street SS31 - Alexandra Primary School and Heartlands High School
- ☐ School Street SS32 - St Paul's Catholic Primary School (Bradley Road)
- ☐ School Street SS33 - Noel Park Primary School

2. Overall how do you feel about the proposed School Street? * (Tick one)

Very negative	Negative	Neutral	Positive	Very positive
☐	☐	☐	☐	☐

3. Thinking about the streets near the school, to what extent do you think the following are a problem? (Tick one per row)

	Not at all	Somewhat	A lot
Speeding vehicles	☐	☐	☐
Traffic congestion	☐	☐	☐
Obstructive or dangerous parking	☐	☐	☐
Lack of visibility crossing the road	☐	☐	☐
Air pollution	☐	☐	☐

4. How do you feel about the….. (Tick one per row)

	Very negative	Negative	Neutral	Positive	Very positive
Walking environment near the school	☐	☐	☐	☐	☐
Cycling environment near the school	☐	☐	☐	☐	☐

5. Please use this space for any comments you may have on the proposed School Street

ABOUT YOU

6. I am responding as a… (Tick as many as apply)

- ☐ Parent / carer of a child that attends this school
- ☐ Parent / carer of a child that sometimes visits this school for lessons or clubs
- ☐ Pupil that attends this school
- ☐ Teacher / member of staff at this school
- ☐ Resident within the proposed School Street
- ☐ Resident outside the proposed School Street
- ☐ Business within the proposed School Street
- ☐ Business outside the proposed School Street
- ☐ Person who works in the area

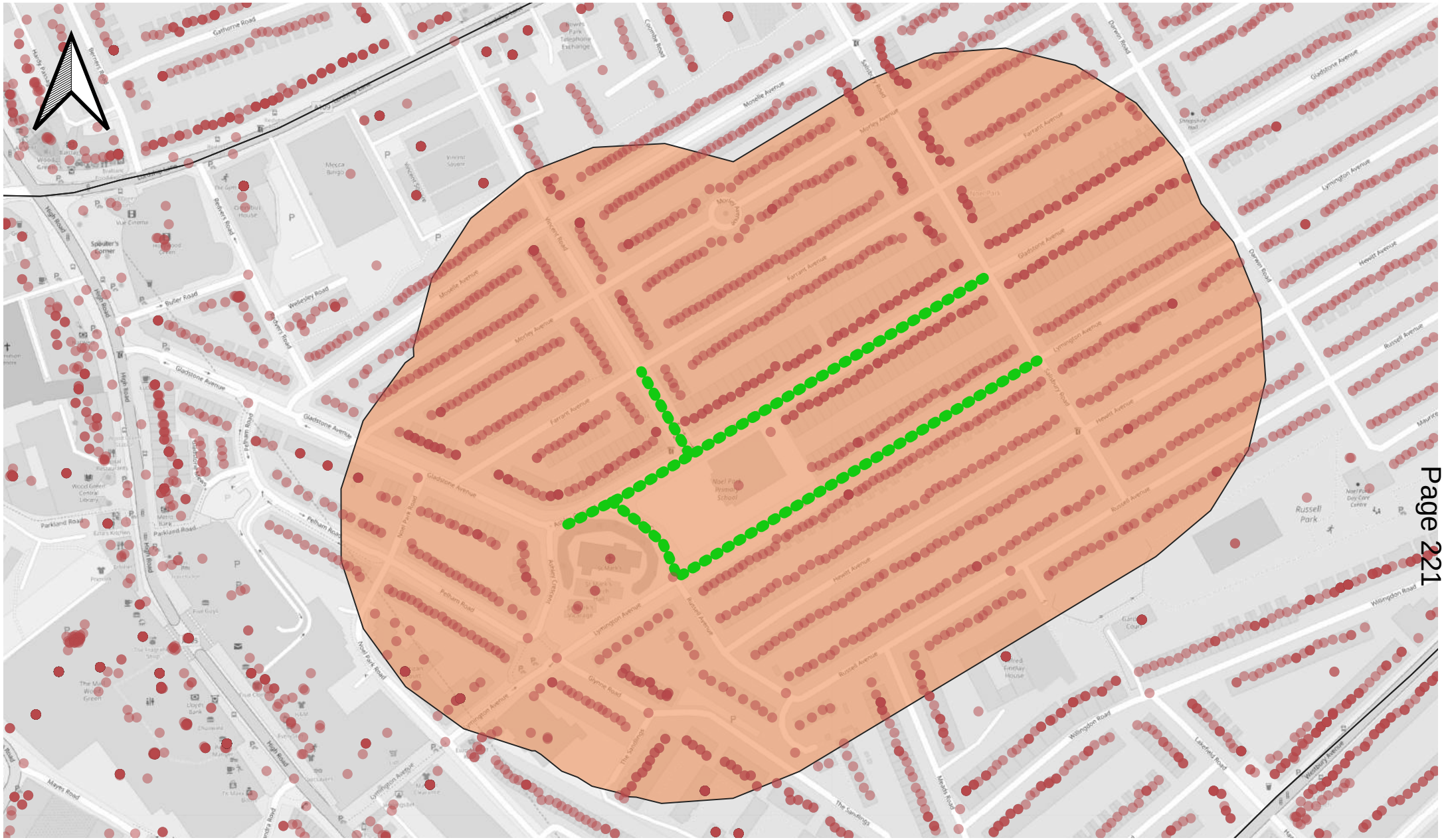
7. Your name: _____

8. Your house / property number: _____

9: Your street name: * _____

10. Your postcode: * _____

11. Your email address: _____



CONSULTATION PLAN - JULY 2023

Proposal

SS33 - Noel Park Primary School Street

Consultation area

Letterdrop area (~150 metres)

Address points

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Public Notice

HARINGEY COUNCIL – PUBLIC NOTICE
PROPOSED SCHOOL STREET – Noel Park Primary School
The Haringey (Moving Traffic Restrictions) (Haringey) (No. *) Order 202***
T14

1. **Notice is hereby given that** the Council of the London Borough of proposes to make the above mentioned Order under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended:

2. **The general effect of order** will be to introduce:-
   (a) **School Street Zone SS33 – Noel Park Primary School:** Timed pedestrian and cycle zones in which motor vehicles, except for those issued a permit would be prohibited from entering, Mon-Fri 8.15-9.00am 2.30-3.45pm during school term times and when the appropriate signs are on display on the following road:

Ashley Crescent N22	From its junction with the northern kerbline of Lymington Avenue to its junction with Gladstone Avenue.
Gladstone Avenue N22	From its junction with Salisbury Road to a point outside the shared property boundary No.71/73 Gladstone Avenue.
Lymington Avenue N22	From its junction with the eastern kerbline of Ashley Crescent to its junction with Salisbury Road.
Vincent Road N22	From its junction with the southern kerbline of Farrant Avenue to its junction with Gladstone Avenue.

Those eligible for permits include properties and residents of 36 - 44 Vincent Road (Evens), 41 - 49 Vincent Road (Odd), 67 - 173 Gladstone Avenue (Odd), 92 - 146 Gladstone Avenue (Evens), 35 - 101 Lymington Avenue (Odd), 58 - 170 Lymington Avenue (Evens), St Marks Church, Noel Park, N22 6LJ Medical practitioners attending those residing in the zone, disabled badge holders who reside outside the zone but require essential access and school buses and vehicles used in the transport of children and adults with special access needs in relation to Noel Park Primary School within the zone. All vehicles will be allowed to exit the zone whilst it is in operation.

   (b) To prevent loading at any time by introducing double kerb blips on both sides of Gladstone Avenue N22 outside and opposite No.73 Gladstone Avenue for 8 metres.
   (c) To prevent loading at any time by introducing double kerb blips on north west side of Gladstone Avenue N22 outside No.95 to No.99 (inclusive).
   (d) The school keep clear markings and single yellow line on the south east side of Gladstone Avenue N22 will be relocated to commence at the junction with Vincent Road to a point opposite No.117.
   (e) To prevent loading at any time by introducing double kerb blips on north west side of Gladstone Avenue N22 outside No.115 to No.121.
   (f) To prevent loading at any time by introducing double kerb blips on south east side of Gladstone Avenue N22 outside No.92 to No.96.
   (g) To prevent loading at any time by introducing double kerb blips on both sides of Gladstone Avenue N22 from its junction with Salisbury Road for 9 metres.
   (h) To prevent loading at any time by introducing double kerb blips on both sides of Lymington Avenue N22 from its junction with Salisbury Road for 9 metres.
   (i) To prevent loading at any time by introducing double kerb blips on both sides of Ashley Crescent N22 from its junction with the northern kerb of Lymington Avenue, north for 11 metres.
   (j) To prevent loading at any time by introducing double kerb blips on both sides of Lymington Avenue N22 from its junction with Ashley Crescent for 6 metres.
   (k) To extend the footway on south east side of Lymington Avenue N22 outside No.58 to No.64 (inclusive) Lymington Avenue. The double yellow lines will be retained.
   (l) To extend the footway on north west side of Lymington Avenue N22 opposite No.58 to No.66 (inclusive) Lymington Avenue. The double yellow lines will be retained.
   (m) To replace the single yellow line with double yellow line/double kerb blips on the south east side of Lymington Avenue N22 outside No.80 to No.90 Lymington Avenue.
   (n) To replace the single yellow line with double yellow line/double kerb blips on the north west side of Lymington Avenue N22 opposite No.80 to No.86.

3. A copy of the proposed Order, a copy of this notice, a copy of the Council's statement of reasons for making the proposed Order and plan(s) showing the locations and effects of the Order can be viewed via the online consultation portal https://consultation.appyway.com/haringey Alternatively, an appointment can be made, by emailing traffic.orders@haringey.gov.uk to inspect these documents during normal office hours at the reception desk of Alexandra House, 10 Station Road, Wood Green, N22 7TR. Appointments to inspect the documents will be available until the end of a period of 6 weeks from the date on which the Order are made or the Council decides not to make the Order.

4. Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via the online portal https://consultation.appyway.com/haringey or alternatively email traffic.orders@haringey.gov.uk or write to Traffic Management Group, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2023-T14**, by 26th July 2023.

Dated: 5th July 2023
Ann Cunningham
Head of Highways & Parking

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Appendix G – School Street exemption policy

This document is intended to summarise the approved exemption policy set out in paragraphs 6.44 to 6.59 of the School Street Plan which is detailed, as standard, within the borough's traffic orders for School Streets.

1. Automatically exempt by way of the traffic order and traffic signs:
    a. Any vehicle leaving the prescribed zone;
    b. Any motor vehicle when used for fire brigade, ambulance or police purposes;
    c. Any motor vehicle when used by Hatzolah north west ambulance service or any other private ambulance services with written permission of the Council.
    d. Anything done with the permission or at the direction of a police constable in uniform;
    e. Any motor vehicle when used in the service of a local authority in pursuance of statutory powers or duties provided that in all the circumstances it is reasonably necessary in the exercise of such powers or performance of such duties for the that motor vehicle to enter the prescribed zone;
    f. Any Royal Mail motor vehicle being used in pursuance of statutory functions;
    g. Any motor vehicles being used in connection with the maintenance, improvement, reconstruction, cleansing or lighting of the prescribed zone or any road accessible only therefrom, or the laying, erection, alteration or repair of any sewer thereunder or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications system thereunder or thereon, or the placing, maintenance or removal of any traffic sign thereof provided that in all the circumstances it is reasonably necessary in the exercise of such powers or performance of such duties for the that motor vehicle to enter the prescribed zone

2. Subject to an online application, a virtual exemption permit may be issued to:
    a. Any residents or businesses within the School Street (maximum 2 per property)
    b. Any motor vehicle owned by disabled person who has been issued a valid disabled person's badge who requires access to a property within the prescribed zone;
    c. Any motor vehicle when used by qualified medical practitioners attending to provide critical care to residents within the prescribed zone;
    d. Any motor vehicle used in the transport of children and adults with special access needs in connection with and support of the school
    e. School staff (to maximum of 10% of the total number of staff at that school). In addition, any staff who are blue badge holders may apply for an exemption when the school has provided parking for those holders.

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Appendix H

EQUALITY IMPACT ASSESSMENT

The **Equality Act 2010** places a '**General Duty'** on all public bodies to have '**due regard'** to the need to:

- Eliminating discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advancing equality of opportunity between those with a 'relevant protected characteristic' and those without one;
- Fostering good relations between those with a 'relevant protected characteristic' and those without one.

In addition the Council complies with the Marriage (same sex couples) Act 2013.

Stage 1 – Screening

Please complete the equalities screening form. If screening identifies that your proposal is likely to impact on protect characteristics, please proceed to stage 2 and complete a full Equality Impact Assessment (EqIA).

Stage 2 – Full Equality Impact Assessment

An EqIA provides evidence for meeting the Council's commitment to equality and the responsibilities under the Public Sector Equality Duty.

When an EqIA has been undertaken, it should be submitted as an attachment/appendix to the final decision making report. This is so the decision maker (e.g. Cabinet, Committee, senior leader) can use the EqIA to help inform their final decision. The EqIA once submitted will become a public document, published alongside the minutes and record of the decision.

Please read the Council's Equality Impact Assessment Guidance before beginning the EqIA process.

1. Responsibility for the Equality Impact Assessment	
Name of proposal	School Street Plan (2023)
Service area	Carbon Management, Placemaking and Housing
Officer completing assessment	Joe Baker / Tim Walker
Equalities/ HR Advisor	Joe Wills
Cabinet meeting date (if applicable)	13 June 2023
Director/Assistant Director	David Joyce / Rob Krzyszowski

2. Summary of the proposal

Please outline in no more than 3 paragraphs

- *The proposal which is being assessed*
- *The key stakeholders who may be affected by the policy or proposal*
- *The decision-making route being taken*

The proposed decision is to approve the new School Street Plan (2023) that is being presented to Cabinet in June 2023.

This new plan refreshes the previous School Street Plan (2020) and sets out the programme for delivery of School Streets between 2023 and 2026. The 2020 Plan was subject to an EqIA which was updated in 2022.

The new Plan:

- Notes the 23 School Streets projects that have been delivered to-date
- Identifies 38 more School Street projects (covering 58 educational establishments) that are considered feasible.
- Notes that delivery of these School Streets is subject to design, consultation and further decision making on the details
- Uses the same design techniques as previously agreed
- Introduces “Healthy School Zones” which are new measures around educational establishments that cannot (for technical reasons) have a School Street.

The key stakeholders are pupils, teachers, parents/carers, residents and businesses.

School Streets will restrict some motorists vehicular access to some road(s) during school drop-off and pick-up times. Those who are most likely to be impacted by proposed School Streets are those who need vehicular access to these roads during the times of operation. Those who are most likely to benefit from a School Street are those who want or need physical actively in a safe space, and those who can benefit from a calmer route to the school at the start of the day. Children and those with health conditions which make them more vulnerable to health impacts from poor air quality will also benefit. Those who are likely to be negatively impacted by proposed School Streets are those who need or want vehicular access to these roads during the times of operation.

For measures to reduce the impact of poor air quality in and around an educational building these may include measures such as Living Walls (selected plants growing along boundary fences) and mechanical plant (to filter internal air quality). Alongside improving existing equipment on site (such as boilers) to emit fewer pollutants. Those who are most likely to benefit from Healthy School Zones are those who use the schools and it grounds. There are expected to be no groups negativity impacted.

Appendix G

3. What data will you use to inform your assessment of the impact of the proposal on protected groups of service users and/or staff?

Identify the main sources of evidence, both quantitative and qualitative, that supports your analysis. Please include any gaps and how you will address these

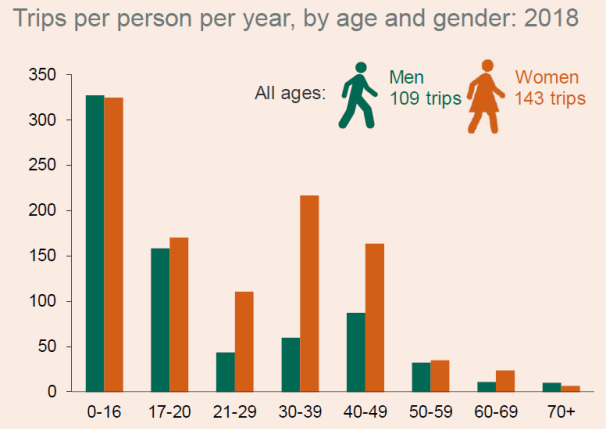
This could include, for example, data on the Council's workforce, equalities profile of service users, recent surveys, research, results of relevant consultations, Haringey Borough Profile, Haringey Joint Strategic Needs Assessment and any other sources of relevant information, local, regional or national. For restructures, please complete the restructure EqIA which is available on the HR pages.

Protected group	Service users	Staff
Sex	• Census 2021 • Haringey borough profile data • Haringey school data. • Annual transport survey by the UK government • Scottish Government report	N/A
Gender Reassignment	• Haringey Borough profile data	N/A
Age	• Haringey borough profile data • Additional data comes from the UN and the UK transport survey	N/A
Disability	• Haringey borough profile data	N/A
Race & Ethnicity	• Haringey borough profile data • Mayor of London	N/A
Sexual Orientation	• Haringey borough profile data	N/A
Religion or Belief (or No Belief)	• Haringey borough profile data	N/A
Pregnancy & Maternity	• Haringey borough profile data	N/A
Marriage and Civil Partnership	• Haringey borough profile data	N/A

Outline the key findings of your data analysis. Which groups are disproportionately affected by the proposal? How does this compare with the impact on wider service users and/or the borough's demographic profile? Have any inequalities been identified?

Sex

Data from Scotland and the UK Transport Survey finds that women were more likely to escort children to school than men. We can assume that this is also true in Haringey.



The graph above, from the UK Transport Survey, demonstrates that women between 21-49, who are the group most likely to have primary school aged children, make more trips on average than men. When taken with the data showing that women are more likely to accompany children on the school run, this suggests that women are making more of the school run trips in Haringey than men.

Therefore, women will be more affected by this proposal than men, as they may have to change the way they get to school.

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

Implementing a Healthy School Zone will benefit these groups by improving air quality in and around the schools and reducing exposure levels.

Gender Reassignment

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data to suggest that School Streets or Healthy School Zones will disproportionately affect anybody who is undergoing or has undergone gender reassignment.

Age

These proposals will affect people with primary school aged children or children of this age group in their care, residents and businesses near the schools, teachers, the children who attend the schools and vehicle owners who use the road(s) for any other purpose.

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Data on air quality shows that it is particularly harmful for children and elderly people.

Children under the age of 12 have the highest percentage of pedestrian fatalities. The peak time for pedestrian injuries from vehicles is during the morning rush hour, which includes the school run. Therefore, young children will benefit most from the road safety improvements.

Implementing the School Street Plan and Healthy School Zones will therefore benefit these groups by improving air quality at the schools with the worst air quality, improving road safety, and reducing exposure levels to pollutants.

Disability

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

School Streets have the potential to affect a disabled resident's access to their road or property. It would also affect any disabled person who needs vehicle access to the road for other reasons, such as disabled pupils being driven to the school. The plan includes recommendations for those with blue badges, who require access to a property within the School Street, to be exempt from the School Street restrictions to mitigate this. Vehicles transporting SEN students to the school will also be exempt from the restrictions.

Implementing a Healthy School Zone will benefit these groups by improving air quality in and around the schools and reducing exposure levels.

Race & Ethnicity

Data shows that BAME individuals are more likely to be exposed to poor air quality in London than those not from BAME groups. We also know that poor air quality is more common in the south and east of Haringey, whilst the proportion of BAME residents is also higher in the east of Haringey. Therefore, we can surmise that BAME communities are presently more exposed to poor air quality in Haringey than non-BAME groups.

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

Implementing a Healthy School Zone will benefit these groups by improving air quality in and around the schools and reducing exposure levels.

Sexual Orientation

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data showing that School Streets or Healthy School Zones will disproportionately affect people as a result of their sexual orientation.

Religion & Belief (or No Belief)

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data showing that School Streets or Healthy School Zones will disproportionately affect people as a result of their sexual orientation.

Pregnancy & Maternity

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

No data shows that School Streets or Healthy School Zones will disproportionately target those who are pregnant. However, more mothers are likely to be taking children to and from schools. Alongside this, as explained in section 5, the effects of School Streets on those who are pregnant has been taken into consideration during the development of the School Street Plan.

Marriage and Civil Partnership

Air quality exposure is worse inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data to suggest that those in a marriage or civil partnership will be disproportionately affected by the School Streets or Healthy School Zones proposals.

4. a) How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff?

Please outline which groups you may target and how you will have targeted them

Further information on consultation is contained within accompanying EqIA guidance

During the trial of the School Streets launched to date, each project has been subject to statutory and informal consultation with key stakeholders: schools, residents living near the schools, parents and carers who transport the children to school and the school itself.

Each future School Street and Healthy School Zone will have its own engagement and consultation process whereby all people affected by a scheme have input into its delivery.

4. b) Outline the key findings of your consultation / engagement activities once completed, particularly in terms of how this relates to groups that share the protected characteristics

Explain how will the consultation's findings will shape and inform your proposal and the decision making process, and any modifications made?

Feedback from Haringey's first School Street Plan has informed the new School Street Plan. This feedback has been used to better understand how a scheme can impact on individuals with protected characteristics and these lessons have been embedded into the Council's approach moving forward.

For example, the School Street Plan recommends ANPR camera enforcement in the vast majority of School Streets, which allows all residents within the School Street to leave the zone during the times of operation. This is in response to feedback from residents, school staff and officers about the bollard system at Lordship Lane. ANPR cameras are a way to ensure those with protected characteristics who live within a zone are not negatively impacted by the School Street scheme.

Analysis of exemption data shows that approximately 14% of exemptions have been issued to motorists with a Blue Badge or have a disability that prevents the parents, carer or pupil from walking, cycling or wheeling to school. This indicates that the exemption system is working for those who most need it.

The final measures recommended by the Healthy School Zone will be discussed and confirmed with the school. Any identified local needs of the school's community will be addressed through this process.

5. What is the likely impact of the proposal on groups of service users and/or staff that share the protected characteristics?

Please explain the likely differential impact on each of the 9 equality strands, whether positive or negative. Where it is anticipated there will be no impact from the proposal, please outline the evidence that supports this conclusion.

Further information on assessing impact on different groups is contained within accompanying EqIA guidance

1. **Sex**

By increasing active travel and improving road safety at schools it is anticipated that women, who are currently underrepresented among cyclists, will feel more confident and increase uptake of these modes.

Improving air quality and road safety in and around our schools will have a positive net benefit for women in Haringey as national data shows that women are more likely to escort children to school than men, and be teachers within the establishments.

Positive		Negative		Neutral impact		Unknown Impact	

2. **Gender reassignment**

Implementing School Streets and Healthy School Zones is not expected to have any specific impact for those who have undergone or who are undergoing gender reassignment.

If any inequity in delivery is identified, steps will be taken to rectify this.

Positive		Negative		Neutral impact		Unknown Impact	

3. Age

It is anticipated that delivering School Streets and Healthy School Zones will benefit young people who will increase levels of active travel, be safer from cars and benefit from improved air quality. It is also anticipated that this group will benefit from the roads outside of their school being quieter, improving their confidence to walk and cycle

By improving the public realm, and cleaner air there is likely to be more social interaction which would lower the levels of social isolation that predominantly older people feel.

Positive		Negative		Neutral impact		Unknown Impact	

4. Disability

It is anticipated that those with a disability will benefit from the improved air quality that School Streets and Healthy School Zones bring, the more accessible and public realm focussed improvements associated with School Streets and Healthy School Zones and from there being fewer cars on the road.

There may be negative impacts associated with restricting vehicle access to certain roads at certain times, however, this can be mitigated by allowing those with a blue badge who require access to apply for an exemption – allowing them access even during the times of restriction.

Exemptions for Blue Badge holders are provided where access is required. “Access” means those who require access to premises within the street. Exemptions are not provided for those blue badge holders motorists who wish to pass through a School Street as a convenience when the journey could be taken via another route. This exemption is also available for school staff with a blue badge who need to drive into the School Street.

Exemptions for School Streets are also provided for vehicles that are used to transport children or adults who have disability access requirements. The restrictions apply to taxi and private hire vehicles and we advise residents to arrange taxi trips outside of the restricted times. Whenever specific taxi or private hire vehicles are used on a regular basis by a Blue Badge holder we will consider the exemption on case by case basis.

Positive		Negative		Neutral impact		Unknown Impact	

5. Race and ethnicity

BAME communities in Haringey are more likely to live in areas with poor air quality. Therefore, implementing the School Street Plan will have a positive impact on BAME communities by improving air quality.

Positive		Negative		Neutral impact		Unknown Impact	

6. Sexual orientation

It is anticipated that implementing the School Street Plan will have a neutral impact on those whose sexual orientation is a protected characteristic. School Streets and Healthy School Zones will not impact or affect this group in a different way to any other group.

Positive		Negative		Neutral impact		Unknown Impact	

7. Religion or belief (or no belief)

It is anticipated that the School Street Plan will have a neutral impact based on religion or belief, as there is no evidence that implementing School Streets will disproportionately impact anyone because of their religion or belief.

Ensuring suitable levels of access to places of worship will be necessary during the implementation phase of specific School Streets.

Positive		Negative		Neutral impact		Unknown Impact	

8. Pregnancy and maternity

Implementing School Streets and Healthy School Zones will have a positive impact on pregnant people. This is because poor air quality is more harmful to pregnant people.

There are also negative impacts associated with School Streets for pregnant people. This is because pregnant people are less able to benefit from active travel, may have mobility issues and those living in School Streets zones may need visits from health care professionals. The Council will endeavour to ensure any School Street scheme does not result in disproportionately negative impacts for this group and implement appropriate mitigating measures.

School Streets and Healthy School Zones are a proportionate measure to achieve a legitimate aim and the benefits associated with improved air quality will outweigh any negative impacts.

Positive		Negative		Neutral impact		Unknown Impact	

9. Marriage and Civil Partnership

School Streets and Healthy School Zones will have a neutral impact on marriage and civil partnership. People in a marriage or in a civil partnership will be impacted the same by this policy.

Positive		Negative		Neutral impact		Unknown Impact	

10. Groups that cross two or more equality strands e.g. young black women

Women are more likely than men to escort children to school. Therefore, improving air quality by schools is likely to have a positive impact on BAME women in Haringey. BAME pregnant women and BAME young women will therefore stand to benefit from the improvements to air quality and road safety.

Religious people with disabilities who need to access a place of worship via motor vehicle in the School Streets and Healthy School Zones during the times of operation could be disadvantaged by the schemes. However, the policy on exemptions allows for enough leeway to grant exemptions in these cases. Furthermore, most zones will not have a place of worship within them. In the zone(s) that do, this issue should be identified before beginning consultation and should be mitigated to ensure that a scheme does not negatively impact this group. Religious organisations within or near the zone will be engaged and have opportunities to request exemptions for these individuals before a scheme is implemented.

We know that certain transport inequalities exist in Haringey. In summary, School Streets promote active travel, improve air quality and have potential to reduce inequalities that affect protected groups including children and young people and BAME communities. However, some groups may not be able to benefit from engaging in active travel, including people with mobility-related disabilities, some older people, and pregnant people. These groups may be negatively impacted by reduction in private car use. The School Street Plan does not promote a complete ban on vehicle access to the zones due to the inequalities that exist and makes sure these groups are considered in developing fair policies.

Outline the overall impact of the policy for the Public Sector Equality Duty:

- **Could the proposal result in any direct/indirect discrimination for any group that shares the relevant protected characteristics?**
- **Will the proposal help to advance equality of opportunity between groups who share a relevant protected characteristic and those who do not?**

  This includes:

  a) **Remove or minimise disadvantage suffered by persons protected under the Equality Act**
  b) **Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups**
  c) **Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low**

• **Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?**
- No. There will be no direct discrimination as a result of implementing School Streets and Healthy School Zones. Each scheme will be unique and any issues that are identified will be assessed on a case-by-case basis. - Most of the protected groups are experiencing the negative impacts of poor air quality at a disproportionate rate and therefore School Streets will provide an overall positive. - Those belonging to a protected group, such as disabled residents, will be accommodated by the School Streets scheme and their access to their residence will not be negatively impacted. - In all instances, where a Penalty Charge Notice (PCN) is issued to a vehicle that contravenes the traffic restriction, there is a formal appeals process in place. This allows motorists to challenge the PCN if they believe an exemption applied or that there are mitigating circumstances that need to be considered.

6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?

Further information on responding to identified impacts is contained within accompanying EqIA guidance

Outcome	Y/N
No major change to the proposal: the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. If you have found any inequalities or negative impacts that you are unable to mitigate, please provide a compelling reason below why you are unable to mitigate them.	Yes
Adjust the proposal: the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality. Clearly set out below the key adjustments you plan to make to the policy. If there are any adverse impacts you cannot mitigate, please provide a compelling reason below	No
Stop and remove the proposal: the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.	No

6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty

Impact and which relevant protected characteristics are impacted?	Action	Lead officer	Timescale

Disabled residents may need vehicle access to a property during the times of operation of a School Street	Continue to issue exemptions to blue badge holders who require access into a School Street Support disabled individuals in the School Street to apply for blue badges if they do not already have one.	Highways and Parking	Ongoing
Pregnant or elderly people may have increased reliance upon visits from healthcare professionals	Continue to issue exemptions for medical professionals who require access into a School Street to reach patients.	Highways and Parking	Ongoing

Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.

All groups, including those with protected characteristics, will have their access to the roads at each school limited for certain periods. However, those who have a blue badge will maintain access subject to issuance of an exemption which can be applied for.

In all instances, where a Penalty Charge Notice (PCN) is issued to a vehicle that contravenes the traffic restriction, there is a formal appeals process in place. This allows motorists to challenge the PCN if they believe an exemption applied or that there are mitigating circumstances that need to be considered.

Therefore, the other groups with protected characteristics who will have their access restricted will not be negatively impacted in a disproportionate or discriminatory way. These groups will have to walk slightly further to the school gates, along with all other groups, except those who require vehicle access for mobility reasons. All groups also stand to benefit from the improvements of air quality and road safety, which often disproportionately affects people with protected characteristics.

6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:

- **Concerns raised by the schools.** This includes monitoring the impact on any protected groups such as accompanied transport systems for vulnerable students or those with mobility needs. The Council will engage with the school at a minimum annually to offer feedback on the School Street.
- **Number of Blue Badge Users applying for exemptions.** This will ensure that communications to road users within / using the School Street are aware of exemptions that they can apply for.

- **Concerns raised by residents.** To ensure that all communications highlights that those with mobility concerns are aware of exemptions.
- **Air Quality Levels.** The Council will continue to monitor air quality levels outside the schools to ensure that the benefits of the School Streets are measured.

7. Authorisation	
EqIA approved by Rob Krzyszowski (Assistant Director)	Date 31/05/23

8. Publication *Please ensure the completed EqIA is published in accordance with the Council's policy.*

Please contact the Policy & Strategy Team for any feedback on the EqIA process.

Report for: **Cabinet 17 October 2023**
Item number:
Title: **Contract Variation - Matrix**
Report authorised by: Jess Crowe, Director of Culture, Strategy and Engagement

Date: **17 October 2023**

Lead Officer: **Dan Paul, Chief People Officer**

Ward(s) affected: N/A

Report for Key/ Non-Key Decision: Key

1. Describe the issue under consideration

This report seeks to vary the contract between the Council and Matrix for the provision of the Temporary Agency Workers by increasing the contract value by up to £20,000,000 as allowed under the Council's Standing Order (CSO) 10.02.1 (b) for contracts over £500k.

2. Cabinet Member Introduction

In any organisation there will be circumstances that necessitate the employment of agency workers, but for the Council this should not be the default position. Agency workers should for the most part be employed to help facilitate shorter-term or finite projects, as the employment of permanent staff is central to our aim of building a strong, collaborative, and community-focused workplace culture.

As described in this report, the number of agency workers in Haringey has accelerated recently and the assumptions made at the beginning of this contract underestimated the cost required for the duration. This decision will extend the funding of the contract.

All directorates are working to ensure that there is a solid reason for every agency worker employed at the Council, that there is an end date for their employment, and that no new workers will be recruited without prior consideration of all alternative options. The reduction in the numbers of agency workers will be monitored corporately once a month and I will be meeting with officers every quarter to ensure that the reduction targets are being met. This focus will be supported by a new workforce strategy that will be coming to Cabinet shortly, which will revise our policies around recruitment and retention. The Council values

the hard work of all our current agency staff and hopes that where possible these employees will join us on a permanent basis.

3. Recommendations

3.1 It is recommended that, in accordance with the Council's Contract Standing Order (CSO) 10.02.1 (b) Cabinet approves the variation to increase the value of the Matrix contract; and

3.2 Cabinet to approve an increase of up to £20,000,000 for the duration of the contract. This increase is to ensure that the Council can continue to provide short term agency / interim workers and support the permanent agency supply chain where required.

3.3 Notwithstanding 3.2, the Chief Executive be required to submit a progress report to the Leader of the Council no later than 1st June 2024 detailing any variations from the targets set. At this point, the Leader of the Council may require further reductions in agency spending.

3.4 The contract duration is four years, from 26 July 2021 to 18 July 2025.

4. Reasons for decision

4.1 The initial contract value of £108,000,000 agreed by Cabinet on 20 November 2020 and a 1st variation for £1,495,090 for the provision of the permanent recruitment supply agreed in 2021 was estimated based on the previous three years.

4.2 This estimate could not have accounted for the unprecedented events of the past few years, including: Covid and the large number of additional agency workers as a result of the Covid testing programme, job market challenges, Brexit, and the higher-than-expected annual pay increases. We are anticipating a further potential increase in Housing to work on the improvement programme. None of these higher costs and additional spend were accounted for in the original contract estimate.

4.3 In 2022, the Council migrated several off-contract interim workers on the Local Government Recruitment Partnership (LGRP) framework to Matrix as well as other agency suppliers, which reduced overall costs. However, it increased the value of spend through the Matrix contract, contributing further to the increased rate at which the overall contract value was being used up.

4.4 The Chief Executive and the Corporate Leadership Team are taking quick and decisive action to control and reduce agency spend, as detailed in 5.3 below. The development

of a new workforce strategy to replace the existing one, which has run from 2019-23 and delivered a number of improvements in our HR service, is paramount for solving this issue on a sustainable basis. As an organisation with a large and diverse workforce delivering services in a wide range of disciplines, the Council needs to develop a range of workforce planning approaches that address the different challenges that exist in different service areas. These need to sit under an overall strategy to attract people with the right skills, values and attributes to want to work for us on a permanent basis, demonstrating commitment to the borough and enabling the Council to invest in developing its staff and services for the long term.

4.5 The work to develop this strategy is under way and will be reported to Cabinet in due course. We are currently carrying out a staff survey and will be engaging with staff networks, managers and trade unions to inform the strategy.

4.6 However, whilst the Council will always seek to reduce the reliance on agency staff, there will remain a continuing requirement to plug skills gaps, address market and recruitment challenges which often pertain across the whole local government sector and ensure the continuation of essential services. The Council needs to therefore ensure that it can continue to acquire the right skills to serve our residents while securing the maximum value for money possible. Extending the value of the existing contract ensures the achievement of that objective.

4.7 The spend of the current contract value of £109,495,090, inclusive of the 1st variation; if at last year's run rate, is expected to be reached in early 2024. The contract runs until July 2025. Directorates will need to materially reduce spend in accordance with their forecasts as, even with the value increase recommended in this report and the expected reduction in run rate as per Directorate forecasts, Officers project that the contract value will be exceeded shortly before the contract end date.

5 Alternative options considered

5.1 Not to extend the contract value. This would mean the Council could not continue to use agency workers without services procuring each worker individually on the open market. This would substantially increase costs and reduce corporate control and monitoring. This option was discounted on that basis.

5.2 Re-procure a different contract. This would result in unnecessary work and considerable disruption to Council services. A new contract for provision of temporary, interim and permanent recruitment will be procured in 2024/25 and will include consideration of an insourced solution. This option was discounted on this basis.

6. Background Information

6.1 Each Director has undertaken a line by line review of existing agency workers and set end dates to produce a spend reduction trajectory. This is based on an assessment of the work each worker is engaged in carrying out, so that agency end dates are aligned to completion of projects, planned restructures and permanent recruitment exercises, and other workforce planning activity such as ‘grow your own' plans, increased recruitment of apprentices etc.

6.2 Spend reduction targets have been set for each Director based on these trajectories, and agreed by the Leader of the Council. These will be closely monitored on a monthly basis and reported quarterly to the Lead Member and on a six monthly basis to the Leader to ensure the forecasts are met, as set out in recommendation 3.3 above.

6.3 The Council recognises that there needs to be a strong focus on reducing agency spend, and Directors are dealing with this as a priority. The full list of actions being taken to materially and quickly reduce spend includes:

- A Recruitment Approval Board, chaired by the Director of Finance, must approve all new agency worker placements from the date of this report. The Director of Finance may agree exemptions from this approval process for categories of workers where appropriate to ensure continuation of Council services.
- Directors are required to discuss agency spend against their forecast at least monthly with Assistant Directors and report variances to the Chief Executive.
- Directors are focusing at pace on reducing the number of long-standing agency workers and the number of higher paid agency workers.
- The Cabinet Member will hold sessions quarterly with each Director to monitor progress and hold Directors to account for variances.
- The Council is developing a new workforce strategy to address the current and future challenges in service delivery from a workforce perspective, as set out above.
- Services are required to ensure that agency worker hours are comparable to the hours worked by direct employees.
- Services are required to ensure that agency workers take appropriate time off so that costs are managed.
- Where services wish to source workers themselves, for example because they require a particular specialist skill not readily available through the usual recruitment channels, they should be secured via Matrix’s payroll facility where margin rates are considerably lower than those engaged via other agencies.

- The current process to allow conversion of agency workers to employees in appropriate circumstances will be extended. This has already resulted in a number of agency staff joining the Council's directly employed workforce.

7 Contribution to strategic outcomes

Ensuring that Council services operate with the staff required contributes to all of the Council's priorities. Having a contract with a neutral vendor ensures compliance with procurement regulations, financial regulations and provides management information and control to evidence value for money.

8 Carbon and Climate Change

There is no impact on Carbon and Climate Change of this report.

9 Statutory Officers comments (Chief Finance Officer (including procurement), Head of Legal and Governance, Equalities)

9.1 Finance

9.1.1 The proposed variation of £20,000,000 will bring the total contract value to £129,495,090. A further variation of up to £32,504,910 in the future would be possible.

9.1.2 The Council is currently spending c.£45,000,000 per annum on agency staff of which the vast majority is paid in salaries to the recruited workers – who are paid via the agency. The fee to the agency for recruitment services is a far smaller proportion of contract value. The actions outlined in this report are intended to considerably reduce agency spend.

9.1.3 The key reasons for this higher level of annual spend compared to the original contract estimate in 2020 are set out in Section 4 above. The Council's significant reliance on agency staff is a continuing pressure on the Council's finances and a relentless focus by senior management on reducing spend is imperative. Nevertheless, the proposed contract increase is necessary to ensure continuity of services and value for money for the remainder of the contract.

The funding for this contract comes from the service staffing budgets and the impact of agency staffing on budgetary management is highlighted within services narrative in the quarterly financial update to Cabinet where appropriate.

9.2. Strategic Procurement

CSO 10.02.1b) permits the Cabinet to vary a contract where the value is £500,000 or more. The variation in value is compliant with Public Contract Regulations 2015, Reg. 72 (1) (c).

Strategic Procurement supports the recommendations in section 3 of this report.

9.3. **Legal**

9.3.1 The Head of Legal and Governance (Monitoring Officer) has been consulted in drafting this report.

9.3.2 Legal Services consider that the variation which this report relates to is in accordance with Regulation 72 (1)(c) of the Public Contracts Regulations 2015.

9.3.3 The Head of Legal and Governance (Monitoring Officer) sees no legal reasons preventing Cabinet from approving the recommendations in the Report.

10. **Equalities**

10.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

The Matrix contract includes commitments to follow equalities legislation in line with the council's commitment:

The Service Provider shall not unlawfully discriminate within the meaning and scope of Equality Legislation or any other Law relating to discrimination (whether in age, race, gender, religion, disability, sexual orientation or otherwise) in employment.

The Service Provider shall take all reasonable steps to secure the observance of Condition by all Staff employed in performance of this Agreement.'

The contract variation will continue our previous equalities recommendations to positively contribute to the Council's inclusion and diversity agenda and ensure equality of opportunity for all workers with protected characteristics.

11. Use of Appendices / background documents

None

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Report for: Cabinet 17th October 2023

Title: **Update on the Council's Housing Delivery Programme**

Report authorised by: **David Joyce, Director of Placemaking and Housing**

Lead Officer: **Robbie Erbmann, Assistant Director of Housing** (robbie.erbmann@haringey.gov.uk)

Ward(s) affected: **All**

Report for Key/ Non-Key Decision: **Key Decision**

1. **Describe the issue under consideration.**

1.1 This report gives members a detailed overview of the Council's progress towards the Corporate Delivery Plan target to deliver 3,000 Council homes for Council rent by 2031. It focuses on the progress since Cabinet were last updated on the programme and requests a number of decisions.

2. **Cabinet Member Introduction**

2.1 Building work has started on more than 2,000 new Council homes in the last five years. We are on track to finish and let 3,000 new homes by 2031. Building new homes is once again a fundamental part of what this Council does - and we do it well. This could not be more important – it will give thousands of Haringey children and adults the new start they deserve – a safe place to live, play and learn away from insecure, unsuitable, and overcrowded housing, and a chance to really put down roots and flourish in their community. This is something we can all celebrate.

2.2 As this report shows, the new homes the Council is delivering are built to the highest standards of sustainability and energy efficiency. Placemaking is central to our approach, so these new homes are bringing real improvements to their areas - including through new facilities and green spaces that bring greater biodiversity into the city. And we are designing these new homes to meet the individual needs of a wide range of people.

2.3 The last few years have been incredibly challenging for many people in Haringey. Covid and the rapid rises in the cost of essentials have hit lower-income households hardest. It has also been a financially challenging period for the Council - a decade of funding cuts, inflation and the increased costs of borrowing make it harder for us to meet the increasing levels of need. But we

are determined to do all we can to help Haringey residents through these difficult times. Building new Council homes shows how we can achieve that.

2.4 The proposals in this report will make sure we continue to deliver the excellent new homes people need and deserve. So I encourage Cabinet colleagues to approve the use of Right to Buy receipts towards seven new Council homes at Crawley Road, to agree budgets for homes already delivered at Harvey House and Finsbury Road, and to remove three unsuitable sites from the programme.

3. Recommendations

3.1 It is recommended that Cabinet:

3.1.1 Approve the removal of 3 sites from the programme: Land adjacent to 82 Muswell Hill Place, Stokley Court and Eade Road. Reasons for this are individual and set out in detail in the report.

3.1.2 Note the post-completion reports for the new council homes at Errol Cour (500 White Hart Lane), 27 Harvey House and 43 Finsbury Road, including financial information included in the Exempt Part B report.

3.1.3 Approve the retrospective overspend on 27 Harvey House and 43 Finsbury Road of £38,857 and £29,013 respectively.

3.1.4 Approve the use of retained Right to Buy (RtB) receipts as capital subsidy to support the delivery of seven new Council Rent homes at Crawley Road as detailed in paragraphs 6.31-6.34, to the total value detailed in the Exempt Part B report.

3.1.5 Note the continued success of the programme, the achievements to date against targets, and the forecast performance.

4. Reasons for decisions

4.1 The Corporate Delivery Plan (2022-24) commits to delivering 3,000 new council homes by 2031 and the suite of decisions contained in this report support this commitment through both site/project-specific decisions and proposed updates to procedures and processes. These decisions ensure that the Council continues to build up a pipeline of new sites to deliver a long-term sustainable Housing Delivery programme.

5. Alternative options considered

5.1 This paper is an update paper, and alternative options have been considered only for recommendations which are for approval rather than for note.

5.2 In regards to 3.1.1, the alternative option is that the sites remain in the programme. This would mean that more appropriate alternative future options for the sites would not be explored, which would result in a continued spend on project proposals for these sites that are currently identified as either unviable or unsuitable. For this reason, we have not proposed pursuing this alternative option.

5.3 In regard to 3.1.3, the schemes at Harvey House and Finsbury Road have been completed, and the overspend is being retrospectively approved. Therefore, no alternative can be considered, and these costs are contained within the current HRA business plan.

5.4 In regard to 3.1.4, the option of not using RtB receipts was considered, but would not make best use of the Council's time limited reserve of RtB funds to support the delivery of an otherwise unsubsidised project. In order to ensure best use of our available RtB receipts, this option was rejected.

6. Background information

6.1 After more than forty years in which no Council homes were built in Haringey, the delivery of high-quality Council homes has been re-established as an integral part of the Council's core business within a delivery programme that is viable in the long term.

6.2 The Housing Delivery Programme is about transforming the lives of thousands of Haringey people. It will provide affordable, secure homes of the right size to households on the Housing Register in the most pressing housing need.

6.3 The Council is using its programme to address the needs of homeless families and families living in overcrowded homes. At least a quarter of the homes built for the Council to rent by 2025 will have three, four, or more bedrooms – and work is done on every site to try to maximise the number of new larger homes. Overall, the programme is moving towards a target of 35% three-bedroom homes and 10% with four or more bedrooms.

6.4 More than 10% of the homes delivered through the programme will be fully accessible for wheelchair users. Households with disabilities giving rise to particularly hard-to-meet needs are being identified in order that homes can be designed specifically to meet those needs, as part of the housing delivery programme's 'bespoke homes' workstream.

6.5 This report is an update on the programme activities since the last report in January 2022, and provides updates for Cabinet across key programme themes and activities.

Update on the Council's Housing Delivery programme

6.6 In spite of the multiple challenges experienced across the construction market in the UK, the Council's housing delivery programme is currently on track to deliver 3,000 Council homes at Council rent by 2031.

- 2113 Council homes currently have planning permission across 51 sites.
- 2027 Council homes have commenced construction across 41 sites.

6.7 Last year we completed and handed over 22 new homes across a range of new schemes including Romney Close, Mountview Court, Scales Road, and Tudor Close. We surpassed 2,000 starts on site and successfully claimed GLA grant funding to support our continued delivery of new council homes.

6.8 The GLA funding team audited 2 schemes in 2022, all of which were successful in evidencing good governance and appropriate record-keeping. The programme also underwent an internal audit and was awarded green, substantial assurance. The one recommended action was to carry out spot checks periodically against the programme and for issues to be fed back to improve ways of working. This has been implemented and has been complemented by the need to carry out reviews ahead of grant claims.

6.9 The majority of the programme is 'general needs' housing for Council rent, but our programme also includes supported housing for vulnerable groups in our borough who need help in their homes for a variety of reasons. For example, at Kerswell Close, new homes are being created for older residents who require assistance to live independently, while at Barbara Hucklesbury Close, we are hoping to develop a scheme that will provide care for residents with mental health needs. Other projects are looking to provide accommodation specifically for young people. With placemaking being central to our approach, many of our schemes are designed with welcoming, green communal areas, such as tree lined courtyards and quiet gardens. Offices and facilities for care staff are also provided on-site in some cases to help bring support closer to residents.

6.10 Sustainability is key to our programme. We are targeting zero-carbon development and applying Passivhaus principles wherever possible. While this hasn't been possible to achieve in every case, our schemes are averaging an 84% reduction in carbon in relation to building regulations. Air source heat pumps, solar panels and green roofs are included on our projects where possible, as well as measures to enhance biodiversity such as improved natural landscaping, tree planting, bat and bird boxes.

6.11 At Olive Morris Court the Council has sought to utilise modern methods of construction (MMC) such as modular units built off-site, to minimise build times, reduce local disruption and manage cost. We intend to maximise the potential benefits of MMC across the future programme. This aligns with the commitment the GLA requires from investment partners as part of their current 2021-26 funding programme. Haringey is also a member of a GLA-sponsored MMC 'Buyers Club' which is made up of a number of Local Authorities sharing ideas and practice on MMC and looking ahead to creating a future shared pipeline that could benefit from aggregate procurement.

6.12 Our MMC site that utilises the Seismic design for manufacture platform ‘kit of parts’ approach and is starting to create a buzz in the social housing development world is Woodridings Court. This project is a world first in residential house building, in using the Seismic platform approach to component manufacturing for housing. Planning permission was achieved last Autumn for 33 new homes, on a very constrained site behind an existing Haringey Council block, adjacent to railway lines.



Image of proposed development at Woodridings Court, new modular homes adjacent to the railway line (CGI)



Image of proposed development at Woodridings Court, with new modular homes shown to the rear (CGI)

6.13 Tudor Close, a development of 6 new council homes, pictured below, was successfully completed and completely let using our Neighbourhood Moves approach and the Bespoke Homes Programme. Our Neighbourhood Moves Programme gives existing secure council tenants priority for new council homes being built near them, maintaining communities, ensuring our tenants are suitably housed and also releasing council homes to rent through the move on the scheme creates.



Image of Tudor Close (CGI)

6.14 Our development at Mount View, pictured below, was completed in 2022 and contained the first council four bed homes built for a generation, replacing what was previously a derelict concrete hardstanding area that was repeatedly subject to fly tipping.



Image Mount View Court, finished in 2022.

6.15 Good progress is being made on many sites, with anticipated completions of a further 165 homes scheduled for 2023/24, including Walter Tull House. Completion of the Chocolate Factory development is anticipated for spring 2024, with a projected total of 668 homes to be delivered over the next 18 months.

6.16 Our Ashley Road depot development in Tottenham Hale will transform a site previously occupied by a waste facility near Down Lane Park to provide 272 new council homes and 2 commercial spaces. The development will also create new walking routes across the site to encourage pedestrian and bike travel to

the park, the Marshes, and Tottenham Hale district centre. The site will benefit from high-quality greening, landscaping and tree planting including benefits to the neighbouring park.



Image of the new development at Ashley Road Depot (CGI)

6.17 This year, we won the 'Best Development Team (Urban)' award at the Inside Housing Development awards. Last year, Olive Morris Court won in the 'Best Healthy Homes Development' category. Ishen Stewart-Dowding, a Project Manager in the Housing Delivery team, won the 'Woman of the Future' at the Women in Housing Awards 2022. Anna Blandford and Jack Goulde were also shortlisted for 'Housing Hero' awards. Denise Lindsay was awarded the Mayor's Haringey Hero award in 2023 for her service to developing new homes for Haringey.

6.18 The team continues to succeed in its 'grow your own' approach to recruitment and progression, with two members of staff being promoted from the trainee project manager programme and a new round of three trainee project managers joining the team, one of whom successfully applied after concluding a placement with us via the Future of London's Emerging Talent Programme. The Future of London network gives Londoners from ethnic minority backgrounds the opportunity to kick-start their careers in housing, development and regeneration by experiencing three placements in a range of built environment organisations. Throughout the course of the last 18 months, the department has hosted 3 placements from this Programme.

Removal of sites from the programme

6.19 There are a small number of sites which it is proposed are removed from the Housing Delivery programme, following due diligence, internal consultation and capacity and viability testing. Plans for the following sites to be removed from the programme are at Appendix 2:

a) **Land adjacent to 82 Muswell Hill Place**:

There is planning permission in place to develop a 3-bedroom home on this site, but the site is extremely constrained and it is not viable to bring forward this development within the current programme, so we propose that this site is removed from the Housing Delivery programme and the Council's Property Team will then progress alternative uses for this land.

b) **Stokley Court:**
This block currently comprises 47 1-bedroom flats, arranged across 3 buildings. Originally sheltered housing, Stokley Court was deregistered and designated a Good Neighbour Scheme around ten years ago. In March 2020 the block was included within the Housing Delivery programme to assess whether redevelopment, with the provision of replacement homes for existing residents and new council homes, was a potential option, especially as initial survey work had suggested the building was in a state of decline. However, following updated stock condition surveys and extensive feasibility studies for re-development, it is clear that while work is required to improve the condition of the building, demolition and re-build is not the optimum route. As a result, this scheme has been referred to the Housing Asset Management team for review with some clear directions from the surveys regarding work that is required in the near future.

c) **Eade Road:**
This site is currently unused green space sitting between houses facing onto Vale Road and a brick wall on Eade Road. Following initial due diligence and capacity design work, this site is deemed unsuitable for development given the topography, requirement to maintain retaining wall structures, and likely Rights of Light issues impacting neighbouring properties.

Post completion project quality review and final accounting (Gateway 5)

6.20 Since the last Cabinet update paper on the Council Housing Delivery Programme, a number of schemes have completed, and residents have moved into their new homes. Three schemes have been occupied for more than a year and these schemes have been reviewed and closed as part of the programme. These now form part of the 'general needs' portfolio managed by Housing Services. The three Gateway 5 schemes are the shop conversions at 27 Harvey House and 43 Finsbury Road, and the acquisition of 29 homes at Errol Court (500 White Hart Lane) from the developer Fairview Homes. Resident surveys were issued to all these homes, and full post-completion review reports (Gateway 5 Reports) for these projects can be found at Appendix 1

6.21 All three projects originated at the very beginning of the Housing Delivery programme, and as such they reflect the scale, skills and experience of the team at the time. There are a number of key lessons learned from the three projects, in particular relating to design and quality standards expected from our programme; processes and suitable authorisation for change control, additional works and cost variations; and the management of defects and aftercare.

6.22 Errol Court completed in March 2021, so residents have now been in occupation for over 2 years. The residents' survey for Errol Court had a low return rate (4 households, 14% of the total). Feedback from residents and officers reflected some issues with managing defects and aftercare, which is now a focus for the team.

6.23 At 27 Harvey House, a derelict shop has been converted into a 1 bedroom (2 person) flat. At 43 Finsbury Road, a shop has been converted into a 2-bedroom (4 person) house. Both projects completed in June 2021. The new residents at Harvey House responded to our survey to say that they were either satisfied or very satisfied with all aspects of their new home. The residents at Finsbury Road did not respond.

6.24 For both of the shop conversion projects delays due to the covid-19 lockdowns both during the planning period and on site added additional consultancy fees and contractor overhead costs, and additional works were specified post-planning to bring these projects up to our current environmental standards, resulting on overspend beyond the approved project contingency budgets. For the other remaining development which has concluded the final accounting and post-completion review, Errol Court, the project expenditure came in 4% under budget.

6.25 During the defect's liability period for these projects, no major defects were reported, and all issues were rectified. The residents at 27 Harvey House flagged an issue with suitable signage, utility metering and postal wayfinding for their new address, which has now been rectified, and improvements have been made to reflect this in the programme's guidance procedures, for future reference.

Overspend – retrospective approvals required for 27 Harvey House and 43 Finsbury Road

6.26 The Council's Contract Standing Orders and the approved Housing Delivery Programme procedures require that any overspend of over 5% of the approved total scheme cost requires Cabinet approval. Both of these shop conversion projects have overspent more than 5% beyond their original approved total budget, and thus retrospective Cabinet approval is required of the figures set out in 6.27 and 6.28 below.

6.27 The project expenditure for the Harvey House shop conversion went over budget by £38,857. This overspend was principally to undertake additional works at the end of the project to upgrade the property to achieve a reduction in carbon emissions and meet the council's current renewable energy targets (through increased insulation and the installation of an air source heat pump in place of a gas boiler). Delays on site and the covid lockdowns had already caused significant increases in construction costs and project fees, utilising the small budget contingency.

6.28 At Finsbury Road, there is an overspend of £29,013. This was due to unforeseen works identified once the works started principally relating to structural movement, an underground water chamber that hadn't been flagged

in previous building surveys and the need to remove a chimney and improve existing fire stopping measures to meet current building regulations; along with specification upgrades (improved insulation and the installation of an air source heat pump in place of a gas boiler) to meet the council's new net zero carbon target.

6.29 The Housing Delivery team's procedures and reporting practices have been updated following the handover of these two projects, to ensure that there are more robust change control processes and that any contract variations are matched with the necessary budgetary authorities and oversight, so that no further retrospective budgetary approvals are required. Our standard specifications and 'Employers Requirements' documents now require net zero carbon as a standard approach, so contractors would be pricing this in from the beginning. Finally the team's procedures around early due diligence and site surveys have been improved, to minimise the likelihood of additional costs arising from unforeseen underground structures, ground contamination or structural issues.



Errol Court, completed March 2021

Bespoke Homes Programme

6.30 Officers are now working to embed the Council's approach to 'bespoke homes' for co-design and detailed specification of new homes for households who have disabilities requiring specific adaptations into our typical development procedures. This will ensure that the Bespoke Homes Programme becomes part of the day-to-day activities of the development team. Each development project will include costs for the bespoke homes programme that will be included in the scheme's financial viability appraisals and where possible specific adaptations will be specified early as part of our construction contracts. The costs of the adaptations will be met through the Aids and Adaptations budget. It is important to note though specific costs and adaptations are not always known at procurement stage and in these scenarios an average cost will be included.

Use of Right to Buy receipts.

6.31 As a stock owning authority, LB Haringey retains the capital receipts from the sale of Council homes under the right to buy (RtB). The purpose of retaining these proceeds is to recycle the money back into the provision of replacement Council homes. The Government's preference is that the replacement homes are delivered through new build stock and encourages authorities to utilise RtB receipts as capital subsidy for this delivery. To further incentivise this, in the Spring 2023 Budget it was announced that councils can retain 100% of the RtB receipts they receive in the financial years 2022/23 and 2023/24. Previously, an administration fee was payable, in addition to the 'Treasury Share'; a percentage of the total sums received that was payable yearly to central Government.

6.32 Therefore, the Council is currently benefitting from a greater pot of receipts than in previous years and has an opportunity to channel more capital funding into supporting the Housing Delivery Programme. If the RtB funds are not recycled as capital subsidy to support the delivery of new Council homes, once the repayment moratorium ends in April 2024, after 5 years they will be paid in full to the Treasury and the benefit to the Council lost.

6.33 Cabinet is asked to approve the use of retained RtB receipts as capital subsidy to support the Crawley Road Housing Delivery project, to the value specified in the Exempt Part B report.

6.34 The purpose of utilising this subsidy in relation to the seven rented homes constituting this scheme is to facilitate the activity of the Temporary Accommodation (TA) acquisitions buy-back programme. In accordance with legislative changes governing use of RtB receipts effective from 1st April 2022, each home acquired as TA using RtB receipts as subsidy needs to be matched (currently one-for-one) to a new build home that also uses RtB receipts as subsidy. Crawley Road has been selected for matching for the following reasons:

6.34.1 RTB receipts and GLA capital grant cannot be utilised as subsidy on the same new build homes. Crawley Road did not already have an allocation

of GLA grant, meaning it was one of the few schemes eligible for RtB subsidy in the Housing Delivery Programme.

6.34.2 The matching takes place within the year the Council informs the Treasury (via the Housing Pooling Return) of work having commenced on site – in the case of Crawley Road this information will be passed to the Treasury in the current financial year (2023-24).

6.34.3 The number of homes (seven) at the Crawley Road site is appropriate for the number of planned TA acquisitions that did not already have matched new build homes allocated to them.

6.34.4 The scheme was approved with a marginal viability position when it entered the Housing Delivery Programme, and the approval of RtB receipts as subsidy will improve the financial return of the investment decision for the HRA.

7. Contribution to the Corporate Delivery Plan 2022-2024 High Level Strategic Outcomes

7.1 The Council's Housing Delivery Programme is playing a crucial role in achieving the outcomes under the CDP theme: 'Homes for the Future'. In particular the targeted outcomes to achieve 'an increase in the number and variety of high-quality and sustainable homes in the borough' and 'an improvement in the quality of housing and resident services in the social rented sector'.

7.2 The programme's target to achieve net zero carbon and Passivhaus standards across the programme is in line with the CDP theme: 'Responding to the Climate Emergency', in particular the outcome to create 'A Low Carbon Place'.

7.3 Our resident engagement and co-design activity across the programme reflects the CDP focus on inclusive public participation and collaboration. The outcomes delineated under the CDP Placemaking and Economy, and Safer Borough themes are reflected in the approach the team are taking to design and planning, as well as 'Leveraging Social Value' through our construction and consultancy contracts.

8. Carbon and Climate Change

8.1 As detailed in the report above, sustainable development and minimising the carbon generated through the construction and operation of new homes is a key focus of the Council's Housing Delivery programme. All our schemes target zero-carbon development on-site and apply Passivhaus principles wherever possible, averaging an 84% reduction on building regulations. A number of our projects are planned to connect to the Borough's proposed District Energy Network, and all are designed in a 'fabric first' way to reduce the need for complicated technology, maximising insulation, and building efficiency, thus reducing energy costs for tenants.

8.2 We have developed a Carbon Management specification as part of our typical contract 'Employer's Requirements' to ensure a consistency in the approach to designing for carbon reduction in the use of sustainable materials. Across the programme we are also implementing modern methods of construction (ranging from components to full modular systems) to ensure our new homes are more efficiently constructed and reducing the carbon impact of time spent on site.

8.3 Many of the schemes are also modelled to reduce the risk of overheating. This will ensure that in a changing climate the properties and residents living in them do not overheat.

9. Statutory Officers comments

Finance

9.1 The HRA Financial plan approved by Cabinet in February 2023 was developed with the flexibility to add/remove sites in the programme while ensuring that the HRA plan remains viable over a long-term; and this is constantly reviewed.

9.2 Removal of the 3 sites from the programme would mean a reduction in the capital cost in the plan. In addition, there is the risk that some of the cost incurred will be abortive.

9.3 Two of the three schemes highlighted in the report showed slight cost overspend against their budgets. These were met within the HRA budgets/MTFS for the relevant years.

9.4 The use of retained Right to Buy (RTB) receipts as capital subsidy on the new Council Rent homes at Crawley Road will unlock the use of RTB receipts on existing homes acquisition in line with the new rules around use of RTB receipts.

9.5 Finance will continue to review the HRA modelling assumptions considering macro and micro economic factors (in conjunction with the service) to ensure the long-term viability of the HRA.

Procurement

9.6 Strategic Procurement (SP) has no concerns regarding the recommendation in section 3 above.

Head of Legal & Governance

9.7 The Head of Legal and Governance (Monitoring Officer) has been consulted in drafting this report.

9.8 The Head of Legal and Governance (Monitoring Officer) sees no legal reasons preventing Cabinet from approving the recommendations in the report.

Equality

9.9 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.
- Advance equality of opportunity between people who share those protected characteristics and those people who do not.
- Foster good relations between people who share those characteristics and people who do not.

9.10 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

9.11 The groups most likely to be directly affected by the creation of new homes for council rent provided by the Council's Housing Delivery Programme are Haringey residents living in temporary accommodation and Haringey residents who are at risk of homelessness. Data held by the Council suggests that women, young people and BAME communities are over-represented among those living in temporary accommodation. Individuals with these protected characteristics as well as those who identify as LGBTQ+ and individuals with disabilities are also known to be vulnerable to homelessness, as detailed in the Equalities Impact Assessment (EqIA) of the Council's Draft new Housing Strategy. As such, it is reasonable to anticipate a positive impact on residents with these protected characteristics.

9.12 The asks the Cabinet to note progress made to date with regards to the Council's housing delivery programme and to note a number of elements within the programme and are not for decision.

9.13 In regard to 3.1.1, removing schemes from the development programme is not considered to have an equalities impact as these were at a feasibility stage, with options being explored for the sites.

9.14 In regard to 3.1.3, the projects at Harvey House and Finsbury Road are completed, and the overspend is being retrospectively approved. These schemes provided homes for social rent and the decision therefore represents a step to meet the needs of those in housing need in the borough.

9.15 In regard to 3.1.4, this approval seeks to support the delivery of homes for social rent and also to facilitate the acquisition of homes for temporary accommodation. The decision therefore represents a step to meet the needs of homeless households in the borough.

10. Use of Appendices

Appendix 1 –	Gateway 5 Reports for Errol Court, 27 Harvey House and 43 Finsbury Road
Appendix 2 -	Plans for the sites to be removed from the programme – Stokley Court, adjacent to 82 Muswell Hill Place and Eade Road
Part B -	EXEMPT – Use of retained Right to Buy receipts and commercial information exempted from the Gateway 5 reports at Appendix 1

11. Background papers

11.1 No background papers.

11.2 Part B of this report is NOT FOR PUBLICATION by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972. This is not for publication as it contains information classified as exempt under Schedule 12A of the Local Government Act 1972 in that it contains information relating to the financial or business affairs of any particular person (including the authority holding that information).

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Appendix 1 – Gateway 5 Reports for Errol Court, 27 Harvey House and 43 Finsbury Road

GATEWAY 5 REPORT

PRACTICAL COMPLETION UPDATE REPORT
MEETING DATE: 27th June 2023

SCHEME NAME, ADDRESS INCLUDING POSTCODE & WARD

27 HARVEY HOUSE, N8 7PU. HORNSEY, WARD

Project Manager: Samantha Jones
Senior Project Manager: Jack Goulde



PURPOSE OF REPORT

This report provides a Gateway 5 update, in line with the Council's Housing Delivery Approval Process regarding the final account practical completion of the scheme, inclusive of the defects period.

New Homes Board is asked to note:

- This scheme, 27 Harvey House N8, has reached GW5 and is now Practically Completed and Handed Over
- This scheme is part of the Council's Housing Delivery Programme and the costs have been contained within the HRA business plan.

New Homes Board is asked to recommend:

- That, given this scheme has reached GW5, the key details of this report are reported to Cabinet for noting as part of a wider Housing Delivery Programme update within the coming months (as required by the Housing Delivery Development Procedures).
- That, as part of the above-mentioned report, New Homes Board recommend that Cabinet retroactively approve the overspend of £38,857 incurred over and above the original Total Scheme Cost noted by Cabinet.

1. SUMMARY

In February 2020, 27 Harvey House was granted planning consent, to convert the commercial retail unit into one residential home for two persons at social rent, HGY/2019/3273.

Cabinet, on 16 June 2020, approved the proposal to develop the scheme to deliver a 1 bedroom 2 person home on this site. Cabinet also approved the appropriation of the land from the General Fund to the HRA in the Hornsey ward.

2. CONTEXT

The purpose of the delivery of this 1-bedroom home is to increase the Council's housing stock, provide a new affordable home, and help to address the significant housing demand in the borough. At the time the scheme was developed, the delivery target was to start the construction of 1000 new homes for council rent by the end of March 2023.

The contractor started on site in October 2020 and achieved practical completion in June 2021. The end of the defects liability period (DLP) was 18th June 2022.

3. SCHEME DESCRIPTION

On 16 June 2020, Cabinet gave approval to appropriate the land from commercial use within the General Fund to the Housing Revenue Account for housing use. The appropriation was to facilitate the development of one residential home, to house 2 persons, as a conversion from its previous use as a derelict commercial unit.

4. DESIGN ISSUES

To achieve the Council's net zero target and because of the change of use from commercial to residential, there were a few design amendments needed to upgrade the existing build, such as.

- The installation of floor, wall and ceiling installation to achieve u-values and carbon reduction targets.
- The gas boiler was changed to an air source heat pump to future proof the building.
- Housing management identified a kitchen cooker extractor fan needed to be installed.

5. SCHEME COSTS

The overspend of £38,857 goes beyond the approved contingency sum. This is due to an overspend on the Works required to align the property with the Council's renewable energy targets and was necessary to upgrade the property to achieve a reduction in carbon emissions. These works included:

- Design and installation of an air source heat pump.
- Insulation to the walls and ceiling to support improved SAP calculations.
- Breaking of existing floor to allow for increased thickness of insulation.
- Installation of a revised floor specification to achieve improved SAP calculations.

Delays on site and the COVID – 19 lockdown, increased the on-site overheads and preliminary costs and there were, in addition, some further on-costs relating to building control, Administration & Development (A&D) costs, legal fees and architectural costs. These all adversely impacted on the overall budget.

The final account for this scheme has now been settled and there are no other foreseeable costs to be incurred.

Due to the condition of the property at the date of its appropriation in to the HRA no payment was considered due to the General Fund. Subsequently a protocol has been developed by strategic property in liaison with housing and finance colleagues for the formal valuation of appropriation of GF stock in to the HRA and is coming for review to New Homes Board in June 23.

6. LETTINGS

The Council took handover of 27 Harvey House on the 18 June 2021, and the property was let at social rent. There was a short delay post-handover before the tenant was able to move in the property as additional works were required to install a cooker extract, undertaken by the Council's in house contractor. This delayed the issuing of the building control certificate pending the Works being completed. Building control issued the certificate on the 9 August 2021, and the tenants moved in on the 16 August 2021.

7. PRACTICAL COMPLETION

Practical completion was signed off on 18 June 2021 and the end of defects liability period (DLP) expired on 18 June 2022, (signed and dated by the Employer's Agent).

At the post defect liability period, a separate instruction was issued to the contractor to return to erect the signage display which would allow the person delivering post to find flat 27. This was at no cost to the project.

8. HANDOVER

The contractor was reluctant to carry out additional works identified by housing management. When the Council took handover on the 18 June 2021, this was with a caveat that the outstanding works (re. the extractor fan) would be completed by the Council.

9. DEFECTS

The Defects Liability Period (DLP) expired on the 18 June 2022.

Three defects were raised during the DLP. The defects recorded included a window not closing, heating not working and a leak from pipe works. All defects were remedied during the defect's liability period.

10. CUSTOMER SATISFACTION

The customer satisfaction survey was good, in terms of how happy they are with the property. However, the tenant did raise the following concerns relating to having no doorbell fitted or sign posted displayed at the main entrance door, impacting on their post being delivered. These are picked up in the lessons learnt section.

In response to this feedback, a doorbell was installed and a notice providing directions to the property for post deliveries was erected in January 2023.

11. PROGRAMME

Table 2 – Project Programme

Programme	Targeted	Actual
Planning	February 2020	February 2020
Start on Site	October 2020	October 2020
PC Granted	July 2021	June 2021
End of Defects Period	June 2022	June 2022
Gateway 5	May 2023	June 2023
Project Close	May 2023	June 2023

12. LESSONS LEARNT

Lessons learnt were explained in the Gateway 4 report, detailing the scenarios at handover. Below are matters that impacted on the resident post-completion.

- This scheme was a conversion from a commercial unit and this resulted in a challenge with registering the energy meter with the energy supplier. In future commercial conversions the Council will liaise with the energy supplier before the resident moves into their property to ensure any meters are registered as domestic meters. This action will mitigate against issues that can occur with energy billing.

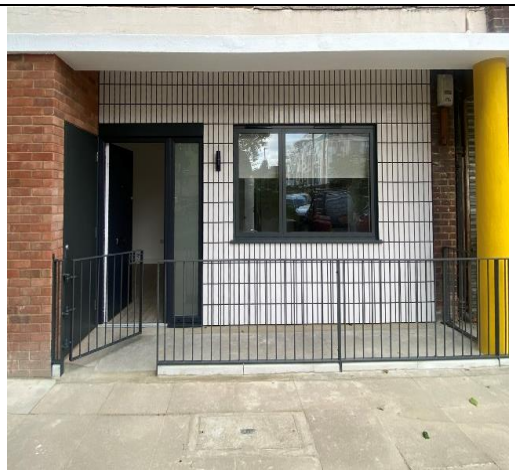
- The resident had an issue with post not arriving. For future similar conversion properties the Council will ensure suitable postal signage is erected and sign-posted from the main entrance door.

- After the end of the defects liability period the tenant's heating stopped working, so the Council's housing team provided temporary heating until they could identify a contractor who had the expertise to repair the heating. The delay for arranging the remedial works impacted on the tenant's wellbeing as it was during a wintery, snowy period. The mechancial engineering team now have a main contractor on board with expertise in managing and repairing air source heat pump systems. This should prevent similar issues in the future.

- This project was one of the first direct delivery schemes undertaken by the team. Since that time the project and cashflow reporting procedures have improved, significantly diminishing the potential risk for an overspend. All variations are noted and have to be approved in a change control register maintained by Project Managers and any project spend is robustly recorded in monthly highlight reports.

- For finance monitoring purposes, programme mitigations have been put in place to flag-up forecast overspends and continue to monitor spend after projects reach GW4. The programme variance report is now reviewed at each monthly project review meeting for all schemes at construction stage.

Photographs of the completed scheme

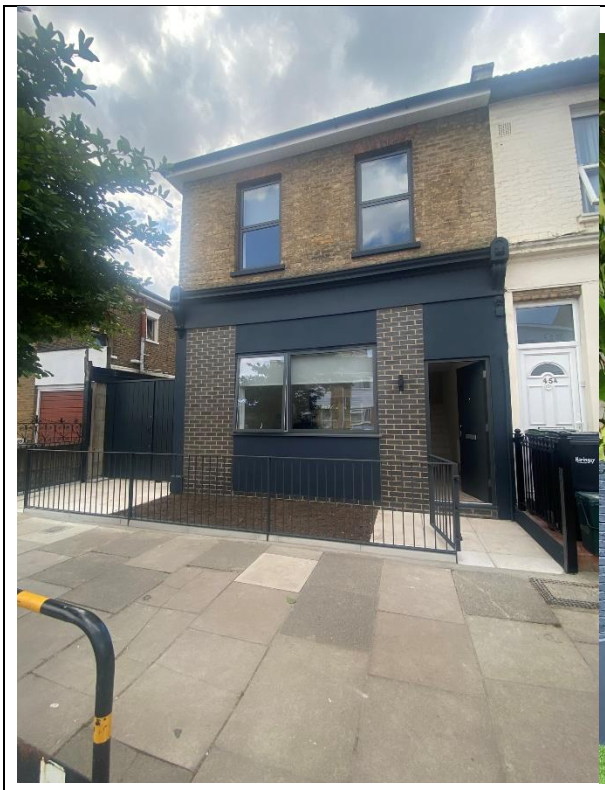
GATEWAY 5 REPORT

PRACTICAL COMPLETION UPDATE REPORT
MEETING DATE: 27 June 2023

SCHEME NAME, ADDRESS INCLUDING POSTCODE & WARD

43 FINSBURY ROAD, N22 8PA. BOUNDS GREEN WARD

Project Manager: Samantha Jones
Senior Project Manager: Jack Goulde





PURPOSE OF REPORT

This report provides a Gateway 5 update, in line with the Council's Housing Delivery Approval Process regarding the final account practical completion of the scheme, inclusive of the defects period.

New Homes board is asked to note:

- This scheme, 43 Finsbury Road N22, has reached GW5 and is now practically completed and handed over.
- This scheme is part of the Council's Housing Delivery Programme and the costs have been contained within the HRA business plan.

New Homes Board is asked to recommend:

- That, given this scheme has reached GW5, the key details of this report are reported to Cabinet for noting as part of a wider Housing Delivery Programme update within the coming months (as required by the Housing Delivery Development Procedures).
- That, as part of the above-mentioned report, New Homes Board recommend that Cabinet retroactively approve the overspend of £29,013 incurred over and above the original Total Scheme Cost noted by Cabinet.

1. SUMMARY

In February 2020, 43 Finsbury Road was granted planning consent, to convert the commercial retail unit into a 2b 4p residential house to be let at social rent. The planning permission reference is HGY/2019/3281.

Cabinet, on 16 June 2020, approved the proposal to develop the scheme, to deliver a 2b 4p house on this site. Cabinet also approved the appropriation of the land from the General Fund to the HRA in the Bounds Green ward.

2. CONTEXT

The purpose of the delivery of this 2-bed, two-storey, end of terrace Victorian house (historically used as a retail unit) is to increase the Council's housing stock, provide a new affordable home, and help to address the significant housing demand in the borough. At time the scheme was developed, the delivery target was to start the construction of 1000 new homes for council rent by the end of March 2023.

The contractor started on site in October 2020 and achieved practical completion in June 2021. The end of the defects liability period (DLP) was 18th June 2022.

3. SCHEME DESCRIPTION

On 16 June 2020, Cabinet gave approval to appropriate the land from commercial use within the General Fund to Housing Revenue Account for housing use. The appropriation was to facilitate the development of the two-bed, four-person residential home, as a conversion from the previous use as a derelict commercial unit.

4. DESIGN ISSUES

To achieve the Council's net zero target and because of the change of use from commercial to residential, there were a few design and construction changes required to upgrade the existing build, such as:

- Unforeseen structural movement was identified impacting on the adjoining neighbour.
- Issues were encountered on site regarding the fire stopping present in the roof space meeting that of the adjoining owner, which transpired not to be building regulations compliant. This resulted in an additional cost in order to make the necessary uplift to the specification.

- The adjoining neighbour, 45 Finsbury Road, had removed their chimney breast. This required the removal of the chimney breast at 43 Finsbury Road to ensure the conversion was compliant with building regulations.
- Drainage works and re-design due to the discovery of an unidentified underground drainage chamber.
- The specification was altered to ensure the floor and ceiling insulation could achieve suitable u-values and met the sustainability requirements.
- The proposed third bedroom was omitted due to the discovery of the unidentified drainage chamber. The cost of re-design, delays and structural amendments required to accommodate the presence of this chamber was more than the value of the 3rd bedroom, so this bedroom was omitted. This omission led to some minor re-design in the kitchen/diner and landscaping to the rear garden, providing a more spacious kitchen and garden.

5. EXPENDITURE

The overspend of £29,013 goes beyond the approved contingency sum. This arose from the design issues listed at section 4 above.

Delays on site and the COVID – 19 lock-down, increased the on-site overheads and prelims and there were, in addition, some further additional on-costs relating to building control, Administration & Development, legal and architectural costs. These all adversely impacted on the scheme costs.

The final account for this scheme has now been settled and there are no other foreseeable costs to be incurred.

Due to the condition of the property at the date of its appropriation in to the HRA no payment was considered due to the General Fund. Subsequently a protocol has been developed by strategic property in liaison with housing and finance colleagues for the formal valuation of appropriation of GF stock in to the HRA and is coming for review to New Homes Board in June 23.

6. LETTINGS

This property was let at social rent. A family accepted an offer on the property and moved in in August 2021.

7. PRACTICAL COMPLETION

Practical completion was signed off on 18 June 2021 and the end of defects liability period (DLP) expired on 18 June 2022, (signed and dated by the EA).

After the defects liability period, a separate instruction was issued to the contractor to return to repair the large crack to the stair landing to ensure there was no health and safety risk to the tenants.

8. HANDOVER

Four weeks prior to handover a demonstration was provided for the Mechanical & Electrical team. Testing and commissioning of the services began and snagging was carried out. A viewing was also arranged for the prospective tenant to inspect the property.

9. DEFECTS

The Defects Liability Period (DLP) expired on the 18 June 2022.

Two defects were raised during the DLP. The defects recorded included the heating not working and a leak from wash hand basin. All defects were remedied during the defects liability period.

10. CUSTOMER SATISFACTION

During the PM's site visit after the end of the defects period, the resident pointed out a major gap to the stair landing that posed a health and safety risk to the family. The resident also pointed out various hairline cracks through the property – these were not deemed to require rectification.

Arrangements were made to repair the major gap to the stairs landing as detailed in section 8. The works were carried out by the main contractor in January 2023.

The customer satisfaction survey was not responded to by the resident, and it is therefore difficult to determine their satisfaction with the new home.

Despite numerous attempts to engage with the resident, there has been no response.

11. PROGRAMME

Table 3 – Project Programme

Programme	Targeted	Actual
Planning	February 2020	February 2020
Start on Site	October 2020	October 2020
PC Granted	July 2021	June 2021
End of Defects Period	June 2022	June 2022
Gateway 5	May 2023	June 2023
Project Close	May 2023	June 2023

12. PROJECTS LESSONS LEARNT – COSTS

- This project was one of the first direct delivery schemes undertaken by the housing delivery team. Since that time the reporting procedures have improved significantly flagging the potential risk for an overspend, as all spend is robustly recorded in the monthly highlight report and a change control register maintained by project managers to record approvals for any contract variations required.

- Further programme mitigations have been put in place to flag-up forecast overspends and monitor spend for when projects reach GW4. All projects are now presented at a monthly project review meeting. This provides a robust check and balance in monitoring costs.

- As the housing delivery team has acquired more direct delivery knowledge and experience it has a library of cost information from which to draw to prevent

unnecessary cost overruns that may previously have occurred by inaccurate forecasting of PC sums by Employer's Agents and Contractors

- The Works identified in 4. above were the cause of the overspend however for future schemes, the Council's standard Employers Requirements are clearer regarding the requirements for passivhaus standards and any associated renewable energy works to enable the contractor to price more accurately at the tender stage. This approach will mitigate the risk of overspending.

- The New Homes Board has now been convened and meets with sufficient regularity to ensure that continuous, formal cost reporting is undertaken as part of an approvals procedure which flows through to Placemaking and Housing Board and Cabinet where relevant and appropriate.

PROJECTS LESSONS LEARNT – RESIDENTS

- The GW5 review flagged a need to update the Council's website to ensure tenants are directed to the online portal in the first instance to log their repair or defect. The website diverted customers to call the customer contact centre. This has been picked up as part of a new and improved approach to managing defects and aftercare.

Photographs of the completed scheme



GATEWAY 5 REPORT

PRACTICAL COMPLETION UPDATE REPORT
MEETING DATE: 28 February 2023

SCHEME NAME, ADDRESS INCLUDING POSTCODE & WARD

BLOCKS E, F AND G ERROL COURT, 4 ROWLAND ROAD, LONDON N17 7FA-WHITE HART LANE WARD

Project Manager: Yvonne Robinson
Senior Project Manager: Bruno Bridge



PURPOSE OF REPORT

This report provides a Gateway 5 update, in line with the Council's Housing Delivery Approval Process regarding the final account practical completion of the scheme, inclusive of the defects period.

Housing Board is asked to note:

- This scheme Errol Court (Blocks E, F and G), 4 Rowland Road N17 7FA, has reached GW5 and is now complete from a housing development perspective.

Housing Board is asked to recommend:

- That this scheme has reached GW5, and the key details of this report, are reported to Cabinet for noting as part of a wider Housing Delivery Programme update within the coming months (as required by the Housing Delivery Development Procedures).

Housing Board is asked to note:

- This scheme is part of the Council's Housing Delivery Programme and the costs have been contained within the HRA business plan.

1. SUMMARY

In July 2016, Tottenham Hotspur Football Club was granted outline planning approval for a residential led mixed used development which would deliver 144 new homes, of which 29 would be affordable and accompanying commercial, retail, and employment space for 500 White Hart Lane (HGY/2016/0828) aka Errol Court.

Cabinet, on 12 September 2017, gave delegated authority to develop the scheme and approved the acquisition of 29 homes on this land in White Hart Lane ward. Fairview Homes Ltd was the developer on this scheme and is the freeholder of the land.

CONTEXT

The purpose of the acquisition, aside from increasing the council's housing stock, was to make these homes available to Love Lane residents who are being rehoused from the High Road West regeneration scheme. This enabled the Council to meet its commitments to maximise the Love Lane residents' rehousing options, allow resident leaseholders to purchase an affordable property within the area, and help address the significant housing demand in the borough.

The developer Fairview Homes Ltd started on site in September 2018 and achieved practical completion in March 2021. The end of defects liability period (DLP) ended on 23 March 2022.

2. SCHEME DESCRIPTION

On 12 September 2017, Cabinet gave delegated authority to the Director of Regeneration and the s151 Officer, after consultation with the Cabinet Member for Housing, Regeneration and Planning to the acquisition of 29 affordable homes under the S106 agreement dated 30 November 2016.

3. DESIGN ISSUES

During the scheme delivery, there were few changes, except for a guard to protect communal heating pipes and minor changes to a kitchen layout to accommodate a fridge.

4. LETTINGS

The Council took handover of these homes from March 2021 (Block E shared ownership and F social rented on 15 March 2021 and Block G social rented on 23 March 2021). A total of 23 tenants moved into Errol Court including four residents from Love Lane, and one from Broadwater Farm. Two households from Love Lane required adaptations to the bathrooms in their new homes. This delayed their move by 3 months.

Fairview Homes Ltd delayed the handover of the keys until they received their final payment, which they were entitled to do under the terms of the contract.

5. SALES

A RICS red book valuation was carried by McDowall's Surveyors LTD on behalf of Cast Media Group and Haringey Council in providing evidence of best value for disposal for the shared ownership homes. Each leaseholder purchased a percentage shared of their new home following an affordability assessment.

6. PRACTICAL COMPLETION

Practical completion was signed off on 26 February 2021 for Block E and on 12 March 2021 for Blocks F&G. However, the keys were not released until 23 March 2021, and we agreed a date of 23 March 2022 for end of defects liability period (DLP).

7. HANDOVER

Fairview Homes LTD delayed the handover of the keys to the new homes. They would not release the keys to the council for residents to move into their homes because final payments had not reached Fairview Homes LTD bank account by the practical completion 23 March 2021, although the Council had made this payment in good time.

8. DEFECTS

The Defects Liability Period (DLP) has now expired, and we have made a deduction from the retention monies owed to cover the cost of outstanding defect remediation works. The above reduction was negotiated with Fairview Homes Ltd and the Employer's Agent (Charles Ramsden) on this scheme. The costs were based on daywork rates.

94 defects were raised during the DLP with Fairview Homes Ltd. The defects recorded ranged from fire doors with faulty closers, hairline cracks to plaster, and leaking pipes in the kitchen & bathrooms in some flats.

As of the end of the DLP 84 of these defects had been closed out and ten remained outstanding, as Fairview claimed these were not defects. A deduction from the total retention monies has been agreed between the developer and our Employer's Agent, paid to Haringey's repairs team to complete the remediation work for the ten defects that remained.

9. CUSTOMER SATISFACTION

Only 14% of residents responded to the customer satisfaction survey. Generally those that responded were satisfied with their new homes, and some noted issues with defects.

10. PROGRAMME

Table 5 – Project Programme

Programme	Targeted	Actual
Planning	July 2016	November 2016
Start on Site	September 2018	September 2018
PC Granted	March 2021	March 2021
End of Defects Period	March 2022	March 2022
Gateway 5	February 2023	February 2023
Project Close	March 2023	March 2023

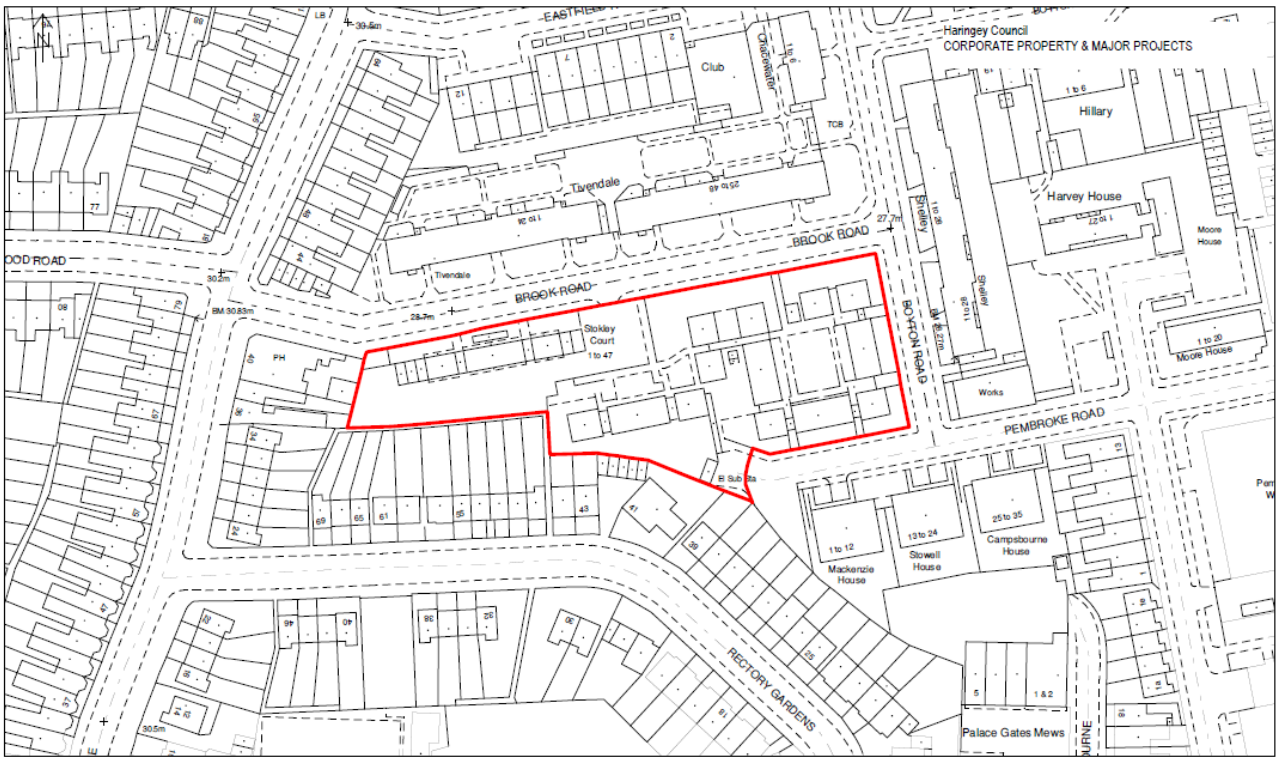
11. LESSONS LEARNT

This project review flagged a need to have a dedicated aftercare resource in housing to support the diagnosis of defects. Due to existing lack of capacity in the Housing Repairs team (formerly Homes for Haringey) the Housing Development team has now worked with colleagues to develop an in house technical and aftercare team. A new dedicated email address has also been set up to report any defects and these are being monitored by the new team. A need for training on the customer contact centre to help improve accurate diagnosis of repairs and defects was also identified. This is being addressed by the new Aftercare Team.

Photographs of the completed scheme



Appendix 2 - Plans for the sites to be removed from the programme – Stokley Court, adjacent to 82 Muswell Hill Place and Eade Road

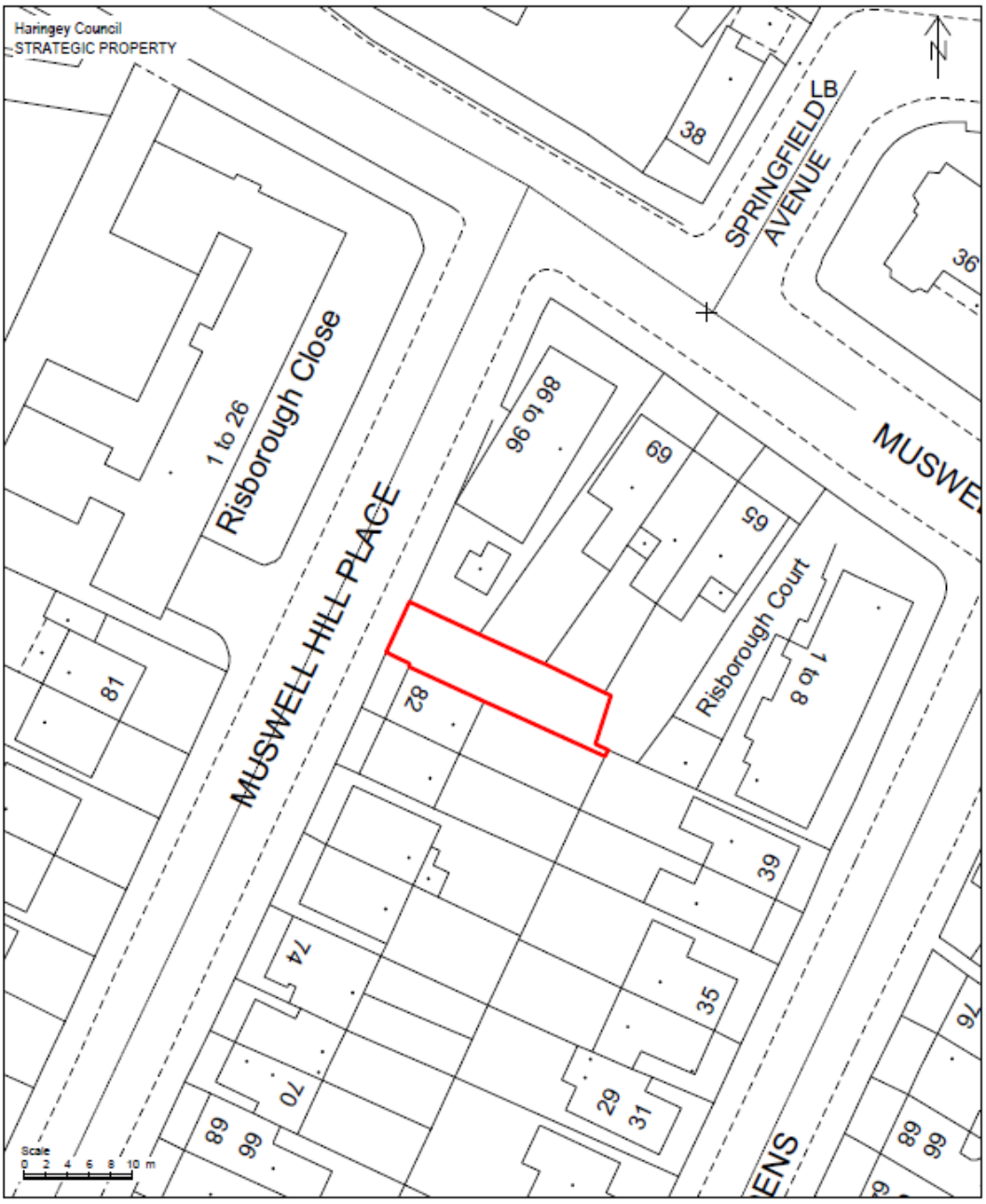


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Estate Plan

Stokely Court
Brook Rd,
London
N8 7BG

Overlay : Sean Purcell
Plan produced by Hss - Misc on 14/05/2019
Scale 1:1250
BVES Drawing No. A4 misc



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Land adjoining 82
MUSWELL HILL PLACE
LONDON
N10 3RR

Red line - Site Boundary



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Land rear 54-90 Vale Road
London
N4 1PZ

Red Line - Site Boundary
Portfolio - HRA

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Report for: Cabinet 17th October 2023

Title: Award of New Fire Safety Consultancy.

Report authorised by : David Joyce – Director of Placemaking & Housing.

Lead Officer: Scott Kay – Head of Residential Building Safety.

Ward(s) affected: All Wards

Report for Key/ Non Key Decision: Key Decision.

1. Describe the issue under consideration

1.1 This report seeks approval from the Cabinet for the award of a new call-off contract for the provision of Fire Safety Consultancy services to the Council, for 4 years from November 2023 to November 2027.

2. Cabinet Member Introduction

2.1 Haringey Council requires the support of specialist fire safety services to deliver Fire Safety programmes. These programmes are critical to the safety of residents, supporting Haringey in recovering its compliance position in line with our commitments to the Regulator for Social Housing.

2.2 Our commitment to the Regulator following the Council's self-referral requires a high level of competency and consistency in delivering fire safety risk assessments, surveys and works inspections. Quality was therefore prioritised over lowest price, when evaluating the consultants' submissions.

2.3 The Council cannot allow this service to fail due to lack of resources, whether in or outsourced. By ensuring there is a suitable longer-term external supplier in place, we will demonstrate our commitment to learning from our collaborative approach with the Regulator for Social Housing and, as far as possible, ensure the safety of residents and prevent any further non-compliance.

2.4 In addition to supporting the in-house team, the report confirms the commitment to recruit to the current vacancies so that as much as possible of this work can be undertaken by directly employed personnel in future.

3. Recommendations

3.1 Cabinet is asked to -

- note that following the completion of tender evaluations, Contractor A (who is identified in the Exempt part of this report), emerged as the highest-ranking bidder, having achieved the highest combined score for quality and price, and
- approve the award of a call-off contract to Contractor A to a maximum value of £4.0m over 4 years.

4. Reasons for decision

4.1 In order to deliver the Fire Safety programmes, which includes Fire Risk Assessments, Surveys, Specifications and Schedules of Works, Reports and Quality Assurance, Haringey Council requires the support of specialist fire safety services, including risk assessments, door inspections, project management, surveying, cost management, and quality assurance from 'Competent Persons'.

4.2 The contract is awarded based on a call-off arrangement. This means that only works instructed at any time under the contract will incur costs which will be charged in accordance with the tendered schedule of rates. The rates have been compared to wider market rates to ensure they reflect value for money. We will continue to proactively recruit to our in-house team and deliver as much as possible in-house to reduce the need for reliance on these external consultants and thereby ensure we are able to deliver the programme in budget.

4.3 The previous contract for this work was put in place in January 2022 as a direct award under the Southeast Consortium's Fire Safety Consultancy Framework and has since expired. There is an interim arrangement in place until the end of October, to provide support to the in-house team, until this contract can be awarded.

4.4 This contract is to deliver programmes of safety inspections and surveys, critical to the safety of residents, supporting Haringey in recovering its compliance position in line with its commitments to the Regulator for Social Housing. Award of this contract is required whilst we continue to recruit to vacancies within our team of Fire Risk Assessors and Surveyors and undertake further assessment as to what other aspects can be delivered in-house, e.g., fire door inspections on high-rise blocks could be undertaken by our Building Safety Managers following suitable training and certification.

4.5 Wherever possible subject to appropriate competencies, we will take on more of this work in house. However, due to the competitive nature of the current market, we currently have two interim surveyors covering 2 permanent posts and two in-house risk assessors out of 4. However, we have recently appointed Building Safety Managers and undertaken a further round of interviews for Risk

Assessors and Surveyors and are looking to appoint a third permanent risk assessor to one of the vacant posts.

4.6 Even when the team is fully resourced, there will always be a need to rely upon additional consultancy services to support the in-house team through peaks in workload and gaps in skills and resources. There is also an ever-increasing regulatory framework for fire safety, and we will be delivering a significantly increased fire safety works programme over the next 4 years.

4.7 As we continue delivering fire safety programmes, this contract offers continuity and the necessary competent resource availability to support the in-house team in the delivery of the essential life-safety programmes.

4.8 The contract represents value for money due to it having been competitively tendered through the Haringey's London Construction Programme, Dynamic Purchasing System (DPS) for Minor Works and has been assessed in comparison, with other housing provider costs. The preferred bidder's commitments to developing costed Schedules of Works at no additional cost will support the procurement of contractors to carry out remedial works. This ensures sufficient budgets are assigned for fire safety remedial projects, prices received from delivery partners are value for money and allows Haringey to develop future maintenance and repair contracts with associated budgets.

4.9 The contract supports the ongoing delivery of major fire safety inspection and delivery programmes to comply with the Fire Safety Act, the Building Safety Act and subsequent secondary legislation being introduced in the form of Regulations. Such projects include Borough-wide fire safety and fire door replacement Works, Fire Risk Assessments, Bin-chute upgrades, Loft compartmentation and Fire Door inspections.

5. Alternative options considered

5.1 Do nothing. This would leave the residents subject to living in buildings where there could be fire safety issues that go unrecorded and unremedied if we do not undertake Fire Risk Assessments and improvement works. In addition, the Council would not be compliant with both the Regulatory Reform (Fire Safety Order) 2005 and the Fire Safety Act 2021 and its subsequent secondary regulations.

5.2 Undertake all the work in-house. This option is not viable due to the current lack of specialist skills available in the market for Haringey to recruit.

5.3 Extend/vary the current contract. This has been varied by 50% once and to do so again would only provide a further short-term solution.

6. Background information

6.1 The previous contract was awarded via a framework, for 3 years plus any extension up to a value of £495,000.00. The value was increased by 50% through variation of the contract in June 2023, due to the need to carry out

additional works because of the introduction of new fire safety regulations, previous surveys, previously postponed programmes, and a lack of in-house staff, which are continuing risks and requirements.

6.2 The contract sum has now been exhausted and a procurement was initiated through our DPS to implement a new contract for these services. The contract is for 4 years to allow a period of consistency In providing this service, support the in-house team and to implement programmes of fire safety surveys and resulting works across the stock.

6.3 The budget for this based on previous costs and expenditure under the existing contract with an allowance for an inflationary increase in the rates. The budget and therefore maximum expenditure on this call-off contract is set at £4,000,000.00 over 4 years. The profile is projected at and even rate of £1,000,000.00 per year, however this may fluctuate depending upon demand.

6.4 These surveys will identify and result in capital expenditure over the period. The service provision therefore provides for an allowance for project management and cost control of the resulting programmes. For example, an average programme fee rate of 6%, for £180,000 of fees would enable the delivery of a total works programme of c£3m.

6.5 Expenditure on fire safety consultancy activities is funded through the capital fire safety budget and this reflects the internal capital re-charges for the equivalent work carried out by the in-house teams on fire safety.

6.6 The consultants will be providing back up to the in-house team, rather than working on specific projects and the costs are going into overheads rather than being recharged to leaseholders. The calls on their work are ad hoc, rather than project based. Where works programmes and projects require project management under this arrangement, then the associated project management costs will be assessed to determine if recovery of costs is allowable. Where that is not the case, then a separate project management service will be procured as part of the project development. On that basis, no s20 consultation was or is required for this contract.

6.7 With support from strategic procurement, tender documents were collated and issued via our Dynamic Purchasing System to consultants who are on our fire safety framework and were felt capable to deliver these services. Due to the critical safety and regulatory compliance aspects of this service a high level of competency was required and therefore the quality assessment was prioritised which also demonstrates our commitment to ensuring obtain the highest levels of competency and value for money.

6.8 Bidders were encouraged to set out how they would add value. One significant element of the preferred bidder’s proposal is to support Haringey by including the provision of detailed schedules of works and budget estimates based on market costs. This reduces the need for additional quantity surveying and administrative resources and represents potential savings of up to two additional full-time posts across the life of the contract.

6.9 The tender was based on a 60% quality, 10% Social Value and 30% cost assessment to ensure we obtain the highest quality and most economically advantageous service provider. Tender returns were evaluated in August and following an initial assessment it was identified that the pricing document had been completed inconsistently. Therefore, the pricing document was re-issued with additional guidance and clarifications.

6.10 Prices were then received on Thursday 7th September and final quality price and social value scores collated. The following table sets out the results.

		FINAL SCORES	
	Max	Contractor A	Contractor B
Quality	60%	58.20%	41.40%
Social Value	10%	3.55%	8.50%
Price	30%	29.00%	30.00%
		90.75%	79.90%

6.11 It is therefore recommended that contractor A is awarded the contract.

7. Contribution to the Corporate Delivery Plan 2022-2024 High level Strategic outcomes

7.1 This project will help to theme 5 of the Corporate delivery Plan A borough where everyone has a safe, sustainable, stable, and affordable home.

8. Carbon and Climate Change

Due to the consultancy service procured focussing on fire safety, there were no proposed reduction of carbon emissions, reduced energy usage or effect on climate change etc. Works resulting from surveys undertaken as part of this service may need to consider carbon reduction when for example, there is a need to replace potentially combustible insulation with other measures. Such considerations will be taken as part of the resulting remediation programmes.

9. Statutory Officers comments (Director of Finance (procurement), Head of Legal and Governance, Equalities)

Finance

9.1.1 This is a call off contract with a maximum sum of £4m projected to be spent over a period of four years (£1m per year)

9.1.2 The proportion of this cost in this year will be met from the Fire safety capital programme budget 2023/24 and the cost for subsequent years will be contained within the programme MTFS.

9.1.3 Further finance comments are in the exempt report.

Procurement

9.2.1 Strategic Procurement (SP) note that this report relates to the approval to award a contract to an identified supplier for the provision of Fire Safety Consultancy services.

9.2.2 A competitive tender process was undertaken in line with Contract Standing Order (CSO) 9.01.2(f)

9.2.3 SP support the recommendation in section 3 above.

Head of Legal & Governance

9.3.1 The Head of Legal and Governance (Monitoring Officer) has been consulted in drafting the report.

9.3.2 The Contract referred to in the recommendations was procured by a further competition under the Council's Dynamic Purchasing System, which is compliant with the Public Contracts Regulations 2015 and the Council's Contract Standing Orders.

9.3.3 Pursuant to Contract Standing Order 9.07.1(d) Cabinet have authority to approve the recommendations in the report.

9.3.4 The Council's standard right to buy lease provides for recharge by way of service charge of the cost of works and services provided to the building or estate of which the leasehold premises form part. Section 20 of the Landlord and Tenant Act 1985 and the Service Charges (Consultation Requirements) (England) Regulations 2003 ("the legislation") requires consultation of leaseholders in relation to one-off qualifying works, and long-term agreements (of 1 year or more) for the provision of work or services where the cost is to be recharged to the leaseholder subject to cost thresholds. No such consultation is required in relation to work or services the cost of which is not recharged to leaseholders, as is the case for this proposal.

9.3.5 The Head of Legal and Governance (Monitoring Officer) sees no legal reasons preventing Cabinet from approving the recommendations in the report.

Equality

9.4.1 The council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.

- Advance equality of opportunity between people who share protected characteristics and people who do not.

- Foster good relations between people who share those characteristics and people who do not.

The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex, and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socio-economic status as a local protected characteristic.

9.4.2 The purpose of this decision is to approve the award of the contract for the Fire Safety Consultancy for Haringey Council until November 2027. To support our in-house fire safety team with carrying out critical safety surveys and programme delivery.

9.4.3 Given that the aim of this decision is to continue to support resident safety through the delivery of our fire safety programmes, we do not predict any negative equalities implications resulting from this decision.

9.4.4 As an organisation carrying out a public function on behalf of a public body, the contractor will be obliged to have due regard for the need to achieve the three aims of the Public Sector Equality Duty as stated above. Appropriate contract management arrangements will be established to ensure that the delivery does not result in any preventable or disproportionate inequality.

10. Use of Appendices

Appendix 1 Exempt report – NOT for publication

11. Background papers

There are no background documents

Report for: **Cabinet** – 17 October 2023

Title: **Use of hotel accommodation to meet homelessness need**

Report authorised by: Beverley Tarka, Director of Adults, Health and Communities

Lead Officer: Denise Gandy, Assistant Director of Housing Demand/Linmora Blair, Head of Temporary Accommodation

Ward(s) affected: All

Report for Key/ Non-Key Decision: Key decision

1.0 Describe the issue under consideration.

1.1 It is a statutory requirement that we provide interim accommodation to households who the Council has reason to believe are homeless, eligible for assistance, and in priority need while we look to relieve their homelessness and complete our investigations. If following investigation, we accept that we owe a household a main housing duty we then have responsibility to provide suitable temporary accommodation until we discharge that duty through an offer of social housing or a suitable tenancy in the private rented sector.

1.2 Haringey uses a range of types of accommodation to meet these responsibilities, including use of our own hostel stock, properties that have been vacated to facilitate regeneration, properties leased from private landlords and emergency accommodation sourced from suppliers. However, an increasingly challenging market has meant that we have not been able to secure access to enough accommodation, and for the first time for over a decade we are using hotel accommodation to accommodate households facing homelessness.

1.3 We recognise that the use of hotel accommodation to meet our statutory duties is something that we need to address as a priority – the impact on the households placed is significant and the position presents significant financial and reputational risks to the Council. We are, therefore, committed to move away from a reliance on hotels as soon as possible and our plans to do this are contained in our B&B Elimination Plan (appendix 1).

1.4 As of 25 September 2023, there were 103 households living in hotels (34 singles and 69 family households). The situation has meant that the Council has needed to enter into arrangements with hotels to meet this pressure and this report seeks to highlight the additional spend incurred in order to meet our statutory requirements and to provide information on the arrangements we have entered into. The unprecedented increase in hotel usage was not accounted for in the 2023/24 budget.

1.5 The total expected expenditure of the hotels up to 31 January 2024, which includes the last financial year (2022-23) is £3.38M. The 2022-23 net cost was absorbed in the 2022-23 accounts.

1.6 As of September 2023 we projecting to spend £2.7m with an income generation of £0.7m creating a net pressure of £1.979m.

1.7 Hotel accommodation falls under the Public Contract Regulations 2015, unlike leasing properties for temporary accommodation which is exempt due to being a

property/lease transaction. To address the ongoing need for temporary accommodation, the Council needs to put in place corporate contracts for hotel accommodation. Strategic Procurement are currently working with colleagues in housing demand to establish a framework for hoteliers to enable a compliant process that enables officers to call off hotel accommodation from the framework.

2.0 Cabinet Member Introduction

2.1 The latest homelessness information from London Councils is stark. Boroughs are reporting an increase in new temporary accommodation placements (up by 22%), a resulting increase in the number of households living in temporary accommodation and a shocking 375% increase in the number of households living in B&B accommodation (1,674 families across London).

2.2 There is a homelessness crisis in London which boroughs, including Haringey, are working hard to mitigate the impacts of - but more fundamental change is needed. Despite being one of the best performing councils for homelessness prevention, the Council continues to experience a high level of homelessness demand. We are seeing an increase in demand in three main areas: evictions from the private rented sector, approaches from refugee households and approaches from people fleeing domestic abuse. Furthermore, the number of landlords quitting London's temporary accommodation sector has risen by 140%, making hotel accommodation the only remaining option.

2.3 The reduction in availability of affordable private sector lets has affected our ability to move families who are facing homelessness to alternative settled accommodation rather than into temporary accommodation. Boroughs are attempting to find accommodation in a market that is broken and can no longer meet the housing needs of those who need accommodation most.

2.4 Although the additional award of Homelessness Prevention Grant has allowed us to reduce the impact of the costs of B&B on the budget, this ad-hoc one-off payment does not reflect the scale of the challenge faced or provide any financial stability going forward. Local authorities need the funding and the power to provide the good quality, affordable, and stable housing Londoner's need.

3.0 Recommendations

Cabinet is asked to:

3.1 Note the current pressures and reliance on the use of hotel accommodation to meet our statutory homelessness responsibilities, including the block-booked arrangements that we have entered into.

3.2 Approve the Recommendation contained in the Exempt part of this report

3.3 Authorise the use of the additional £2M of the recently awarded additional £2.1M Homelessness Prevention Grant to cover the increased budget pressures resulting from hotel use and supply pressures.

3.4 Approve the establishment of a Hotelier Framework, and delegate authority to the Head of Procurement to appoint hoteliers onto the framework in accordance with the Public Contract Regulations 2015.

3.5 Delegate authority to the Director of Adults, Health and Communities following consultation with the Lead Member for Housing Services, Private Renters and

Planning, to award block contracts for hotel accommodation commissioned from the Hotelier Framework (referenced in 3.4 above), valued from £500,000 up to a maximum of £2m.

3.6 Note the development of the B&B Elimination Plan, which has been submitted to DLUHC, which contains a range of actions aimed at reducing and then eliminating our use of hotel accommodation by the end of the year.

4.0 Reasons for decisions

4.1 It is a legal requirement to provide interim accommodation to households who approach us for homelessness assistance if we have reason to believe they are homeless, eligible for assistance and in priority need, and to provide temporary accommodation to households once we have accepted a housing duty until we can end that duty with an offer of settled accommodation.

4.2 Establishing a Hotelier Framework enables the Council to have a compliant flexible procurement process to draw down hotel accommodation when required with fixed rates.

4.3 Delegating the award of suppliers on the framework to the Head of Procurement enables the Council to establish the framework and commence using it at the earliest opportunity.

4.4 Establishing the Hotelier Framework does not in itself financially commit the Council to awarding contracts. The award of contracts for each individual placement will be in accordance with the Council's Contract Standing Orders.

4.5 Delegating authority to the Director of Adults, Health and Communities following consultation with the Lead Member for Housing Services, Private Renters and Planning, to award contracts valued from £500,000 up to a maximum of £2m, allows the service to respond quickly in emergency/unforeseen situations, whereby the Council may need to secure large block booking arrangements. Hoteliers generally require upfront payments for bookings and therefore the Council needs to be able to respond swiftly to ensure the relevant accommodation can be secured in a timely manner.

4.6 The report seeks to highlight the use of hotel accommodation to meet this requirement, and the implications of this.

5.0 Alternative options considered.

5.1 The option of doing nothing is not feasible as it is unlawful to leave families who are owed a duty without accommodation.

5.2 A series of mitigating actions are planned to reduce the use of hotel accommodation throughout the year but at this stage we have a continued need to use hotel accommodation to meet our statutory responsibilities.

5.3 The impact on the general fund can be mitigated through the use of additional Homelessness Prevention Grant (£2.19M), which was recently awarded by DLUHC. However, the situation will need to be closely monitored as failure to deliver the actions in the B&B Elimination Plan will mean that the cost of the use of hotels will continue to rise and place additional financial pressure on the Council.

6.0 Background Information

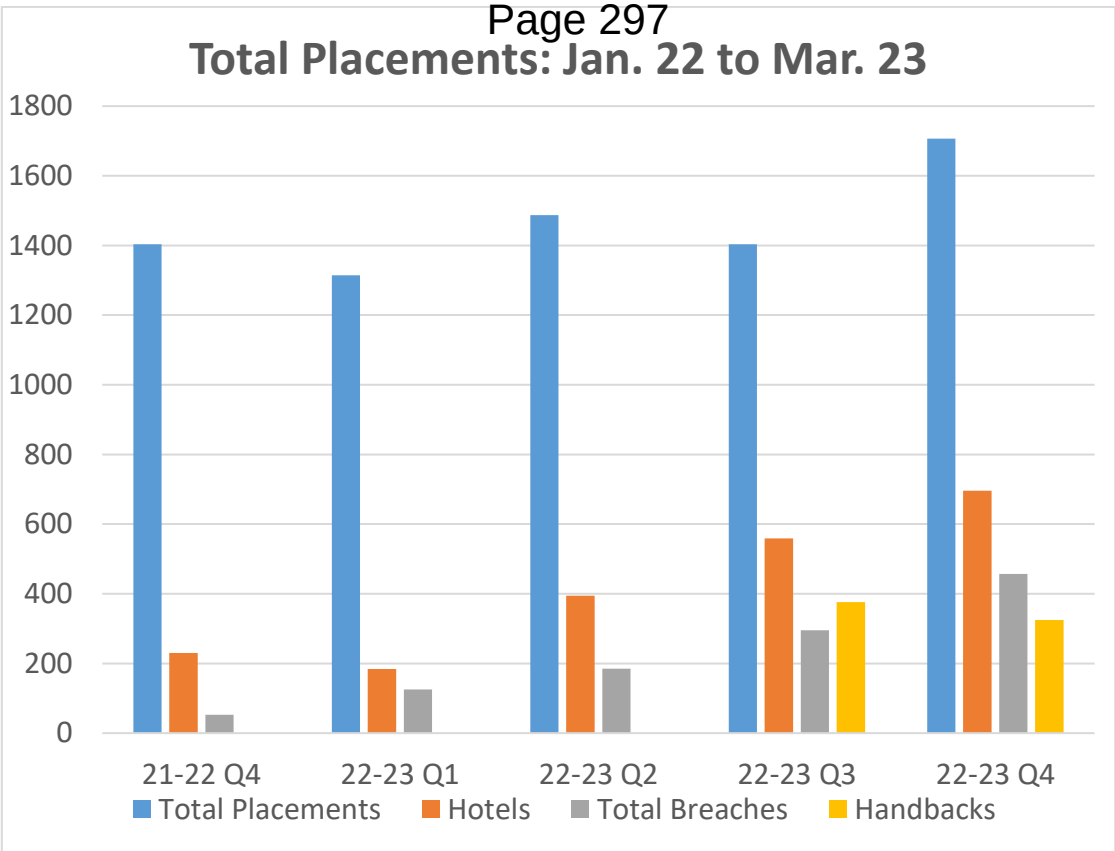
6.1 The Council continues to experience a high level of homelessness demand. Although we continue to deliver top quartile performance on homelessness prevention, we are seeing an increase in demand in three main areas – evictions from the private rented sector, approaches from refugee households and approaches from people fleeing domestic abuse. There has also been a reduction in the availability of affordable private sector lets, which has affected our ability to move families who are facing homelessness to alternative settled accommodation rather than into temporary accommodation.

6.2 The supply of temporary accommodation across London has also been falling as owners look to exit the sector or are able to get higher rents from private tenants than they can from offering their properties for use as temporary accommodation.

6.3 Many London Boroughs are using commercial hotels, such as Travelodge, to meet their immediate homelessness need. Along with many other boroughs, Haringey has needed to enter into arrangements with hotels to meet this pressure and this report seeks to provide information on the additional spend incurred in order to meet our statutory requirements and to provide information on the arrangements we have entered into to meet its statutory obligations to homeless households.

6.4 Figures from the North London Housing Partnership boroughs (Westminster Enfield, Haringey, Islington, Barnet, and Camden) show that between January 2022 and March 2023, there were a total of 7,501 placements into temporary accommodation, of which 1,115 were breaches (boroughs paying more than the agreed Inter Borough Agreement rates). 2 064 households were placed in hotels (28% of all placements). Between October 2022 and February 2023, 701 hand backs were reported. A similar pattern is also being reported across London with most boroughs reporting increases in demand, increasing reliance on hotels and the loss of properties.

Table 1 shows the number total number of placements across the North London partnership between January 2022-March 2023.



6.5 This is a London wide problem. Hotels are now the most common type of accommodation offered to boroughs, with average nightly rates of £133 increasing to £279 in central London.

6.6 In May 2023, a delegated decision report was authorised by the Assistant Director of Housing Demand to award multiple contracts to multiple hotel providers including the Travelodge, Premier Inn, Ibis, Holiday Inn and other similar providers up to a total aggregate value across all contracts or £499K from the 1st of April 2023 in accordance with contract standing orders 9.01 and 9.07. 1C. However, the need for hotel provision is on-going and we have needed to enter into additional arrangements as stated in Part B of this report.

6.7 Haringey Council has so far managed to meet its statutory duty to provide temporary accommodation but at increasing cost and with an increased reliance on the use of hotel accommodation. In recent months, we have transitioned away from the use of high-cost commercial hotels and towards a block-booked approach with suppliers who specialise in the provision of hotels to meet homelessness need.

6.8 A benefit of moving away from the Commercial hotel is that families can have more stability by avoiding the need to relocate to a different hotel across London every week. Our approach involves reserving blocked booked rooms in hotels that are as close to the borough as possible, at a fixed rate that has been agreed upon for the duration of the term. This helps to reduce costs and competition from other councils. It's important to note that all of the rooms are exclusively reserved for Haringey residents and cannot be used by residents from other Councils.

6.9 We consider the use of block blocked arrangements to be a short-term measure to meet our basic statutory duty to provide temporary accommodation. However, hotel accommodation is not a good option for households facing homelessness.

6.10 We are committed to move away from the use of hotels as soon as possible. As we now have over 6 households who have been living in a hotel for longer than 6 weeks we are required to submit a B&B Elimination Plan to DLUHC as a condition of our Homelessness Prevention Grant funding. We have taken this opportunity to review our approach, using the DLUHC B&B Elimination template as a self-assessment tool, and have now submitted an updated Plan to DLUHC. We have also meet with our DLUHC Specialist Adviser who found the Plan to be comprehensive and ambitious.

6.11 The B&B Elimination Plan contains a range of actions against the following set of headings:

- Prevention of Temporary Accommodation need against main causes of Family Homelessness
- Reducing/End family B&B initial placements. Managing move on from Emergency placements.
- Increasing supply of suitable accommodation

Although not required by DLUHC we have also added actions that also address:

- Increasing supply of suitable accommodation for single adults.

The plan is attached as appendix 1.

7.0 Contribution to the Corporate Delivery Plan 2022-2024 High level Strategic outcomes

Homes for the future

- There will be a decrease in the number of families who need to live in temporary accommodation.
- Further development of supply options to support the avoidance of temporary accommodation where possible but ensuring the quality of TA supply when needed.
- There will be a co-ordinated and compassionate response single adults who are facing homelessness.
- There will be a decrease in rough sleeping in the borough.
- We will ensure that our council housing is allocated fairly to those in housing need and that we make best use of our stock.

8.0 Carbon and Climate Change

8.1 Not applicable

9.0 Statutory Officers comments (Director of Finance (procurement), Head of Legal and Governance, Equalities)

Finance

9.1 The housing demand budget is currently forecasting an overspend. The use of hotels for temporary accommodation will lead to further overspend without additional funding or mitigation.

9.2 It is estimated that the use of hotels for temporary accommodation will create additional net cost pressure of £1.98m.

9.3 The Council was recently awarded a homelessness prevention grant (HPG) top up of £2.19m.

9.4 It is proposed that £2m of this top up grant is utilised to cover the retrospective and potential net cost arising from use of hotels in 2023/24.

9.5 If the recommendation is approved, the housing demand Year end forecast overspend will likely remain at the level reported in the Quarter 1 budget report.

9.6 The spend will be closely monitored as there is a risk of cost escalation leading to additional cost pressure on the budget.

10.0 Strategic Procurement

10.1 Strategic Procurement has been consulting with colleagues in housing demand to establish a Hotelier Framework to provide a compliant and flexible process for commissioning hotel rooms in accordance with CSO 9.01.1 and the PCR's.

10.2 Please see Part B of this report for further information

10.3 Please see Part B of this report for further information

11.0 Legal

11.1 The Head of Legal and Governance has been consulted in the drafting of this report and comments as follows.

11.2 By s188(1) of the Housing Act 1996 the Council has a statutory duty to secure accommodation for those persons who approach the Council and whom the Council has reason to believe may be eligible, homeless and in priority need and whom it is not satisfied are intentionally homeless, pending a decision on those matters.

11.3 By s192(3) of the same Act the Council has a statutory duty to secure accommodation for those whom it has found to be eligible, homeless (not intentionally) and in priority need.

11.4 The Homelessness (Suitability of Accommodation) (England) Order 2003 restricts the use of hotel accommodation, particularly for those with family commitments, to use as a last resort and for limited periods. The Code of Guidance advises that "the Secretary of State considers that where housing authorities are unable to avoid using B&B accommodation to accommodate applicants, they should ensure that such accommodation is of a good standard and is used for the shortest period possible."

11.5 The Council has a general power of competence under Section 1(1) of the Localism Act 2011 to do anything that individuals may do, provided it is not prohibited by legislation. The Council may exercise the general power of competence for its own purpose, for a commercial purpose and/or for the benefit of others. Further, the Council has power under S.111 Local Government Act 1972 to do anything which is calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions. The recommendations within this report are in accordance with these powers.

11.6 The suggested procurement of a framework agreement for using hotel accommodation for provision of temporary accommodation does not constitute

leasing of properties and therefore falls within the scope of the Public Contracts Regulations 2015 (PCRs). The procurement constitutes a public services contract for the purposes of the PCRs and as the estimated value exceeds the financial threshold for these services, the procurement must be run in accordance with the rules stipulated under the PCRs. Further, the suggested procurement is in line with the CSO 9.01.1, according to which contracts for value above £160,000 must be advertised as a tender. The Council must ensure best value is achieved through the suggested procurement.

11.7 Any resultant framework agreement shall be sealed in accordance with CSO 9.08.11.

11.8 There are no legal reasons why Cabinet should not approve the recommendations in this report.

12.0 Equality

12.1 The council has a Public Sector Equality Duty (PSED) under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.
- Advance equality of opportunity between people who share protected characteristics and people who do not.
- Foster good relations between people who share those characteristics and people who do not. The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

12.2 The report in question is regarding the council's provision of temporary accommodation, namely the use of hotels, the financial risk to the council as a recently awarded homeless prevention grant is nearly used up and the B&B elimination plan, which contains a range of actions aimed at reducing and then eliminating our use of hotel accommodation by the end of the year.

12.3 Data held by the council suggests that women, young people, BAME people, those who identify as LGBTQ+, disabled individuals and those from a low socioeconomic background are known to be particularly vulnerable to homelessness. As such, any action to ensure a good supply and improve the quality of temporary accommodations should positively impact those who share these protected characteristics. In the same vein, any outcomes that limit the supply of temporary accommodation would have a negative impact on those who share these protected characteristics.

13.0 Use of Appendices

13.1 The B&B Elimination Plan

14.0 **Background Papers**

14.1 None

ACTION PLAN FOR ENDING USE OF B&B 6+ WEEKS				
No.	**TASKS**	**BY WHO**	**BY WHEN**	**UPDATE**
1	**Implementation of Plan**			
1.1	Ensure Corporate and operational commitment to cease using B&B for families by **Thursday 4th January 2024.**	**All**	Immediate	
1.2	Use this template as a self-assessment approach to identify any additional actions. Actions to be added to existing Supply Plan.	SMT	30/06/23	Actions to be added to Supply Plan by 30/08/23
1.3	Housing Needs Officers continue to have targets for prevention and relief that contribute to the overall Corporate Delivery Plan – reported on monthly to Performance Clinic.	BF	ongoing	
1.4	Paper to Housing and Placemaking Board – first is an analysis of the issues leading to our current position and the second will report the outcome of a self-assessment against the DLUHC checklist and resulting actions.	DG	25/5/23 and 14/09/23	Completed
1.5	Paper to Corporate Leadership team.	DG	29/6/23	Completed
1.6	Discussion at Housing Sub Group of the HSAB and HSCP.	DG	21/6/23	Completed

1.7	Briefing of new Lead Member in June and on-going conversation.	DG	15/06/23	Initial briefing completed
1.8	Cabinet Strategy discussion on the position and areas for policy consideration.	DG	31/10/23	
1.9	Consider other ways to disseminate messages corporately – Leadership Forum, presentation during budget fortnight.	DG	Leadership session by end of 2023	Budget Fortnight session completed August 23.
1.10	Staff events to discuss the current situation and identify actions.	DG	20/6/23 and 29/6/23	Completed
1.11	Expand the Housing Related Support led Introduction to Homelessness Briefings, to include input from teams across Housing Demand.	MW/BF/LR	From Sept 2023	
1.12	Set additional targets that are outcomes focused - based on where people will be going from B&B. For example, % of placement in pathway for single people, % of placement in the PRS, % in alternative TA (PSL/NPA) % of placement OPS, Reports through monthly Performance Clinic.	CA	From Sept 2023	Clinics arranged and performance indicators introduced through weekly meeting TOR
1.13	Continue to update Yammer and keep staff informed and engaged in this: simple visual on progress – position on a weekly basis split by families and singles. ○ Include a good news story on a weekly basis of number of families moved and location moved to etc. ○ Share service briefing	SMT	Ongoing Early Sept 23	

1.14	Develop a Risk Log – impact of B&B use on stakeholder services, service and Council – risks and mitigations (increased litigation, cost), ombudsman – headlines on risks goes to managers who can share with staff. Lesson learned/operational group.	CA	15/09/23	completed

1.15	Set up Multi-agency Homelessness Reduction Board with initial emphasis on B&B Elimination.	DG/HA	1st meeting by end of Oct 2023	I
2	**Prevention of TA Need Against Main Causes of Family Homelessness**			
2.1	We will continue with co-location of Housing Needs staff to ensure early identification of homelessness. Most recent published DLUHC data indicates we are performing well in terms of early intervention as majority of cases picked up at prevention stage.	BF	On-going	
2.2	Private Rented Engagement Team (PRET) to continue to review previous AST placements to identify opportunities to intervene if there are arrears and to renew tenancies.	BF	ongoing	
2.3	Review of Tenancy sustainment approach when we consider the structure needed to deliver ASTs following our exit from Capital Letters.	DG/BF/LB	Sept. 2023	
2.4	Housing Needs Officers aware that home visits will now be required in majority of cases to try to mediate/negotiate in person. Obstacles to undertaking home visits reduced, e.g. all HNOs issued with tape measures.	BF	ongoing	
2.5	Home visit pro-forma to be developed for use by Housing Needs to ensure consistency and quality.	BF	30/06/23	Completed

2.6	Budget for Prevention Fund for 2023/24 in place and in use.	BF	ongoing	
2.7	Review the measure used to define whether Prevention Fund payment is VFM as this was largely based on a figure of £4500 being used and this is based on cost of NPA – costs of B&B are significantly higher and	DG/BF	15/7/23	Completed - Housing Needs Team have scope to present
	we may want this reflected in our decision making on use of Prevention Fund. Increase Homelessness Prevention fund from HPG to reflect this.		30/8/23	cases to HNM where a larger payment is required
2.8	Hearthstone to continue to identify alternatives to TA for victim/survivors of DA, working with HRS to install Sanctuary Rooms/ attending MARAC to offer advice on alternatives such as management transfers etc.	FB	Ongoing	
2.9	Hearthstone to work with VAWG partners to advise and explore alternative legal remedies- I.e. occupation orders etc.	FB	Ongoing	
2.10	Introduction of floating support worker to support victim/survivors who move to safe accommodation or have Sanctuary measures installed. Allocate a budget for personalised support.	FB	June 2023	Completed
2.11	For transport funding to be provided to DA cases accessing refuge space outside of London for same day travel where available and possible in order to avoid vulnerable families being placed in B&B.	FB	From June 2023	Completed

2.12	Upstream Prevention: ○ Use of Policy in practice dashboard to identify opportunities for early intervention. ○ Use information to inform/commission new area of activity.. ○ hospital discharge funding ended – negotiate on potential extension through BCF.	BF BF/DG MW	On-going 30/9/23 15/7/23	Hospital discharge post funding secured for 12 months

3	**Reduce/End Family B&B Initial placements**			
3.1	Ensure all B&B cases have ownership and move-on plan. Weekly B&B elimination meetings commencing 7th June to go through individual B&B cases to ensure move-on is progressing. Attendance from AO, Needs. Rehousing, Pathway, Lettings (SH and GN), Supply Team, Voids and Heads of Service. ○ TOR needed	LR/LB/BF/CA LR/LB/BD/CA	From 7 June 2023 End of August	Implemented Completed
3.2	Continue with current EA approval process as this robustness provides assurance that EA is the last option; all placements to be approved by two Housing Needs Team Managers.	BF	Ongoing	
3.3	Where B&B is the placement option additional sign off needed by HoS for Rehousing and Lettings, HoS for Supply and Contracts or AD.	LB/LR	Ongoing	Need to be saved to SP to evidence

3.4	Daily monitoring of the B&B elimination spreadsheet: identifying status of case and move on options for move on meeting - B&B Daily report (TA0207) implemented with day count from placement in B&B and family type.	SMT & managers	Ongoing	
3.5	Ensure that any available PRS properties are used to prioritise moves for households in B&B or to those where placement into B&B is imminent. Prioritisation Implemented from May 2023.	BF/LR/LB	From May 2023	Implemented
3.6	Reduce number of Prohibition Notices from HIT – arrange to do more works in default funded by Prevention Fund and arrange for Charges to be put on property.	LS /BF	30/09/23	

4	**Manage Move-On From Emergency Placements**			
4.1	Decision taken to leave Capital Letters and undertake AST sourcing inhouse. Staff returned and we have an interim structure in place. New AST incentive promotional offer to be reviewed after 3 months.	DG/BF/LB	Review Sept 2023	
4.2	Trial rent top-ups to market levels in exceptional cases (e.g. SEND) where there are risks of additional costs for the authority in addition to the B&B costs.	BF/LB	From July 2023	
4.3	Review structure for delivery of ASTs and tenancy sustainment, given market pressures.	DG/LB/BF	From Sept. 2023	
4.4	Use IBAA data to compare and breaches and continue to be part of the sub-regional and London wide discussions.	DG/LB	Ongoing	

4.5	Increased IBAA rates in April 2023 and held one to one negotiation with provider to try and avoid the loss of existing stock and explore any new opportunities.	LB	From April 2023	Ongoing
4.6	Engage with RP's (in liaison with Housing Strategy Team) on opportunities for them to support us with our homelessness challenges e.g. review of Nominations agreement, how they manage evictions and need to move with their own tenants, sale/lease, interim use while they decide what to do, or noms to perm.	HA/LH/DG	From August 2023	
4.7	Pursue any acquisition opportunities resulting from these conversations. Participation in L&Q led discussions with G15 on opportunities for joint working. Offer of assistance to support the work.	RE/DG RE/DG	From Sept. 2023 1st meeting – 15/8/23	

4.8	All available TA properties are matched to households in B&B and also short stay hostels; thus reducing reliance on hotels and creating vacancies for new placements. To further use properties to prevent hotel placements for accepted homeless households, facing eviction from their TA due to landlords requiring their properties back.	LR	Ongoing	
4.9	TA properties are matched early and offers are made when a property is available to occupy with immediate offer letters sent. An additional Temporary Accommodation Placement Officer will be engaged to support the team (expected August)	LR	Ongoing	

4.10	Deliver improvements in the end-to-end voids process to ensure that households are moved on to settled accommodation at the earliest possible time. ○ Deliver improvements on repairs to voids in line with Housing Transformation Plan. ○ Provision of accurate SFAD and RFL dates ○ Timely advertising or matching ○ New Viewings Officers will improve the process of letting permanent homes. ○ Sign up arrangements reviewed and changes embedded.	CB/JR CB LR LR NP	On-going 30/6/23 Sept 23	2 Officers in place, 1 to recruit Complete Pilot in place Aug 23
4.11	Weekly void meetings across all services designed to accelerate void turnaround times across all forms of void properties; general needs, sheltered housing, private sector leased properties and hostels.	CB/LR	Ongoing	
4.12	Clearance of backlog of HCBS voids. Approach agreed at PHB.	RE	Feb 2024	Appointment of contractor completed works estimated works completion Feb 2024

4.13	Explore options for bring High Road West voids back into use to ease immediate pressures and minimise the impact of the closure of Whitehall Lodge in Jan 2024 and HRW decants.	CB/JR	TBC	

4.14	Annual Lettings Plan commitments. To be published in Sept, this will outline the pressures of TA and hotel placements and commit the Authority to maintaining lets to homeless households, using own stock as TA and ensuring that vulnerable, single people avoid TA through quotas for care leavers, people with complex needs, people with Learning Disabilities and Housing First allocations.	LR	30/9/23	
4.15	Allocations Policy review.	RE/DG	Ongoing	
4.16	Increase use of one bedroom Council properties as temporary accommodation and prioritising moves from hotels and short stay hostels. Set clear targets and monitor delivery.	LR	Ongoing	
4.17	Agree use of some larger in borough Council properties as TA for families who need to stay locally due to family needs.	DG/LR	15/7/23	Completed
4.18	Rehousing assessments and personalised housing plans carried out within one month of cases being accepted; bringing this forward for customers in hotels.	LR	Ongoing	
5	**Increase Supply of Suitable Accommodation**			
5.1	Ensure that the Council is making best use of its regulatory powers such as Empty Dwelling Management Orders/ Compulsory Purchase Orders.	LS/DG	30/9/23	

5.2	Work with emergency accommodation providers to ensure that there is a robust documented process in place to retain as many NPAs as possible due when households move and cancellations are made. ○ Supply team to be advised when EA is ending to ensure conversation with owner to retain.	LB/LR	31/08/23 From 03/07/23	
5.3	Meet with all emergency accommodation providers to negotiate the retention of EA following the increase in IBAA rates – started in April with agents with a portfolio of more than 25 properties. Engage with NLHP on wider piece of work with suppliers aimed at improving retention,	LB LB	Commenced April 2023 Ongoing Ongoing	January 2023
5.4	Deliver new modular Lodge at Station Road.	RE/DG	Early 2025	
5.5	Review option to extend Russell Road hostel to maximise occupancy and meet the needs of families.	SW/DG	TBC	
5.6	Consider options for delivering other opportunities identified in the hostel review.	RE/SW	31/10/23	
5.7	Produce a clear estimate of future need by TA types and property sizes to inform a procurement/purchase programme. Model differing supply scenarios and maximising the most cost effective. Identify business analyst resource to support this work.	LB/HA/SL DG	End Of Oct 2023 1/10/23	

5.8	Use needs analysis to work with colleagues and stakeholders to look for vacant or owned by the council buildings that could be temporarily used for short- or medium-term temporary housing. For example, Hornsey Townhall, Hale Road, Caretaker houses, S106 N22.	LB/DG/SL/ CT	On-going but firm up options with analysis	

5.9	Continue to negotiate on existing LBH leases at expiry or when void, or as new acquisition and transfer to Homes for Haringey leases.	LB	Ongoing	
5.10	Develop a clear lease offer, including repairs and management, and promote to landlords and agents – leading to an increase in the number of leases.	LB	By 30/9/23	
5.11	Review of 'peppercorn' lease arrangements to identify any that should/could be brought to an end/repurposed.	SF	Ongoing	
5.12	Undertake a full programme of visits to all units of temporary accommodation.	LB	Ongoing	2 officers now in place
5.13	Undertake risk assessed checks in our social housing stock to identify sub-letting etc (estimate of 1% minimum)	JR	TBC	
5.14	Bid to LAHF 2 (2 units of Afghan refugee move on accommodation and 18 units of TA) Deliver the agreed units.	RE RE	5/7/23 By March 2024	MoU signed on 11/8/23
5.15	Deliver the new homes programme - 3,000 new social rent homes	RE	Delivery over 3 years of the programme	Monitoring through New Homes Board.

5.16	Explore whether any of the hostels have any office/storage/communal space that could be repurposed with the addition of rented shower pods to be used as additional capacity.	LB	15/09/23	

6.	**Increase Supply of Suitable Accommodation for Single Adults**			
	• Continue to identify and bid for funding to increase provision of supported housing (RSAP, SHAP, RSI, targeted additional RSI funding).	MW/TD	Sept 23	Complete – SHAP and additional PHB successful
	• Conduct a review of singles entering B&B and identify of any gaps in provision – improvement in performance for void utilisation including any barriers at Osborne Grove (directly delivered assessment service).	MW/TD	Oct 23	
		MW/TD	By Sept 23	Complete

	• Conduct a review of the current Pathway provision and process. Consider opportunities to reduce the assessment criteria for entry into pathway.	MW/TD	Aug 23	Ongoing – unlikely to offer any material outcome prior to plan target date
	• Conduct a review of move on – where are the majority of people identified for move on going/waiting for within pathway services and Osborne Grove	DG/MW	TBC	
	• Consideration/identification of funding to recommission or directly deliver a Hale Road model for emergency 24-hour placements. (Survey was due in May to confirm refurb costs and inform decisions but the houses are squatted).	DG/MW/NP/ HT	31/7/23	Complete
	• Confirm hospital discharge continuation funding and discuss the on-going use of Stokely Court units as hospital discharge accommodation.	DG/MW/NP/ HT	31/7/23	Complete
	• Consider extension of use of Stokely Court or alternative sheltered provision to meet immediate needs of homeless older people who are waiting for an allocation of sheltered housing.	DG/MW/FB	31/8/23	
	• Consider options for delivery of safe accommodation for single or pregnant women who are homeless due to domestic abuse.			

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Report for:	**Cabinet 17 October 2023**
Title:	**Approval of new construction contract at land opposite 16 Park Road/Edith Road** N11
Report Authorised by:	**David Joyce, Director of Placemaking and Housing**
Lead Officer:	**Robbie Erbmann, Assistant Director for Housing**
Ward(s) affected:	**Bounds Green**
Report for Key/ Non Key Decision:	**Key Decision**

1. Describe the issue under consideration

1.1. This report seeks Cabinet's approval to complete the delivery of eight new Council homes on Council land at 16 Park Road/Edith Road N1. The scheme consists of two three-bedroom town houses, one of which is fully adaptable, five two-bedroom flats one that is fully accessible for wheelchair-users, and one four-bedroom duplex apartment. The scheme will improve the existing public realm and was the first scheme in the borough to achieve Planning for a truly net-zero carbon on site. Detailed planning permission was granted on 3 July 2020. Works started on site with the previous contractor in September 2021, however, following lack of progress and repeated underperformance by the appointed contractor the Council terminated its contract in March 2023. Subsequently, the appointment for a new contractor to complete the development has been underway.

1.2 Cabinet is asked in light of the formal procurement exercise to approve the appointment of contractor A (further details in exempt report), to complete the delivery of these new Council homes on a former vacant/car park site at Land opposite 16 Park Road/Edith Road N11 (See Appendix 1).

2. Cabinet Member Introduction

2.1 With this decision, Cabinet has the chance to change the lives of eight families - to move at least 15 children out of overcrowded or insecure accommodation and into the high-quality homes they deserve. The new Council homes at Edith Road are beautifully designed, with plenty of space and light, and with communal and private outdoor green spaces for everyone. By designing to rigorous energy standards, omitting the use of fossil fuels for heating and hot water, and implementing a significant rooftop array of solar photovoltaic panels, and heat pumps, the Edith Road scheme will respond directly to the Climate Emergency declared by the Council in March 2019 making it a 100% zero carbon scheme for Haringey. The Project will achieve the GLA's zero-carbon target through onsite means alone, with a 104.6% reduction against Part L in CO2 emissions.

2.2 The decision would also significantly improve this area of Bounds Green. On the site of what was an unattractive, walled-off vacant space opposite Springfield Community Park, this development will improve the public realm, increase biodiversity, maximise views to the park, and bring new refuse and cycle facilities for the existing residents at Tredegar Road.

2.3 It has been a challenging journey to this point. But the way we have managed the issues with the previous contractor and kept this project on track, shows how far our housing delivery programme has come. After 40 long years with no new Council homes, we have now built up the skills and capacity to deliver for the long term.

3 Recommendation

3.1 It is recommended that Cabinet:

3.1.1. Approves pursuant to the Council's Contract Standing Orders (CSO) 9.07.01d, the appointment of Contractor A (named in the exempt part of the report) to undertake building works to complete the provision of eight Council rented homes at land opposite 16 Park Road/Edith Road for a total contract sum of £2,404,164; and approves the on costs and client contingency sum set out in 6.31 of the exempt part of the report (Appendix 2).

3.1.2. Approves the issuance of a letter of intent up to a maximum value of £240,416 being no more than 10% of the contract sum.

4 Reasons for decisions

4.1 On 3 December 2019 Cabinet included the land opposite 16 Park Road/Edith Road N11 into the Council's housing delivery programme. This scheme was subsequently granted planning consent and a works contractor was appointed to build the scheme in November 2021. However, due to lack of progress, underperformance and entry in to a Company Voluntary Arrangement by the Contractor, the Council terminated the contract and took back possession of the site and partially constructed building. A tender process was initiated in late spring 2023 to appoint a new contactor to complete the development.

In this case a Performance Bond is in place against which a full Claim will be made in accordance with legal advice and Claims protocols.

4.2 The Council seeks to performance manage all Contractors by continual vigilance by the Council's Project Manager and the oversight of both Employer's Agent and Clerk of Works to every New Homes Build Project.

4.3 This continuous monitoring, allied to frequent Site Meetings and both formal and unannounced Site inspections, ensures that the Council is able to obtain value for money on all New Homes Projects by reducing waste on Site in terms of time, materials and labour costs, and works collaboratively with our appointed Contractors to build sustainable partnership working, which enables problems to be solved in a manner that ensures the best and most cost effective outcomes for the Council and our future Tenants.

4.4 This partnership working relies on trust and transparency on both sides of the working relationship and, regrettably, this was not an approach adopted by the previous Contractor who chose not to openly identify their corporate problems and instead mistakenly relied on the Council lacking proper professional diligence.

4.5 This working practice was quickly identified by the Council Team, including the external and independent Employer's Agent and Clerk of Works and despite more frequent Site meetings and discussions at Director level with the Contractor, their poor performance led, ultimately, to their abandonment of the Site in mid – Construction, followed, shortly afterwards, by their entry in to a Company Voluntary Arrangement (CVA). A CVA is used when a limited company is insolvent, it can use a CVA to pay creditors over a fixed period.

4.6 The Council always seeks to determine a Contractor Company's financial health by due diligence at the time of entry into the Contract, hence the reason for Contract terminations to be a, very rarely used, last resort. In this case the financial checks were satisfactory at the date of the Contract, but the extraordinary levels of labour and materials inflation experienced in 2021 and 2022 as a consequence of Brexit and the War in Ukraine, had an extremely adverse effect on the finances of the Contractor in this case and the Council, having taken independent legal advice, was forced to adopt this very unusual step.

4.7 Contractor A has been selected via a formal tender process to undertake these works. The competitive nature of the Tender and the evaluation of the Tender returns (more particularly described below) has involved Council Officers in additional due diligence and detailed technical clarification to ensure that best value for money can be demonstrated and achieved and, if approved, Contractor A will be subject to the continuous monitoring and performance assessment described above until the new homes have been delivered and occupied.

4.8 The Council's New Homes Employer's Requirements have two principal objectives: 1. To ensure that the next generation of Council Housing is built to the highest standards of design, engineering and specification and 2. That the new Homes will be as fuel efficient as possible and will be readily capable of economically viable maintenance throughout their lifespan of not less than 80 years. These are the tests to which all Contractors are put, and the Strategic Procurement Team have been vigilant in ensuring that all of the compliant Tenderers for this Project were subject to these tests of quality and performance which are scored separately and rank equally with the price mechanism against which each Bid is evaluated.

4.9 Following a formal procurement process, a contractor has been identified to undertake these works.

5 Alternative options considered

5.1 It would be possible not to appoint a contractor to complete the development of this site for the Council. However, this option was rejected as it would leave a partially constructed building on the site and blight the area, furthermore, it does not support the Council's commitment to deliver a new generation of 3000 Council homes by 2032.

5.2 Additionally, a failure to complete the partially constructed development would lead to a further burden of cost being placed on the Council's Temporary Accommodation portfolio and supporting Services and would have potential for some reputational damage to the Council. This was not considered to be a viable, value for money option for the Council which can, by the appointment of Contractor A, continue to deliver a high quality Scheme at a competitive cost.

5.3 The re-tender was procured via a competitive tender through the West Works Dynamic Purchasing System (Category 2), using JCT Design & Build 2016 with amendments, the recommended route for a contract of this value. An alternative option would have been to do a direct appointment, but this option was rejected due to the estimated contract value of the scheme and to give opportunities for local small to medium size contractors to submit a tender.

6 Background information

Edith Road development site

6.1 As shown in the red line boundary plan (Appendix 1), the site is located within Bounds Green ward on the corner of Edith Road and Park Road. The site is not within a conservation area, but to the front of the site is Springfield Community Park. To the south and west is Tredegar Road home to a four storey modern residential building and to the east, a row of two story houses and a car park respectively. To the north east on Park Road is a row of Victorian terraced houses.

6.2 This land is owned by the Council and held within the Housing Revenue Account.

6.3 On 3 December 2019, Cabinet approved the inclusion of the land opposite 16 Park Road/Edith Road site into the Council's housing delivery programme to determine its feasibility and capacity for the delivery of new homes on the basis that, if appropriate, its development would be progressed through to planning consent.

6.4 Designs were developed that will deliver a total of 8 properties consisting of two three-bedroom town houses of which one that is fully adaptable, five two-bedroom flats of which one that is fully accessible for wheelchair-users and one four-bedroom duplex flat, all at London affordable rent and detailed planning permission was granted on 3 July 2020.

6.5 The Housing Engagement Team held an engagement event for residents on Thursday 30 January 2020 (6.30pm to 8.30pm), at the Redemption Church of God Hall with the project team in attendance to explain the proposals to attendees and take questions on the project. A letter advertising the event and asking for views was sent to residents in the area surrounding the site. The feedback from consultation did not require any major configuration to the design.

6.6 The scheme was submitted to planning on the 28 February 2020 and residents were formally consulted as part of this process. Planning approval of the scheme was granted on the 3 July 2020.

6.7 A number of engagement events and correspondence has taken place since September 2021 informing residents of the programme for works with the most recent event in January 2023 as well as regular update letters to residents since.

Re-tender of contract

6.8 The substructure works have been completed. The new contractor will take responsibility for the works completed to date. Architectural design is substantially complete. The existing architect and Structural Engineer will be employed by the new Contractor to ensure continuation of Design Warranties. Foundations are complete and the new contractor will take the design responsibility for these. The structural design is also substantially complete. The partial completion of the roof to the two town houses is also complete.

6.9 During the re-tender period, work to procure having the entire roof of the whole development has been underway to ensure the building is weatherproofed and does not suffer any further deterioration.

6.10 This report is seeking approval of the new construction contract in order complete the partially completed development.

6.11 A new contractor is now needed to undertake the remainder of new build works to complete the scheme to PC. It is currently anticipated that the new contract period will be 40 weeks.

6.12 The selected contractor was asked to respond to a 50% quality 50% price assessment. They responded with their proposal on 25 July 2023. Full tender sum analysis based on the cost consultants estimate has been provided in Appendix 2, which is exempt due to the commercially sensitive nature of this information.

6.13 Costs were evaluated independently by the Project Team's Cost Consultant to ensure value for money in line with current market trends.

6.14 The contract is to be awarded on a fixed price basis. It includes new build works, site mobilisation, site enabling works, management costs and includes overheads and profits and there is a defects and liability period of 12 months.

Procurement Process

6.15 The contract was tendered via the West Works Dynamic Purchasing System (Category 2) on 23 May 2023.

6.16 The procurement process was undertaken jointly with two separate Lots include Edith Road (Lot 2) and White Hart Lane (Lot 1). Bidders had to submit prices for both Lots in this tender. Bidders were expected to price for each of the Lots (Lot 1 + Lot 2) and provide a combined price in the Form of Tender for both Lots that may offer a discounted price if both Lots are awarded to one Contractor.

6.17 In total seven (7) suppliers registered under (Category 2) were initially invited to tender. Five contractors submitted Expressions of Interest and subsequently three opted in to full tender stage and three submissions were received by the tender deadline date on 25 July 2023.

6.18 Tender submissions were checked for compliance and completeness by the Strategic Procurement team on 26 July 2023. All were found to be compliant and complete and were taken forward to evaluation.

6.19 The tenders were evaluated for Quality and Price as set out in the ITT document.

6.20 Following the evaluation process, the total overall Quality and Price scores were combined to provide the ranking of the bidders in accordance with the Most Economically Advantageous Tender (MEAT) and as outlined in the tender documents.

6.21 The information below summarise the overall tender scores achieved by each Bidder in line with the tender evaluation criteria of 50% Price and 50% Quality as set out in the Invitation to Tender document.

6.22 Bidder A had a highest overall score for both Lots 1 and 2 and therefore were required to offer a discount giving value for money and has offered 2.5% for Lot 2.

Supplier	Quality Score (50%)	Price Score (50%)	Total Score (100%)
Bidder A	43.30%	50.0%	93.30%
Bidder B	29.22%	43.3%	72.52%
Bidder C	26.20%	48.3%	74.50%

Contribution of Strategic Outcome

6.23 The recommendations in this report will support the outcomes of the Corporate Delivery Plan, in particular theme 5 ‘Homes for the Future.

6.24 In particular, the recommendations in this report deliver explicitly on the aim “to deliver 3,000 new council homes (by 2031) that are very close to zero carbon”.

6.25 By designing to rigorous energy standards, omitting the use of fossil fuels for heating and hot water, and implementing a significant rooftop array of heat pumps and solar photovoltaic panels, the Edith Road scheme will respond directly to the Climate Emergency declared by the Council in March 2019. It is the first scheme in the borough to achieve planning permission for a 100 per cent reduction in regulated carbon dioxide emissions on site.

7 Legal

7.1 The Head of Legal and Governance (Monitoring Officer) has been consulted in the preparation of the report.

7.2 The Council has undertaken a procurement via the West Works Dynamic Purchasing System (Category 2)

7.3 Pursuant to Contract Standing Orders (CSO) 9.07.1(d) The Cabinet has authority to award contracts valued more than £500,000.

7.4 Cabinet has authority to approve the issuance of a letter of intent up to 10% of the contract sum.

7.5 The Head of Legal and Governance (Monitoring Officer) sees no legal reasons preventing Cabinet from approving the recommendations in the report.

8 Procurement

8.1 Strategic Procurement (SP) note that this report relates to the approval of Approval of new construction contract at land opposite 16 Park Road/Edith Road N11

8.2 SP support the recommendations in this report in accordance with Contract Standing Order (CSO) clause 7.0.1. (b)

8.3 Pursuant to CSO 7.01 (B) and Regulation 34 of the Public Contracts Regulations 2015, we can confirm that Tenders were invited through the Westworks Development and Construction Dynamic Purchasing System. We received 3 complaint tenders and following a thorough evaluation process; Contractor A has scored the overall highest price in Quality and Price.

8.4 SP support the recommendations and have no objections with awarding this Contract to Contractor A for the value outlined in the Exempt report.

9 Finance

9.1 The scheme is on course to deliver eight council homes at London affordable rent.

9.2 The revised costs to completion have been assessed and can be contained in the HRA

9.3 Further finance comments are contained in the exempt report.

10 Equality

10.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

10.1.1 Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.

10.1.2 Advance equality of opportunity between people who share those protected characteristics and people who do not.

10.1.3 Foster good relations between people who share those characteristics and people who do not.

10.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

10.3 The proposed decision relates to new build works to provide eight new homes at land

opposite 16 Park Road/Edith Road, N11: this includes the appointment of a contractor, the appropriation of land opposite 16 Park Road/ Edith Road, and approval of plans to override easements and other rights of neighbouring properties.

10.4 The decision will increase the supply of Council rented homes to local residents. This is likely to have a positive impact on individuals in temporary accommodation as well as those who are vulnerable to homelessness. Data held by the council suggests that women, young people, and BAME communities are over-represented among those living in temporary accommodation. Furthermore, individuals with these protected characteristics, as well as those who identify as LGBT+ and individuals with disabilities are known to be vulnerable to homelessness. It is further noted that one of the five two-bedroom flats is fully accessible for wheelchair users which will benefit residents with certain disabilities. As such, it is reasonable to anticipate a positive impact on residents with these protected characteristics.

10.5 From an equalities perspective, it is noted that the engagement with residents has taken place and that the feedback from consultation did not require any major configuration to the design, that the land under question is currently held for planning purposes and is vacant, and that there is no reason to believe that any third party rights will be significantly infringed by the development. In addition, as an organisation carrying out a public function on behalf of a public body, the contractor will be obliged to have due regard for the need to achieve the three aims of the Public Sector Equality Duty as stated above.

11. Use of appendices

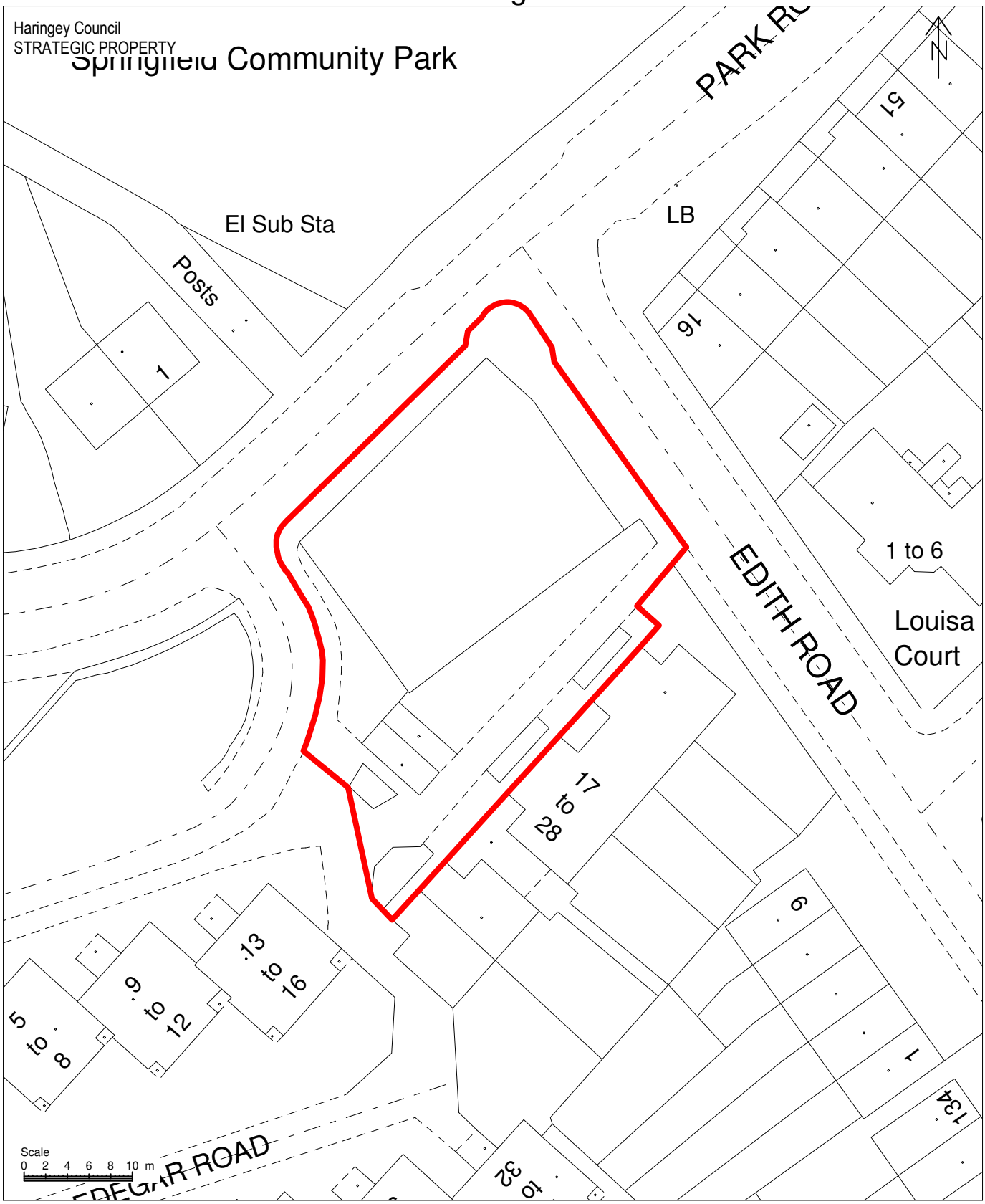
Appendix 1 – Red line boundary Edith Road.

Appendix 2 – Exempt Report

12 Local Government (Access to Information) Act 1985

Appendix 2 is NOT FOR PUBLICATION by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 in that they contain information relating to the financial or business affairs of any particular person (including the authority holding that information).

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Edith Road N11 - Red line plan

Edged red - Site Area

Overlay :

Scale 1:500

Plan produced by on 20/04/2021

Drawing No. BVES A4 Misc

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Report for:	**Cabinet 17 October 2023**
Title:	**Approval of construction contract at land adjacent to 318A White Hart Lane, N17**
Report Authorised by:	**David Joyce, Director of Placemaking and Housing**
Lead Officer:	**Robbie Erbmann, Assistant Director for Housing**
Ward(s) affected:	**Bruce Castle**
Report for Key/ Non Key Decision:	**Key Decision**

1. Describe the issue under consideration

1.1. This report seeks Cabinet's approval, to complete the delivery of six new homes for London Affordable Rent on Council Land adjacent to 318A White Hart Lane, N17. The scheme will provide six new homes towards Haringey's pledge to build 3000 Council homes by 2031. Detailed planning permission was granted on 21 September 2020. Works started on site on September 2021. However, following repeated underperformance and entry into a Creditors Voluntary Arrangement by the appointed contractor, Cosmur Construction Ltd, the Council terminated the contract in April 2023. Subsequently, the process to appoint a new contractor to complete the development has been underway since late Spring.

1.2. Cabinet is asked to approve the appointment of contractor A to complete the building of these new Council homes.

2. Cabinet Member Introduction

2.1 Cabinet has the opportunity here to approve the completion of six high quality new homes**.** That decision would change the lives of six households – including 13 children – by giving them the chance to move from overcrowded, insecure accommodation into a beautifully-designed new home where they can flourish with plenty of space both inside and out. And these new homes will be much cheaper for them to run – they are almost fully zero carbon with excellent insulation, mechanical air source heat pumps, and photovoltaic panels.

2.2 The new development will also enhance a prominent busy location opposite Tottenham Cemetery at the junction of White Hart Lane and Weir Hall Road by turning a vacant corner site into a new and attractive focal point with increased biodiversity. This will make a positive contribute to the nature of White Hart Lane and its connecting artery roads.

2.3 It has been a challenging journey to this point, but the way we have managed the failed previous contractor and kept this project on track shows just how far

our housing delivery programme has come. After 40 years with no new Council homes in Haringey, we have now built up the skills and capacity to deliver for the long term.

3. Recommendation

It is recommended that Cabinet:

3.1 Approves pursuant to the Council's Contract Standing Orders (CSO) 9.07.01d, the appointment of Contractor A (named in the exempt part of the report) to undertake building works to complete the provision of six London Affordable Rents at land adjacent to 318 White Hart Lane for the contract sum of £1,811,630.00.

3.2 The works contingency sum, and an increase in the total scheme costs, as set out in Appendix 2.

3.3 Approves a letter of intent up to a maximum value of £181,163 being no more than 10% of the contract sum.

4. Reasons for decisions

4.1. The land adjacent to 318a White Hart Lane was approved by Cabinet in July 2019 to be included in the Council's housing delivery programme. The scheme has subsequently been granted planning consent and a works contractor, Cosmur Construction Ltd, was appointed to build the scheme in July 2021. The project encountered a number of delays due to the Contactor's poor performance. The Council terminated the contract and took back possession of the site which currently has a partially constructed building. A tender process was initiated in late spring 2023 to appoint a new contactor to complete the development of the six London Affordable Rented homes.

4.2. The Council seeks to performance manage all Contractors by continual vigilance by the Council's Project Manager and the oversight of both Employer's Agent and Clerk of Works to every New Homes Build Project.

4.3. This continuous monitoring, allied to frequent Site Meetings and both formal and unannounced Site inspections, ensures that the Council is able to obtain value for money on all New Homes Projects by reducing waste on site in terms of time, materials and labour costs, and works collaboratively with our appointed Contractors to build sustainable partnership working, which enables problems to be solved in a manner that ensures the best and most cost effective outcomes for the Council and our future Tenants.

4.4. This partnership working relies on trust and transparency on both sides of the working relationship and, regrettably, this was not an approach adopted by the previous Contractor who chose not to openly identify their corporate problems and instead mistakenly relied on the Council lacking proper professional diligence.

4.5. This working practice was quickly identified by the Council Team, including the external and independent Employer's Agent and Clerk of Works and despite more frequent site meetings and discussions at Director level with the Contractor, their poor performance led, ultimately, to their abandonment of the site in mid – Construction, followed, shortly afterwards, by their entry into a Company Voluntary Arrangement (CVA). A CVA is used when a limited company is insolvent, it can use a CVA to pay creditors over a fixed period.

4.6. The Council always seeks to determine a Contractor Company's financial health by due diligence at the time of entry into the Contract, hence the reason for Contract terminations to be a, very rarely used, last resort. In this case the financial checks were satisfactory at the date of the Contract, but the extraordinary levels of labour and materials inflation experienced in 2021 and 2022 as a consequence of Brexit and the War in Ukraine, had an extremely adverse effect on the finances of the Contractor in this case and the Council, having taken independent legal advice, was forced to adopt this very unusual step.

4.7. Contractor A has been selected via a formal tender process to undertake these works. The competitive nature of the Tender and the evaluation of the Tender returns (more particularly described below) has involved Council Officers in additional due diligence and detailed technical clarification to ensure that best value for money can be demonstrated and achieved and, if approved, Contractor A will be subject to the continuous monitoring and performance assessment described above until the new homes have been delivered and occupied.

4.8. The Council's New Homes Employer's Requirements have two principal objectives: 1. To ensure that the next generation of Council Housing is built to the highest standards of design, engineering and specification and 2. That the new Homes will be as fuel efficient as possible and will be readily capable of economically viable maintenance throughout their lifespan of not less than 80 years. These are the tests to which all Contractors are put, and the Strategic Procurement Team have been vigilant in ensuring that all of the compliant Tenderers for this Project were subject to these tests of quality and performance which are scored separately and rank equally with the price mechanism against which each Bid is evaluated.

5. Alternative options considered

5.1. It would be possible not to appoint a Contractor to complete the development of this site for the Council. However, this option was rejected because it would leave a partially constructed building on the site and would not support the Council's commitment to deliver a new generation of Council homes.

5.2. Additionally, a failure to complete the partially constructed development would lead to a further burden of cost being placed on the Council's Temporary Accommodation portfolio and supporting Services and would have potential for some reputational damage to the Council. This was not considered to be a

viable, value for money option for the Council which can, by the appointment of Contractor A, continue to deliver a high- quality scheme at a competitive cost.

5.3. The Council could decide not to appropriate the land for housing purposes upon practical completion of the building works. This option was rejected because it would prevent the Council from being able to offer up these homes for occupation as social housing, thereby not supporting the delivery of much needed affordable homes.

6. Background information

Land adjacent to 318 White Hart Lane development site

6.1. As shown in the red line boundary plan (Appendix 1), the site is land adjacent to 318a White Hart Lane, a prominent corner at the junction of White Hart Lane and Weir Hall Road, opposite Tottenham Cemetery. The immediate area is predominantly characterised by two-storey, terraced houses.

6.2. This land is owned by the Council and held within the HRA.

6.3. In July 2019, Cabinet approved the inclusion of the land adjacent to 318a White Hart Lane site into the Council's housing delivery programme to determine its feasibility and capacity for the delivery of new homes on the basis that, if appropriate, their progression through to planning consent.

6.4. Designs have been developed that will deliver six homes for London Affordable Rent comprising: 2 no. three-bedroom five-person maisonettes; 1 no. three-bedroom five-person flat; 2 no. two-bedroom, four-person flats; and 1 no. one-bedroom two-person flat.

6.5. The development proposed would not change any existing amenities for Council tenants and does not require the Council to consult under section 105 Housing Act 1985.

6.6. An initial resident engagement event was held on 11th February 2020 at Selby Centre N17. The proposals received a majority positive response from Members and residents in attendance. Residents highlighted the issue of limited public parking on match days and concerns regarding the density of the proposed scheme and reported issues of bulk waste dumping on the existing site.

6.7. The scheme was submitted to planning on 5th June 2020 and residents were again formally consulted as part of this process. During the consultation period, in response to the positive traffic report considerations, it was decided that the eventual residents would be eligible to apply for parking permits. Planning approval of the scheme was granted after considering responses to the statutory planning consultation on 21st September 2020.

6.8. The contractor was awarded a 52-week contract to deliver six homes in July 2019, took possession of the site on the 6 September 2021 and was contractually obliged to have completed the scheme by 16 September 2022.

However, a number of issues arose, and it became necessary to terminate the contract with the original contractor.

6.9. The current status of the build is that the structure is almost completed. Some elements of the works are out of sequence, for example the installation of the windows. There have been no works on site since December 2022. We have protected the exposed cavity trays to prevent further deterioration to the building. The Council is committed to completing the new homes as part of its pledge to deliver 3000 council homes by 2031.

6.10. The Council's resident engagement team sent letters to residents in April 2023 notifying them that the Contractor was unable to deliver this scheme and that we were retendering this scheme and would provide an update once we had completed the tender process.

6.11. To complete the works will incur additional costs, which include the risks of taking responsibility for the existing building's design and construction quality. This risk will be mitigated in part by the remedial works package and design development before the complete works commence.

6.12. The re-tender was procured via a competitive tender through the Westworks Dynamic Purchasing System (Category 2), using the JCT Design & Build Contract 2016 with amendments, recommended by Strategic Procurement.

6.13. The procurement process was undertaken jointly with two separate Lots – White Hart Lane Lot 1 and Edith Road Lot 2. Bidders were required to submit prices for both Lots during this tender exercise. Bidders were required to provide a contract sum for each of the Lots and provide a combined price in the Form of Tender for both Lots that may offer a discounted price if both Lots were awarded to one contractor.

6.14. The selected contractor was asked to respond based on 50% quality and 50% price assessments. They responded with their proposals on 24 July 2023. Full tender sum analysis based on the cost consultants estimate has been provided in Appendix 2, which is exempt due to the commercially sensitive nature of this information.

6.15. Costs were evaluated independently by the Project Team's Cost Consultant to ensure value for money in line with current construction market trends.

6.16. The contract is to be awarded on a fixed price basis. It includes new build works, site establishments, site enabling works, management costs, and overheads and profits. The defects liability period will be 12 months.

6.17. The decision to approve the appropriation of the land initially for planning, and then housing use at completion, was granted at the Cabinet Member's signing of 14th July 2021.

6.18. The contract was tendered via the West Works Dynamic Purchasing System (Category 2) on 23 May 2023.

6.19. In total seventeen (17) suppliers registered under (Category 2) were initially invited to tender. Five contractors submitted Expressions of Interest, and 3 opted in to submit bids. Three tender submissions were received by the tender deadline date of the 25 July 2023. Tender submissions were checked for compliance and completeness by the Strategic Procurement team on 2 August 2023. All were found to be compliant and complete and were taken forward to evaluation.

6.20. The tenders were evaluated for Quality and Price, as set out in the ITT document.

6.21. Following the evaluation process, the total overall Quality and Price scores were combined to provide the ranking of the bidders in accordance with the Most Economically Advantageous Tender (MEAT) and as outlined in the tender documents.

6.22. The information below summarise the overall tender scores achieved by each Bidder in line with the tender evaluation criteria of 50% Price and 50% Quality as set out in the Invitation to Tender document.

6.23. Bidder A had the highest overall score for both Lots 1 and 2 and were required to offer a discount offering value for money at 2.25% per Lot.

Supplier	Quality Score (six0%)	Price Score (40%)	Total Score (100%)
Bidder A	33.90	50	83.90
Bidder B	32.90	47.69	80.59
Bidder C	28.20	47.53	75.73

7. Contribution of Strategic Outcomes

7.1. The recommendations in this report will support the outcomes of the Corporate Delivery Plan, in particular theme 5, “Homes for the Future”.

7.2. In particular, the recommendations in this report deliver explicitly on the aim “to deliver 3,000 new council homes (by 2031) that are very close to zero carbon”.

8. Carbon and Climate Change

8.1. Haringey is committed to ensuring that its new homes will be environmentally sustainable, with the aspiration of achieving a target of zero carbon. The homes in this scheme are expected to achieve an 84.4 % carbon reduction, which is a significantly higher reduction than the targets set by central government.

9. Statutory Officers Comments

9.1 Legal

9.2 The Head of Legal and Governance (Monitoring Officer) has been consulted in the preparation of this report.

9.3 The Council has invited tenders via a Dynamic Purchasing System which is a compliant method of procurement under the Public Contracts Regulations 2015 and is also provided for in the Council's Contract Standing Orders (CSO 9.04).

9.4 The award of the contract will be a Key Decision and, as such, needs to comply with the Council's governance requirements in respect of Key Decisions including publication in the Forward Plan.

9.5 Cabinet has power to approve the recommendations under CSO 9.07.1.d (contracts valued at £500,000 or more).

9.6 Cabinet also has power to approve the issuance of a letter of intent.

9.7 The Head of Legal and Governance (Monitoring Officer) confirms that there are no legal reasons preventing Cabinet from approving the recommendations in this report:

9.8 Procurement

9.9 Strategic Procurement (SP) note that this report relates to the approval to award a contract to an identified supplier undertake works to complete the provision of six London Affordable Rent.

9.10. A competitive tender process was undertaken in line with regulation 34.

9.11. SP support the recommendation to approve the award in accordance with CSO 9.07.01(d)

9.12 Finance

9.13 The scheme is on course to deliver six new homes at London Affordable Rent

9.14 The cost to completion has been assessed and can be contained within the HRA.

9.15 Further finance comments are contained in Appendix 2 – Exempt report attached.

9.16 Equality

9.17 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

9.17.1 Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.

9.17.2 Advance equality of opportunity between people who share those protected characteristics and people who do not.

9.17.3 Foster good relations between people who share those characteristics and people who do not.

9.18. The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

9.19. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

9.20. The proposed decision relates to new build works to provide six new London Affordable Rented homes on land adjacent to 318a White Hart Lane N17 Road this includes the appointment of a contractor, the appropriation of land and approval of plans to override easements and other rights of neighbouring properties.

9.21 The decision will increase the supply of Council homes to residents. This is likely to have a positive impact on residents in out-of-borough placements and temporary accommodation, as well as those who are vulnerable to homelessness. Data held by the council suggests that women, young people, BAME people and low- income people are over-represented among those living in temporary accommodation. Furthermore, individuals with these protected characteristics, as well as those who identify as LGBT+ and disabled people, are known to be vulnerable to homelessness. This decision is therefore likely to have a positive impact on those who share the protected characteristics.

9.22 From an equalities perspective, it is noted that the engagement with residents has taken place and that the feedback from consultation did not require any major reconfiguration, of the design, that the land in question is currently held for planning purposes and is vacant, and that there is no reason to believe that any third party rights will be significantly infringed by the development.

9.23 In addition, as an organisation carrying out a public function on behalf of a public body, the contractor will be obliged to have due regard for the need to achieve the three aims of the Public Sector Equality Duty as stated above.

10 Use of appendices

Appendix 1 – Red line boundaries land adjacent to 318 White Hart Lane N17.

Appendix 2 – Exempt Report

Appendix 3 – Financial appraisal (ProVal) exempt

11 Local Government (Access to Information) Act 1985

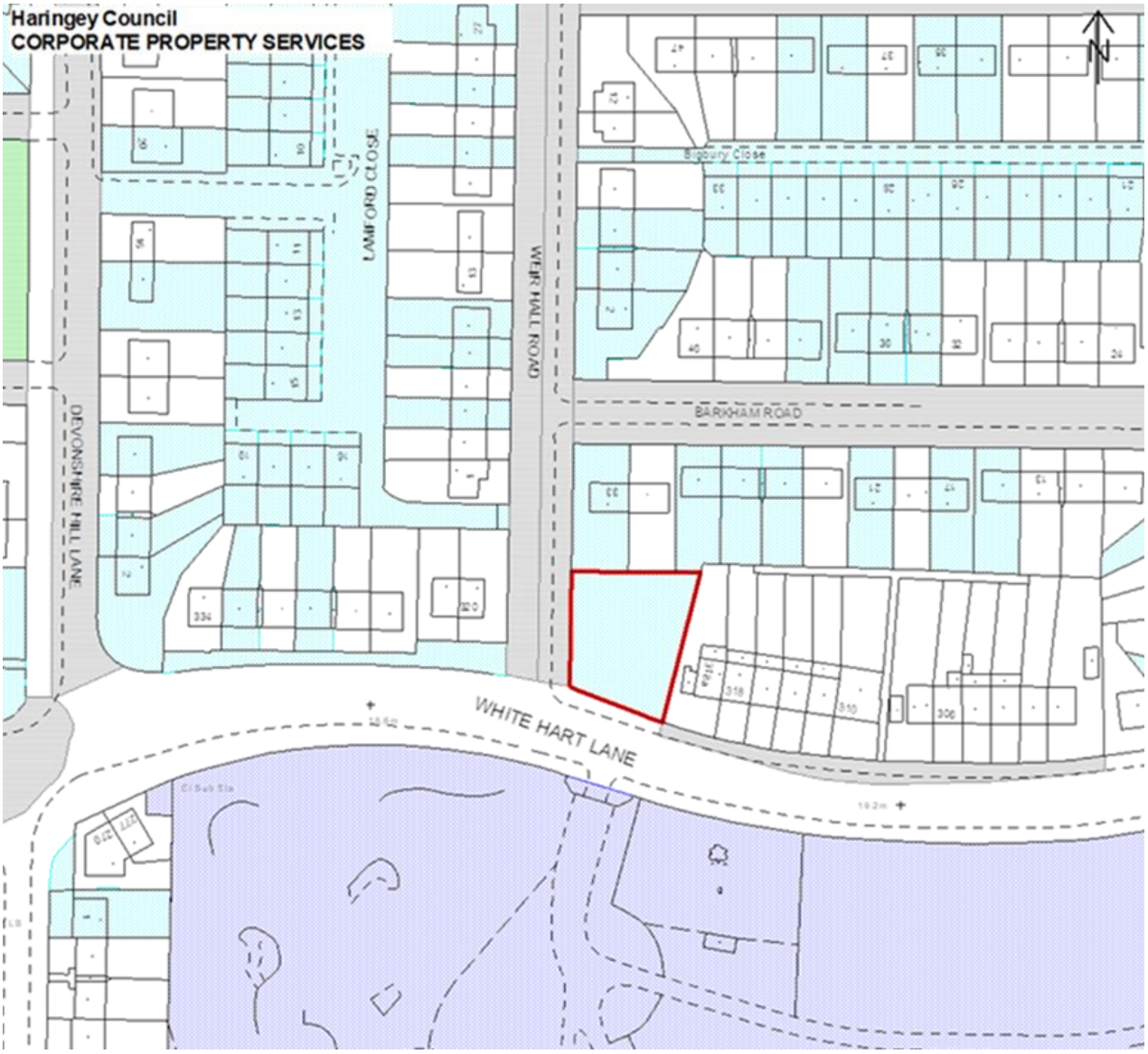
Appendix 2 and 3 is NOT FOR PUBLICATION by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 in that they contain information relating to the financial or business affairs of any particular person (including the authority holding that information).

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Appendix 1

Land adjacent to 318a White Hart Lane – Red Line Boundary – CGI of propsed new development and floor layout

The plan below illustrates the red line boundary plan for the 318a White Hart Lane Land Adj development site. The site is located opposite Tottenham Cemetary.



318a White Hart Lane – Planning Approved Designs



This image illustrates the proposed scheme looking west along White Hart Lane, highlighting the schemes corner focal point with Weir Hall Road.



Proposed Site Plan - scale 1:200 approx

This image illustrates the layout of the proposed development.

(insert name of Service Area)

Significant decisions - Delegated Action - For Reporting to Cabinet on 17th of October

♦ denotes background papers are Exempt.

No	Date approved by Director	Title	Decision
1.	**14/07/2023**	**Variation of contracts under Contracts Standing Order (CSO) 10.02.1(a) to Birketts LLP, TLT LLP and Ashfords LLP for the provision of legal services relating to Housing Disrepair casework**	That in accordance with the Contract Standing Order 10.02.1(a), the Head of Legal & Governance agrees to vary each of the contracts awarded to Birketts LLP, TLT LLP and Ashfords LLP by increasing the contract value by £375,000, so that the value of each contract is increased from £124,999 to £499,999.
2.			
3.			
4.			

Delegated Action

Type	Number

Corporate Board Officer/Assistant Director Signature .... Date....02/10/2023.....

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Housing, Regeneration & Planning

Significant decisions - Delegated Action - For Reporting to Cabinet on x

♦ denotes background papers are Exempt.

	7 Sept 23	Acquisition of Property as part of Council's Right to Buy acquisition programme N17	♦ EXEMPT PAPERS Acquisition of Property as part of Council's Right to Buy acquisition programme N17
	15 Sept 23	Acquisition of Property as part of Council's Right to Buy acquisition programme N17	♦ EXEMPT PAPERS Acquisition of Property as part of Council's Right to Buy acquisition programme N17
	25 Sept 23	Secure Electronic Application Ltd (SEA Ltd) for the provision of Maintenance and Repairs of Community Alarm Systems	Varying the contract to Secure Electronic Application Ltd (SEA Ltd) for £90,000 varying the contract from £188,976.20 to £278,976.20 (all figures exclusive of VAT) . Contract duration will not change with this increase.
	27th Sept 23	Muf Architecture/Art LLP for design services for RIBA Stages 0-7	Variation of contract to Muf Architecture/Art LLP by £62,172.81 varying the contract sum from £280,730.12 to £342,902.93.
	28th Sept 23	Business Manager recruitment - HfH & HCBS	Business Manager recruitment - HfH & HCBS

Delegated Action

Type	Number

Corporate Board Officer/Assistant Director Signature ..... David T Joyce ..... Date...29th September 2023.....

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Environment and Resident Experience (previously Environment and Neighbourhoods)

Significant decisions - Delegated Action - For Reporting to Cabinet on 17 October 2023

♦ denotes background papers are Exempt.

No	Date approved by Director	Title	Decision
1.	**08.12.2022**	Request to appoint Bridge Renewal Trust to conduct stakeholder engagement with various community interest groups in order to inform our forthcoming Waste Strategy work	Pursuant to Contract Standing Order 10.01.1(b) for the Director of Environment & Neighbourhoods to waiver Contract Standing Order 8.03 and approve a contract to Bridge Renewal Trust for £14,028
2.	**21.09.22**	Tottenham Hale public realm design consultant wavier	A waiver of Contract Standing Order (CSO) 9.01.1 (requirement to publish and appropriate advertisement) as allowed under CSO 10.01.2 (d)(ii) (Council's overall interest) and, in accordance with CSO 9.07.1 C, to award the contract for Tottenham Hale public realm design to Project Centre Ltd.
3.	**18.01.2023**	Clarendon Road development site oversailing licence	Authorisation to issue an 'Oversailing' Licence Agreement under S177 of the Highways Act 1980 in connection with the development of Block D1, Mary Neuner Road, Haringey, N8, following grant of planning consent under planning application HGY/2017/3117 on 19 April 2018.
4.	**25.04.23**	Eunomia contract extension	Request to extend the contract for Eunomia Consulting from £46,063 to a total value of £58,463 to complete their work on Haringey's Waste Strategy, specifically to conduct a further review of the council's RRP (Waste Reduction & Recycling Plan) and to analyse the results of a Recycling Behaviours Survey. The contract term is to remain to end 31 March 2024
5.	**27.04.23**	Eunomia contract extension	Pursuant to Contract Standing Order 10.02.1(a) for the Director of Environment & Resident Experience to approve the contract extension for Eunomia, increasing the contract value from £47,171 to £97,171 and extending the period to March 2024

Delegated Action

Type	Number

Corporate Board Officer/Assistant Director Signature ..... Date.....09.10.23

MINUTES OF CABINET MEMBER SIGNING MEETING HELD ON MONDAY 11 SEPTEMBER 2023, 10:00AM - 10:08AM.

PRESENT: Councillor Adam Jogee, Cabinet Member for Community Safety and Cohesion

In attendance: Brian Ellick, Head of ASB and Enforcement and Nazyer Choudhury, Principal Committee Co-Ordinator

1. FILMING AT MEETINGS

The Chair referred to the notice of filming at meetings and this information was noted.

2. APOLOGIES FOR ABSENCE

There were no apologies for absence.

3. URGENT BUSINESS

There were no items of urgent business.

4. DECLARATIONS OF INTEREST

There were no declarations of interest.

5. DEPUTATIONS / PETITIONS / PRESENTATIONS / QUESTIONS

There were no deputations / petitions / presentations / questions.

6. RATIFICATION OF THE DECISION TO GO OUT TO CONSULTATION ON THE EXTENSION OF THE HARINGEY DOG CONTROL PSPO

The Council's existing borough-wide Public Space Protection Orders (PSPO) for the control of dogs was due to expire on 18 October 2023. Initial indications from the Police, Councillors and other community representatives were that there was an appetite to consider varying and possibly expanding the conditions of the PSPO to address wider community concerns.

It was expected that it would take approximately 12 months to fully investigate the issues that had been raised and undertake full, meaningful consultation and co-production of any future PSPO prohibitions.

To ensure that the community did not lose the protection afforded by the existing PSPO conditions whilst this process is undertaken, it was proposed to extend the existing PSPO for a period 18 months, to 30 April 2025.

The consultation for the extension of an existing PSPO was simplified as it sought to capture whether the extension is supported by the community and partner agencies, or not.

On the 11th August 2023, the Director of Environment and Resident Experience took the decision to go out to consultation on the extension of the PSPO for a 5 week period, from the 16th of August to the 20th August 2023 Ratification of that decision was now required. The consultation would be available online and subject to targeted promotion to partner agencies, key community representatives, groups and forums.

The Cabinet Member for Community Safety and Cohesion RESOLVED

1. To ratify the decision of the Director of Environment and Resident Experience to consult on the extension of the Haringey Dog control PSPO as set out in Appendix A of the report.

2. To note that following the consultation a further report would be submitted to the Cabinet Member for a decision on extending the PSPO.

Reasons for Decision

A Public Spaces Protection Orders (PSPO) sets clear conditions for the use of public areas and enables officers authorised by the Council and Police Officers to engage individuals and educate them about their responsibilities taking action, such as issuing a Fixed Penalty Notice (FPN), if appropriate.

The publication of the conditions of the PSPO by strategically placed signs around the area in which it was effective ensured those using the public space are aware of their responsibilities for:

- disposing of the waste of any dog that is in their care at the time;
- keeping a dog under their control, and on lead in some areas, such as highways and in cemeteries;
- preventing their dog from entering areas where they are not permitted, such as children's play areas.
- Walking no more than 6 dogs at the same time.

If the PSPO conditions were to expire it would be necessary to remove all related signage and it is likely that the issues it was introduced to address will recur.

The expiration of the PSPO would also limit the options for Council and Police officers to take action to address behaviours that have a detrimental effect on the local community.

Alternative options considered

Not to consult or extend the PSPO.

This option was not recommended as it is likely the behaviours that it was originally introduced to deter will recur, as outlined in 3.1 to 3.4 above, having a detrimental effect on the local community.

7. RATIFICATION OF THE DECISION TO GO OUT TO CONSULTATION ON THE EXTENSION OF THE BOUNDS GREEN ALCOHOL CONTROL PSPO

The Council existing Public Space Protection Orders (PSPO) for the control of alcohol in specified roads in Tottenham Hale would expire on 18 October 2023. Initial indications from the Police, Councillors and other community representatives are that there is an appetite to consider varying and possibly expanding the conditions of the PSPO to address other behaviours that are having a detrimental impact on the community.

It was expected that it would take approximately 12 months to fully investigate the issues that have been raised and undertake full, meaningful consultation and co-production of any future PSPO prohibitions.

To ensure that the community does not lose the protection afforded by the existing PSPO conditions whilst this process is undertaken, it was proposed to extend the existing PSPO for a period 18 months, to 30 April 2025.

The consultation for the extension of an existing PSPO was simplified as it sought to capture whether the extension is supported by the community and partner agencies, or not.

On 11th August 2023 the Director of Environment and Resident Experience took a decision to go out to consultation on the extension of the PSPO for a 5-week period from 16 August to 20 September 2023. The consultation will be available online and subject to targeted promotion to partner agencies, key community representatives, groups and forums.

Note that following Ward name and boundary changes the Ward information had been updated. The restricted locations remained unchanged.

The Cabinet Member for Community Safety and Cohesion RESOLVED

1. To ratify the decision of the Director of Environment and Resident Experience to consult on the extension of the existing Tottenham Hale alcohol control PSPO as set out in Appendix A of the report.

2. To note that following the consultation a further report will be submitted to Cabinet Member for a decision on extending the PSPO.

Reasons for decision

A Public Spaces Protection Order (PSPO) set clear conditions for the use of specified public areas and enables officers authorised by the Council and Police Officers to engage individuals and educate them about their responsibilities.

The existing alcohol control PSPO in specified roads and locations enable authorised officers to require a person who is drinking alcohol or carrying alcohol in an open container to either surrender their alcohol, pour it away or not to continue to drink the alcohol. If an individual fails to comply with the request without reasonable excuse they commit an offence and are liable on summary conviction to a fine of up to £500, or they have the opportunity to discharge their liability for prosecution by accepting a Fixed Penalty Notice of £100.

If the PSPO conditions were to expire it would be necessary to remove all related signage and it is likely that the issues they were originally introduced to address will recur.

The expiration of the PSPO would also limit the options for officers authorised by the Council and Police officers to take action to address behaviours linked to the consumption of alcohol have a detrimental effect on the local community through early intervention and preventative approaches.

Despite some reduction, incidents of alcohol related (Anti-Social Behaviour) ASB still occurs. There are seasonal increases in reports of activity which suggests a need for the PSPO to remain in place. Local residents, businesses and other stakeholders continue to express concern about alcohol related ASB. The reports received from residents and business include that groups of men and women, drink alcohol, break glass bottles, throw litter and waste on the ground, including urinate in the area.

The enforcement service regularly receives reports about alcohol related ASB. It is not unusual for the reports to include other ASB activities. As a result, reports are often logged under other (drugs, litter, noise) ASB categories which can make pulling accurate Alcohol consumption related ASB data challenging.

Alternative options considered

Not to consult or extend the PSPO.

This option was not recommended as it was likely the behaviours that it was originally introduced to deter would recur, as outlined in 3.1 to 3.5 above, having a detrimental effect on the local community.

8. RATIFICATION OF THE DECISION TO GO OUT TO CONSULTATION ON THE EXTENSION AND MINOR VARIATION TO BRUCE GROVE ALCOHOL CONTROL PSPO

The Council's existing Public Space Protection Orders (PSPO) for the control of alcohol in specified roads in the Bruce Grove area expires on 18 October 2023. Initial indications from the Police, Councillors and other community representatives are that there is an appetite to consider varying and possibly expanding the conditions of the PSPO to address other behaviours that are having a detrimental impact on the community.

It was expected that it would take approximately 12 months to fully investigate the issues that have been raised and undertake full, meaningful consultation and co-production of any future PSPO prohibitions.

To ensure that the community did not lose the protection afforded by the existing PSPO conditions whilst this process is undertaken, it was proposed to extend the existing PSPO for a period 18 months, to 30 April 2025.

The consultation for the extension of an existing PSPO was simplified as it sought to capture whether the extension is supported by the community and partner agencies, or not.

On the 11th August 2023 the Director of Environment and Resident Experience took the decision to go out to consultation on the extension of the PSPO for a 5 week period, from the 16th of August to the 20th August 2023 Ratification of that decision is now required. The consultation will be available online and subject to targeted promotion to partner agencies, key community representatives, groups and forums.

Note that following Ward name and boundary changes the Ward information has been updated. The restricted locations remained unchanged.

The Cabinet Member for Community Safety and Cohesion RESOLVED

1. To ratify the decision of the Director of Environment and Resident Experience to consult on the extension of the existing Bounds Green alcohol control PSPO as set out in Appendix A of the report.

2. To note that following the consultation a further report will be submitted to Cabinet Member for a decision on extending the PSPO.

Reasons for decision

A Public Spaces Protection Order (PSPO) sets clear conditions for the use of specified public areas and enables officers authorised by the Council and Police Officers to engage individuals and educate them about their responsibilities.

The existing alcohol control PSPO in specified roads and locations enable authorised officers to require a person who is drinking alcohol or carrying alcohol in an open container to either surrender their alcohol, pour it away or not to continue to drink the alcohol. If an individual fails to comply with the request without reasonable excuse they commit an offence and are liable on summary conviction to a fine of up to £500, or they have the opportunity to discharge their liability for prosecution by accepting a Fixed Penalty Notice of £100.

If the PSPO conditions were to expire it would be necessary to remove all related signage and it was likely that the issues they were originally introduced to address will recur.

The expiration of the PSPO would also limit the options for officers authorised by the Council and Police officers to take action to address behaviours linked to the consumption of alcohol have a detrimental effect on the local community through early intervention and preventative approaches.

Despite some reduction, incidents of alcohol related (Anti-Social Behaviour) ASB still occurs. There are seasonal increases in reports of activity which suggests a need for the PSPO to remain in place. Local residents, businesses and other stakeholders continue to express concern about alcohol related ASB. The reports received from residents and business include that groups of men and women, drink alcohol, break glass bottles, throw litter and waste on the ground, including urinate in the area.

The enforcement service regularly receives reports about alcohol related ASB. It is not unusual for the reports to include other ASB activities. As a result, reports are often logged under other (drugs, litter, noise) ASB categories which can make pulling accurate Alcohol consumption related ASB data challenging.

Alternative options considered

Not to consult or extend the PSPO.

This option was not recommended as it was likely the behaviours that it was originally introduced to deter will recur, as outlined in 3.1 to 3.5 above, having a detrimental effect on the local community.

9. RATIFICATION OF THE DECISION TO GO OUT TO CONSULTATION ON THE EXTENSION OF THE HARRINGAY WARD ALCOHOL CONTROL PSPO

The Council’s existing Public Space Protection Orders (PSPO) for the control of alcohol in specified roads in Harringay expires on 18 October 2023. Initial indications from the Police, Councillors and other community representatives are that there is an appetite to consider varying and possibly expanding the conditions of the PSPO to address other behaviours that are having a detrimental impact on the community.

It was expected it would take approximately 12 months to fully investigate the issues that have been raised and undertake full, meaningful consultation and co- production of any future PSPO prohibitions.

To ensure that the community did not lose the protection afforded by the existing PSPO conditions whilst this process is undertaken, it is proposed to extend the existing PSPO for a period 18 months, to 30 April 2025.

The consultation for the extension of an existing PSPO was simplified as it sought to capture whether the extension is supported by the community and partner agencies, or not.

On 11th August 2023 the Director of Environment and Resident Experience took a decision to go out to consultation on the extension of the PSPO for a 5-week period from 16 August to 20 September 2023. Ratification of that decision is now required. The consultation will be available online and subject to targeted promotion to partner agencies, key community representatives, groups and forums.

Note that following Ward name and boundary changes the Ward information has been updated. The restricted locations remained unchanged.

The Cabinet Member for Community Safety and Cohesion RESOLVED

1. To ratify the decision of the Director of Environment and Resident Experience to consult on the extension of the existing Harringay Ward alcohol control PSPO as set out in Appendix A in the specified roads and public areas in Harringay until 30 April 2025.

2. To note that following the consultation a further report would be submitted to Cabinet Member for a decision on extending the PSPO.

Reasons for decision

A Public Spaces Protection Order (PSPO) sets clear conditions for the use of specified public areas and enables officers authorised by the Council and Police Officers to engage individuals and educate them about their responsibilities.

The existing alcohol control PSPO in specified roads and locations enable authorised officers to require a person who is drinking alcohol or carrying alcohol in an open container to either surrender their alcohol, pour it away or not to continue to drink the alcohol. If an individual fails to comply with the request without reasonable excuse they commit an offence and are liable on summary conviction to a fine of up to £500, or they have the opportunity to discharge their liability for prosecution by accepting a Fixed Penalty Notice of £100.

If the PSPO conditions were to expire it would be necessary to remove all related signage and it is likely that the issues they were originally introduced to address will recur.

The expiration of the PSPO would also limit the options for officers authorised by the Council and Police officers to take action to address behaviours linked to the consumption of alcohol that have a detrimental effect on the local community through early intervention and preventative approaches.

Despite some reduction, incidents of alcohol related (Anti-Social Behaviour) ASB still occurs. There are seasonal increases in reports of activity which suggests a need for the PSPO to remain in place. Local residents, businesses and other stakeholders continue to express concern about alcohol related ASB. The reports received from residents and business include that groups of men and women, drink alcohol, break glass bottles, throw litter and waste on the ground, including urinate in the area.

The enforcement service regularly receives reports about alcohol related ASB. It is not unusual for the reports to include other ASB activities. As a result, reports are often logged under other (drugs, litter, noise) ASB categories which can make pulling accurate Alcohol consumption related ASB data challenging.

Alternative options considered

Not to consult or extend the PSPO.

This option was not recommended as it is likely the behaviours that it was originally introduced to deter will recur, as outlined above, having a detrimental effect on the local community.

10. RATIFICATION OF THE DECISION TO GO OUT TO CONSULTATION ON THE EXTENSION OF THE NOEL PARK WARD ALCOHOL CONTROL PSPO

The Council's existing Public Space Protection Orders (PSPO) for the control of alcohol in specified roads in Noel Park expires on 18 October 2023. Initial indications from the Police, Councillors and other community representatives are that there is an appetite to consider varying and possibly expanding the conditions of the PSPO to address other behaviours that are having a detrimental impact on the community.

It is expected it will take approximately 12 months to fully investigate the issues that have been raised and undertake full, meaningful consultation and co- production of any future PSPO prohibitions.

To ensure that the community does not lose the protection afforded by the existing PSPO conditions whilst this process is undertaken, it is proposed to extend the existing PSPO for a period 18 months, to 30 April 2025.

The consultation for the extension of an existing PSPO is simplified as it seeks to capture whether the extension is supported by the community and partner agencies, or not.

On 11th August 2023, the Director of Environment and Resident Experience took a decision to go out to consultation on the extension of the PSPO for a 5-week period from 16 August to 20 September 2023. Ratification of that decision is now required. The consultation will be available online and subject to targeted promotion to partner agencies, key community representatives, groups and forums.

Note that following Ward name and boundary changes the Ward information has been updated. The restricted locations remain unchanged.

The Cabinet Member for Community Safety and Cohesion RESOLVED

1. To ratify the decision of the Director of Environment and Resident Experience to consult on the extension of the existing Noel Park Ward Alcohol Control PSPO as set out in Appendix A of the report.

2. To note that following the consultation a further report will be submitted to Cabinet Member for a decision on extending the PSPO.

Reasons for decision

A Public Spaces Protection Order (PSPO) sets clear conditions for the use of specified public areas and enables officers authorised by the Council and Police Officers to engage individuals and educate them about their responsibilities.

The existing alcohol control PSPO in specified roads and locations enable authorised officers to require a person who is drinking alcohol or carrying alcohol in an open container to either surrender their alcohol, pour it away or not to continue to drink the alcohol. If an individual fails to comply with the request without reasonable excuse they commit an offence and are liable on summary conviction to a fine of up to £500, or they have the opportunity to discharge their liability for prosecution by accepting a Fixed Penalty Notice of £100.

If the PSPO conditions were to expire it would be necessary to remove all related signage and it is likely that the issues they were originally introduced to address will recur.

The expiration of the PSPO would also limit the options for officers authorised by the Council and Police officers to take action to address behaviours linked to the consumption of alcohol have a detrimental effect on the local community through early intervention and preventative approaches.

Despite some reduction, incidents of alcohol related (Anti-Social Behaviour) ASB still occurs. There are seasonal increases in reports of activity which suggests a need for the PSPO to remain in place. Local residents, businesses and other stakeholders continue to express concern about alcohol related ASB. The reports received from

residents and business include that groups of men and women, drink alcohol, break glass bottles, throw litter and waste on the ground, including urinate in the area.

The enforcement service regularly receives reports about alcohol related ASB. It is not unusual for the reports to include other ASB activities. As a result, reports are often logged under other (drugs, litter, noise) ASB categories which can make pulling accurate Alcohol consumption related ASB data challenging.

Alternative options considered

Not to consult or extend the PSPO.

This option was not recommended as it is likely the behaviours that it was originally introduced to deter will recur, as outlined in 3.1 to 3.5 above, having a detrimental effect on the local community.

11. RATIFICATION OF THE DECISION TO GO OUT TO CONSULTATION ON THE EXTENSION AND MINOR VARIATION OF THE NORTHUMBERLAND PARK ALCOHOL CONTROL PSPO

The Council's existing Public Space Protection Orders (PSPO) for the control of alcohol in specified roads in Northumberland Park expires on 18 October 2023. Initial indications from the Police, Councillors and other community representatives are that there is an appetite to consider varying and possibly expanding the conditions of the PSPO to address other behaviours that are having a detrimental impact on the community.

It was expected it will take approximately 12 months to fully investigate the issues that have been raised and undertake full, meaningful consultation and co- production of any future PSPO prohibitions.

To ensure that the community does not lose the protection afforded by the existing PSPO conditions whilst this process is undertaken, it is proposed to extend the existing PSPO for a period 18 months, to 30 April 2025.

The consultation for the extension of an existing PSPO is simplified as it seeks to capture whether the extension is supported by the community and partner agencies, or not.

Approval is being sought to consult on the extension of this PSPO for a 5-week period from 16 August to 20 September 2023. The consultation will be available online and subject to targeted promotion to partner agencies, key community representatives, groups and forums.

Note that following Ward name and boundary changes the Ward information has been updated. The restricted locations remain unchanged.

The Cabinet Member for Community Safety and Cohesion RESOLVED

1. To ratify the decision of the Director of Environment and Resident Experience to consult on the extension of the existing Northumberland Park alcohol control PSPO as set out in Appendix A of the report.

2. To note that following the consultation a further report will be submitted to Cabinet Member for a decision on extending the PSPO.

Reasons for decision

A Public Spaces Protection Order (PSPO) sets clear conditions for the use of specified public areas and enables officers authorised by the Council and Police Officers to engage individuals and educate them about their responsibilities.

The existing alcohol control PSPO in specified roads and locations enable authorised officers to require a person who is drinking alcohol or carrying alcohol in an open container to either surrender their alcohol, pour it away or not to continue to drink the alcohol. If an individual fails to comply with the request without reasonable excuse they commit an offence and are liable on summary conviction to a fine of up to £500, or they have the opportunity to discharge their liability for prosecution by accepting a Fixed Penalty Notice of £100.

If the PSPO conditions were to expire it would be necessary to remove all related signage and it is likely that the issues they were originally introduced to address would recur.

The expiration of the PSPO would also limit the options for officers authorised by the Council and Police officers to take action to address behaviours linked to the consumption of alcohol have a detrimental effect on the local community through early intervention and preventative approaches.

Despite some reduction, incidents of alcohol related (Anti-Social Behaviour) ASB still occurs. There are seasonal increases in reports of activity which suggests a need for the PSPO to remain in place. Local residents, businesses and other stakeholders continue to express concern about alcohol related ASB. The reports received from residents and business include that groups of men and women, drink alcohol, break glass bottles, throw litter and waste on the ground, including urinate in the area.

The enforcement service regularly receives reports about alcohol related ASB. It was not unusual for the reports to include other ASB activities. As a result, reports are often logged under other (drugs, litter, noise) ASB categories which can make pulling accurate Alcohol consumption related ASB data challenging.

Alternative options considered

Not to consult or extend the PSPO.

This option is not recommended as it is likely the behaviours that it was originally introduced to deter will recur, as outlined in 3.1 to 3.5 above, having a detrimental effect on the local community.

12. RATIFICATION OF THE DECISION TO GO OUT TO CONSULTATION ON THE EXTENSION AND MINOR VARIATION TO SEVEN SISTERS ALCOHOL CONTROL PSPO

The Council's existing Public Space Protection Orders (PSPO) for the control of alcohol in specified roads in the former Seven Sisters Ward area expires on 18 October 2023. Initial indications from the Police, Councillors and other community representatives are that there is an appetite to consider varying and possibly expanding the conditions of the PSPO to address other behaviours that are having a detrimental impact on the community.

It was expected it would take approximately 12 months to fully investigate the issues that have been raised and undertake full, meaningful consultation and co- production of any future PSPO prohibitions.

To ensure that the community did not lose the protection afforded by the existing PSPO conditions whilst this process is undertaken, it is proposed to extend the existing PSPO for a period 18 months, to 30 April 2025.

The consultation for the extension of an existing PSPO is simplified as it seeks to capture whether the extension is supported by the community and partner agencies, or not.

On the 11th August 2023 the Director of Environment and Resident Experience took the decision to go out to consultation on the extension of the PSPO for a 5 week period, from the 16th of August to the 20th August 2023 Ratification of that decision is now required. The consultation will be available online and subject to targeted promotion to partner agencies, key community representatives, groups, and forums.

Note that following Ward name and boundary changes the Ward information had been updated. The restricted locations remained unchanged.

The Cabinet Member for Community Safety and Cohesion RESOLVED

1. To ratify the decision of the Director of Environment and Resident Experience to consult on the extension of the existing Seven Sisters alcohol control PSPO as set out in Appendix A of the report.

2. To note that following the consultation a further report will be submitted to Cabinet Member for a decision on extending the PSPO.

Reasons for decision

A Public Spaces Protection Order (PSPO) sets clear conditions for the use of specified public areas and enables officers authorised by the Council and Police Officers to engage individuals and educate them about their responsibilities.

The existing alcohol control PSPO in specified roads and locations enable authorised officers to require a person who is drinking alcohol or carrying alcohol in an open container to either surrender their alcohol, pour it away or not to continue to drink the alcohol. If an individual fails to comply with the request without reasonable excuse they commit an offence and are liable on summary conviction to a fine of up to £500, or they have the opportunity to discharge their liability for prosecution by accepting a Fixed Penalty Notice of £100.

If the PSPO conditions were to expire it would be necessary to remove all related signage and it is likely that the issues they were originally introduced to address will recur.

The expiration of the PSPO would also limit the options for officers authorised by the Council and Police officers to take action to address behaviours linked to the consumption of alcohol have a detrimental effect on the local community through early intervention and preventative approaches.

Despite some reduction, incidents of alcohol related (Anti-Social Behaviour) ASB still occurs. There are seasonal increases in reports of activity which suggests a need for the PSPO to remain in place. Local residents, businesses and other stakeholders continue to express concern about alcohol related ASB. The reports received from residents and business include that groups of men and women, drink alcohol, break glass bottles, throw litter and waste on the ground, including urinate in the area.

The enforcement service regularly receives reports about alcohol related ASB. It is not unusual for the reports to include other ASB activities. As a result, reports are often logged under other (drugs, litter, noise) ASB categories which can make pulling accurate Alcohol consumption related ASB data challenging.

Alternative options considered

Not to consult or extend the PSPO.

This option was not recommended as it is likely the behaviours that it was originally introduced to deter will recur, as outlined in 3.1 to 3.5 above, having a detrimental effect on the local community.

13. RATIFICATION OF THE DECISION TO GO OUT TO CONSULTATION ON THE EXTENSION AND MINOR VARIATION OF THE ST ANN'S ALCOHOL CONTROL PSPO

The Council existing Public Space Protection Orders (PSPO) for the control of alcohol in specified roads in the former St Ann's Ward expires on 18 October 2023. Initial indications from the Police, Councillors and other community representatives are that there is an appetite to consider varying and possibly expanding the conditions of the PSPO to address other behaviours that are having a detrimental impact on the community.

It was expected it would take approximately 12 months to fully investigate the issues that have been raised and undertake full, meaningful consultation and co- production of any future PSPO prohibitions.

To ensure that the community does not lose the protection afforded by the existing PSPO conditions whilst this process is undertaken, it was proposed to extend the existing PSPO for a period 18 months, to 30 April 2025.

The consultation for the extension of an existing PSPO is simplified as it sought to capture whether the extension is supported by the community and partner agencies, or not.

On 11th August 2023 the Director of Environment and Resident Experience took a decision to go out to consultation on the extension of the PSPO for a 5-week period from 16 August to 20 September 2023. Ratification of that decision is now. The consultation will be available online and subject to targeted promotion to partner agencies, key community representatives, groups and forums.

Note that following Ward name and boundary changes the Ward information has been updated. The restricted locations remain unchanged.

The Cabinet Member for Community Safety and Cohesion RESOLVED

1. Ratify the decision of the Director of Environment and Resident Experience to consult on extension and variation of the existing alcohol control PSPO St Ann's Ward as set out in Appendix A.

2. Note that following the consultation a further report will be submitted to Cabinet Member for a decision on extending the PSPO.

Reasons for decision

A Public Spaces Protection Order (PSPO) sets clear conditions for the use of specified public areas and enables officers authorised by the Council and Police Officers to engage individuals and educate them about their responsibilities.

The existing alcohol control PSPO in specified roads and locations enable authorised officers to require a person who is drinking alcohol or carrying alcohol in an open

container to either surrender their alcohol, pour it away or not to continue to drink the alcohol. If an individual fails to comply with the request without reasonable excuse they commit an offence and are liable on summary conviction to a fine of up to £500, or they have the opportunity to discharge their liability for prosecution by accepting a Fixed Penalty Notice of £100.

If the PSPO conditions were to expire it would be necessary to remove all related signage and it is likely that the issues they were originally introduced to address will recur.

The expiration of the PSPO would also limit the options for officers authorised by the Council and Police officers to take action to address behaviours linked to the consumption of alcohol have a detrimental effect on the local community through early intervention and preventative approaches.

Despite some reduction, incidents of alcohol related (Anti-Social Behaviour) ASB still occurs. There are seasonal increases in reports of activity which suggests a need for the PSPO to remain in place. Local residents, businesses and other stakeholders continue to express concern about alcohol related ASB. The reports received from residents and business include that groups of men and women, drink alcohol, break glass bottles, throw litter and waste on the ground, including urinate in the area.

The enforcement service regularly receives reports about alcohol related ASB. It is not unusual for the reports to include other ASB activities. As a result, reports are often logged under other (drugs, litter, noise) ASB categories which can make pulling accurate Alcohol consumption related ASB data challenging.

Alternative options considered

Not to consult or extend the PSPO.

This option was not recommended as it is likely the behaviours that it was originally introduced to deter will recur, as outlined in 3.1 to 3.5 above, having a detrimental effect on the local community.

14. RATIFICATION OF THE DECISION TO GO OUT TO CONSULTATION ON THE EXTENSION AND MINOR VARIATION OF THE TOTTENHAM GREEN ALCOHOL CONTROL PSPO

The Council's existing Public Space Protection Orders (PSPO) for the control of alcohol in specified roads in former Tottenham Green Ward would expire on 18 October 2023. Initial indications from the Police, Councillors and other community representatives are that there is an appetite to consider varying and possibly expanding the conditions of the PSPO to address other behaviours that are having a detrimental impact on the community.

It was expected it will take approximately 12 months to fully investigate the issues that have been raised and undertake full, meaningful consultation and co- production of any future PSPO prohibitions.

To ensure that the community does not lose the protection afforded by the existing PSPO conditions whilst this process is undertaken, it is proposed to extend the existing PSPO for a period 18 months, to 30 April 2025.

The consultation for the extension of an existing PSPO is simplified as it seeks to capture whether the extension is supported by the community and partner agencies, or not.

On 11th August 2023, the Director of Environment and Resident Experience took a decision to go out to consultation on the extension of the PSPO for a 5-week period from 16 August to 20 September 2023. Ratification of that decision is now required. The consultation will be available online and subject to targeted promotion to partner agencies, key community representatives, groups and forums.

Note that following Ward name and boundary changes the Ward information has been updated. The restricted locations remain unchanged.

The Cabinet Member for Community Safety and Cohesion RESOLVED

1. To ratify the decision of the Director of Environment and Resident Experience to consult on the extension and variation of the Tottenham Green alcohol control PSPO as set out in Appendix A of the report.

2. To note that following the consultation a further report will be submitted to Cabinet Member for a decision on extending the PSPO.

Reasons for decision

A Public Spaces Protection Order (PSPO) sets clear conditions for the use of specified public areas and enables officers authorised by the Council and Police Officers to engage individuals and educate them about their responsibilities.

The existing alcohol control PSPO in specified roads and locations enable authorised officers to require a person who is drinking alcohol or carrying alcohol in an open container to either surrender their alcohol, pour it away or not to continue to drink the alcohol. If an individual fails to comply with the request without reasonable excuse they commit an offence and are liable on summary conviction to a fine of up to £500, or they have the opportunity to discharge their liability for prosecution by accepting a Fixed Penalty Notice of £100.

If the PSPO conditions were to expire it would be necessary to remove all related signage and it is likely that the issues they were originally introduced to address will recur.

The expiration of the PSPO would also limit the options for officers authorised by the Council and Police officers to take action to address behaviours linked to the consumption of alcohol have a detrimental effect on the local community through early intervention and preventative approaches.

Despite some reduction, incidents of alcohol related (Anti-Social Behaviour) ASB still occurs. There are seasonal increases in reports of activity which suggests a need for the PSPO to remain in place. Local residents, businesses and other stakeholders continue to express concern about alcohol related ASB. The reports received from residents and business include that groups of men and women, drink alcohol, break glass bottles, throw litter and waste on the ground, including urinate in the area.

The enforcement service regularly receives reports about alcohol related ASB. It is not unusual for the reports to include other ASB activities. As a result, reports are often logged under other (drugs, litter, noise) ASB categories which can make pulling accurate Alcohol consumption related ASB data challenging.

Alternative options considered

Not to consult or extend the PSPO.

This option was not recommended as it was likely the behaviours that it was originally introduced to deter will recur, as outlined in 3.1 to 3.5 above, having a detrimental effect on the local community.

15. RATIFICATION OF THE DECISION TO GO OUT TO CONSULTATION ON THE EXTENSION OF THE TOTTENHAM HALE ALCOHOL CONTROL PSPO

The Council existing Public Space Protection Orders (PSPO) for the control of alcohol in specified roads in Tottenham Hale would expire on 18 October 2023. Initial indications from the Police, Councillors and other community representatives are that there is an appetite to consider varying and possibly expanding the conditions of the PSPO to address other behaviours that are having a detrimental impact on the community.

It was expected it will take approximately 12 months to fully investigate the issues that have been raised and undertake full, meaningful consultation and co- production of any future PSPO prohibitions.

To ensure that the community does not lose the protection afforded by the existing PSPO conditions whilst this process is undertaken, it is proposed to extend the existing PSPO for a period 18 months, to 30 April 2025.

The consultation for the extension of an existing PSPO is simplified as it seeks to capture whether the extension is supported by the community and partner agencies, or not.

On 11th August 2023, the Director of Environment and Resident Experience took a decision to go out to consultation on the extension of the PSPO for a 5-week period from 16 August to 20 September 2023. Ratification of that decision is now required. The consultation will be available online and subject to targeted promotion to partner agencies, key community representatives, groups and forums.

Note that following Ward name and boundary changes the Ward information has been updated. The restricted locations remain unchanged.

The Cabinet Member for Community Safety and Cohesion RESOLVED

1. To ratify the decision of the Director of Environment and Resident Experience to consult on the extension of the existing Tottenham Hale alcohol control PSPO as set out in Appendix A of the report.

2. To note that following the consultation a further report will be submitted to Cabinet Member for a decision on extending the PSPO.

Reasons for decision

A Public Spaces Protection Order (PSPO) sets clear conditions for the use of specified public areas and enables officers authorised by the Council and Police Officers to engage individuals and educate them about their responsibilities.

The existing alcohol control PSPO in specified roads and locations enable authorised officers to require a person who is drinking alcohol or carrying alcohol in an open container to either surrender their alcohol, pour it away or not to continue to drink the alcohol. If an individual fails to comply with the request without reasonable excuse they commit an offence and are liable on summary conviction to a fine of up to £500, or they have the opportunity to discharge their liability for prosecution by accepting a Fixed Penalty Notice of £100.

If the PSPO conditions were to expire it would be necessary to remove all related signage and it is likely that the issues they were originally introduced to address will recur.

The expiration of the PSPO would also limit the options for officers authorised by the Council and Police officers to take action to address behaviours linked to the consumption of alcohol have a detrimental effect on the local community through early intervention and preventative approaches.

Despite some reduction, incidents of alcohol related (Anti-Social Behaviour) ASB still occurs. There are seasonal increases in reports of activity which suggests a need for the PSPO to remain in place. Local residents, businesses and other stakeholders continue to express concern about alcohol related ASB. The reports received from residents and business include that groups of men and women, drink alcohol, break glass bottles, throw litter and waste on the ground, including urinate in the area.

The enforcement service regularly receives reports about alcohol related ASB. It is not unusual for the reports to include other ASB activities. As a result, reports are often logged under other (drugs, litter, noise) ASB categories which can make pulling accurate Alcohol consumption related ASB data challenging.

Alternative options considered

Not to consult or extend the PSPO.

This option was not recommended as it was likely the behaviours that it was originally introduced to deter will recur, as outlined in 3.1 to 3.5 above, having a detrimental effect on the local community.

16. RATIFICATION OF THE DECISION TO GO OUT TO CONSULTATION ON THE EXTENSION OF THE WOODSIDE WARD ALCOHOL CONTROL PSPO

The Council existing Public Space Protection Orders (PSPO) for the control of alcohol in specified roads in Woodside would expire on 18 October 2023. Initial indications from the Police, Councillors and other community representatives are that there is an appetite to consider varying and possibly expanding the conditions of the PSPO to address other behaviours that are having a detrimental impact on the community.

It was expected it will take approximately 12 months to fully investigate the issues that have been raised and undertake full, meaningful consultation and co- production of any future PSPO prohibitions.

To ensure that the community does not lose the protection afforded by the existing PSPO conditions whilst this process is undertaken, it was proposed to extend the existing PSPO for a period 18 months, to 30 April 2025.

The consultation for the extension of an existing PSPO is simplified as it seeks to capture whether the extension is supported by the community and partner agencies, or not.

On 11th August 2023, the Director of Environment and Resident Experience took a decision to go out to consultation on the extension of the PSPO for a 5-week period from 16 August to 20 September 2023. Ratification of that decision is now required. The consultation will be available online and subject to targeted promotion to partner agencies, key community representatives, groups and forums.

Note that following Ward name and boundary changes the Ward information has been updated. The restricted locations remain unchanged.

The Cabinet Member for Safety and Cohesion RESOLVED

1. Ratify the decision of the Director of Environment and Resident Experience to consult on the extension of the existing Woodside alcohol control PSPO as set out in Appendix A of the report.

2. Note that following the consultation a further report will be submitted to Cabinet Member for a decision on extending the PSPO.

Reasons for decision

A Public Spaces Protection Order (PSPO) sets clear conditions for the use of specified public areas and enables officers authorised by the Council and Police Officers to engage individuals and educate them about their responsibilities.

The existing alcohol control PSPO in specified roads and locations enable authorised officers to require a person who is drinking alcohol or carrying alcohol in an open container to either surrender their alcohol, pour it away or not to continue to drink the alcohol. If an individual fails to comply with the request without reasonable excuse they commit an offence and are liable on summary conviction to a fine of up to £500, or they have the opportunity to discharge their liability for prosecution by accepting a Fixed Penalty Notice of £100.

If the PSPO conditions were to expire it would be necessary to remove all related signage and it is likely that the issues they were originally introduced to address will recur.

The expiration of the PSPO would also limit the options for officers authorised by the Council and Police officers to take action to address behaviours linked to the consumption of alcohol have a detrimental effect on the local community through early intervention and preventative approaches.

Despite some reduction, incidents of alcohol related (Anti-Social Behaviour) ASB still occurs. There are seasonal increases in reports of activity which suggests a need for the PSPO to remain in place. Local residents, businesses and other stakeholders continue to express concern about alcohol related ASB. The reports received from residents and business include that groups of men and women, drink alcohol, break glass bottles, throw litter and waste on the ground, including urinate in the area.

The enforcement service regularly receives reports about alcohol related ASB. It is not unusual for the reports to include other ASB activities. As a result, reports are often

logged under other (drugs, litter, noise) ASB categories which can make pulling accurate Alcohol consumption related ASB data challenging.

Alternative options considered

Not to consult or extend the PSPO.

This option is not recommended as it is likely the behaviours that it was originally introduced to deter will recur, as outlined in 3.1 to 3.5 above, having a detrimental effect on the local community.

17. RATIFICATION OF THE DECISION TO GO OUT TO CONSULTATION ON THE EXTENSION OF THE WEST GREEN WARD ALCOHOL CONTROL PSPO

The Council existing Public Space Protection Orders (PSPO) for the control of alcohol in specified roads in West Green would expire on 18 October 2023. Initial indications from the Police, Councillors and other community representatives are that there is an appetite to consider varying and possibly expanding the conditions of the PSPO to address other behaviours that are having a detrimental impact on the community.

It was expected it will take approximately 12 months to fully investigate the issues that have been raised and undertake full, meaningful consultation and co- production of any future PSPO prohibitions.

To ensure that the community does not lose the protection afforded by the existing PSPO conditions whilst this process is undertaken, it was proposed to extend the existing PSPO for a period 18 months, to 30 April 2025.

The consultation for the extension of an existing PSPO is simplified as it seeks to capture whether the extension is supported by the community and partner agencies, or not.

On 11th August 2023, the Director of Environment and Resident Experience took a decision to go out to consultation on the extension of the PSPO for a 5-week period from 16 August to 20 September 2023. Ratification of that decision was now required. The consultation will be available online and subject to targeted promotion to partner agencies, key community representatives, groups and forums.

Note that following Ward name and boundary changes the Ward information has been updated. The restricted locations remain unchanged.

The Cabinet Member for Community Safety and Cohesion RESOLVED

1. To ratify the decision of the Director of Environment and Resident Experience to consult on the extension of the existing West Green Ward alcohol control PSPO as set out in Appendix A of the report.

2. To note that following the consultation a further report will be submitted to Cabinet Member for a decision on extending the PSPO.

Reasons for decision

A Public Spaces Protection Order (PSPO) sets clear conditions for the use of specified public areas and enables officers authorised by the Council and Police Officers to engage individuals and educate them about their responsibilities.

The existing alcohol control PSPO in specified roads and locations enable authorised officers to require a person who is drinking alcohol or carrying alcohol in an open container to either surrender their alcohol, pour it away or not to continue to drink the alcohol. If an individual fails to comply with the request without reasonable excuse they commit an offence and are liable on summary conviction to a fine of up to £500, or they have the opportunity to discharge their liability for prosecution by accepting a Fixed Penalty Notice of £100.

If the PSPO conditions were to expire it would be necessary to remove all related signage and it is likely that the issues they were originally introduced to address will recur.

The expiration of the PSPO would also limit the options for officers authorised by the Council and Police officers to take action to address behaviours linked to the consumption of alcohol have a detrimental effect on the local community through early intervention and preventative approaches.

Despite some reduction, incidents of alcohol related (Anti-Social Behaviour) ASB still occurs. There are seasonal increases in reports of activity which suggests a need for the PSPO to remain in place. Local residents, businesses and other stakeholders continue to express concern about alcohol related ASB. The reports received from residents and business include that groups of men and women, drink alcohol, break glass bottles, throw litter and waste on the ground, including urinate in the area.

The enforcement service regularly receives reports about alcohol related ASB. It is not unusual for the reports to include other ASB activities. As a result, reports are often logged under other (drugs, litter, noise) ASB categories which can make pulling accurate Alcohol consumption related ASB data challenging.

Alternative options considered

Not to consult or extend the PSPO.

This option was not recommended as it is likely the behaviours that it was originally introduced to deter will recur, as outlined in 3.1 to 3.5 above, having a detrimental effect on the local community.

18. NEW ITEMS OF URGENT BUSINESS

There were no new items of urgent business.

CABINET MEMBER: Councillor Adam Jogee

Signed by CABINET MEMBER ……..

Date ……18 September 2023……

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MINUTES OF MEETING Cabinet Member Signing HELD ON Thursday, 14th September, 2023, 3.00 pm

PRESENT:

Councillors: Dana Carlin

ALSO ATTENDING: Andy Briggs (Assistant Director for Customer Services), David Graaff (Head of Service Delivery) and Felicity Foley (Committees Manager)

1. FILMING AT MEETINGS

The Chair referred to the notice of filming at meetings and this information was noted.

2. APOLOGIES FOR ABSENCE

There were no apologies for absence.

3. URGENT BUSINESS

There were no items of urgent business.

4. DECLARATIONS OF INTEREST

There were no declarations of interest.

5. DEPUTATIONS / PETITIONS / PRESENTATIONS / QUESTIONS

There were no deputations / petitions / presentations / questions.

6. TO AWARD A CONTRACT FOR THE SUPPLY AND SUPPORT OF A CUSTOMER RELATIONSHIP PLATFORM

The Cabinet Member for Finance and Local Investment considered the report which sought approval to award a contract for the Granicus Digital Customer Relationship Platform (CRM), providing CRM and online MyAccount continuity and improved services as part of Corporate Delivery Plan, Think Haringey First and the Resident Experience Programme.

The Assistant Director for Customer Services advised that the contract would be for a period of 2 years with options to extend for up to 1 further year at a total cost for the 3 years not exceeding £931,497. This would enable the service to consider the future requirements for council services, before looking to retender the contract.

The Cabinet Member requested that consideration be given to a more joined up Customer Relationship Management system across the Council, so that different systems were not being used in different departments and for residents to receive the best service from the Council.

The Cabinet Member for Finance and Local Investment RESOLVED to:

1. Approve the award of a contract for the supply and support of Granicus Customer Platform software for a period of 2 years from 1st November 2023 to 31st October 2025 at the value of £519,498 with the option to extend by a further 1 year to 31st October 2026 at the value of £411,999. The total contract value including draw down options is £931,497 over the 3-year period.

2. Note that the contractually committed cost for the baseline product in year 1 is £171,499 and for year 2 and 3 it is £133,999 per annum making a total baseline product cost of £439,497

3. Note that in addition to the baseline product cost the contract will allow for draw down options. The value of these options is £214,000 for year 2, and £278,000 for year 3 giving a total over 3 years of £492,000. This is required now so spend is approved when the draw down options are required, and their individual business cases and budget have been approved. The options are available but not mandatory or authorised at point of contract award.

4. Note that for the agreed draw down options the Director Culture, Strategy and Engagement or Director accountable for the line of services at that time will have the delegated authority to authorise contractual draw down options without lead member sign off.

Reasons for decision

The current contract for Granicus expires in November 2023. We have already expedited our 2 years plus 2 x 1-year extensions under GCloud 11. The new contract would be under GCloud 13 for 2 years plus 1.

The new contract will enable business continuity of the newly implemented resident digital provisions plus provide the means to significantly enhance the digital service offer to residents, businesses, agencies and services making it easier to access, transact and receive updates on Council services.

Agreeing this new contract under the GCloud13 for 2 years plus 1 will allow the council to do market engagement, peer review with other councils and define the long-term strategic aspirations for a modern council in terms of how it manages customer data and develops its online service offer.

Procurement of the solution allows the Council to maintain the improvement to resident journeys developed as part of Phase 1 of the project, including:

- Housing
- Council Tax and Benefits
- Environment & Resident Experience
- Parking
- Financial Support/Connected Communities

Continued development of the Customer Service Hub (CRM) will improve resident self-service and digital transactions, increase channel shift and improve assisted services for residents who are not digitally enabled

Residents will see benefits from an improved service offering.

- Better utilisation of automation, auto population and smart forms so that residents do not have to repeat information already submitted (shorter call times).
- Increase in customer satisfaction markers.
- Reduction in complaints.
- Haringey branding will remain consistent between the forms and CRM.
- Smooth and easier digital journeys will encourage residents to adopt other digital journeys within Haringey.
- More engaged residents in the digital journey that works for them.
- Reduction in demand failure
- Increased first time resolution.
- Improved single interactions for multiple queries.
- Improved resident journey histories
- Improved case management and history for complex resident service requests.
- Reduction in member escalations.

There will be an increase in online transactions and self-serve.

- Assisted channel shift.
- Integrated payment process
- Increased adoption of customers using digital channels.
- Increased adoption of self service across Council service provisions.

Employee Engagement will improve.

- Creating better resident journeys and visibilities will create more trust with our residents which will reduce conflict on calls with our staff.
- Staff will feel they have more purpose by being able to help residents better, improved communication and resolutions. By reducing fewer complex enquiries staff will be able to provide more support on complex cases for resident's wellbeing
- Staff will be more confident to deal with queries
- Staff will be more confident to deal with escalations
- Improved staff retention.
- Staff will care more which will improve the quality of service to our residents

Alternative options considered

Do Nothing

- If the Council does not re-procure the customer platform, we will see severe disruption to resident experience due to the removal of the newly implemented CRM in the contact centre and housing and the withdrawal of the new resident online digital offering.
- The inability to digitally transact centrally,
- The inability to have conversations with Customer Service using case history (e.g., every time they call, they will have to start from the beginning as no case history is available)
- The end of single sign-on functionality resulting in a fractured digital experience with the Council

This will result in residents having a poor experience and interactions with the Council due to increased voice traffic, increased complaints and increased failure demand impacting on the resident journeys.

By removal of online digital centralised platform and CRM capability in customer service the resident future adoption of digital would be impacted whilst regressing the resident promise to increase trust in Haringey.

Go to open market to precure another CRM.

If the Council were to stop and procure another product in November 2023, we would regress 1 ½ to 2 years whilst we re-initiate a new programme, impacting on residents' wellbeing, present online adoption and digital capability.

If we need run two simultaneously, we will have to pay for 2 contracts at the same time for a year and ½ for the period above. (250k plus new contract value).

Significant investment has been made on the Granicus platform and development which could not be recuperated if we moved to another platform at this time. This would impact future digital adoption by creating a fractured journey, which could delay benefit realisation in the future.

At present we have a team of experienced Granicus developers and delivery, there is a risk dependent on acquiring a new product requiring additional or more expensive resources based on skill set and delivery requirements.

7. SECTION 13A AMENDMENTS

The Cabinet Member for Finance and Local Investment considered the report which sought approval for the implementation of the new Discretionary Relief Policy as set out in Appendix 1 of the report. The report summarised the proposed changes to the Haringey Council Tax Discretionary Relief Policy for the Award of Discretionary Reductions in Council Tax Liability under Section 13A(1)(c) Local Government

Finance Act 1992 to be introduced from 1st November 2023. The report also recommended options to improve the applicant's experience.

The Cabinet Member for Finance and Local Investment RESOLVED to

1. Agree the new Discretionary Relief Policy as set out in Appendix 1 of the report and note that it will come into force on 1st November 2023.

Reasons for decision

The Discretionary Relief Policy is a way the Council can redistribute the financial burden on Council Taxpayers and provide additional support to those in exceptional financial hardship due to extenuating circumstances.

The reasons for proposing the key changes are as follows.

Including homeowners

The key change in the policy is to extend the discretion to include homeowners where previously they were automatically excluded. This means that every request can be considered on its individual merit regardless of tenure type. The previous limitation on the policy that it can only be awarded to non-homeowners has also been removed in order to maximise the Council's discretion to help residents facing hardship. There may be situations where there is little or no value, or even negative value, in a home, or where it might be inappropriate to sell or borrow against a home. This change allows the Council to consider such factors in making a decision on hardship.

Clarifying that a council officer may make an application behalf of the council taxpayer.

This will allow officers to support residents through the process and ensure that the most vulnerable residents are adequately represented.

Providing an email address for applications

This will allow applications to be directed to the decision-maker more quickly

Appending the income and expenditure form and ensuring that applicants provide details of any savings or other assets

This clarifies the information requirements and provides for a structured submission of supporting evidence in the event that a Single Financial Statement is not available.

Amending the scheme to seek to make it easier to understand

The policy has been re-drafted to clarify the criteria and to emphasise the support and assistance with the application process that is available for applicants.

Alternative options considered

No change to the existing Discretionary Relief Policy
This is not recommended because amending the scheme will help council tax payers to access the support on offer and improve their experience.

8. NEW ITEMS OF URGENT BUSINESS

There were no new items of urgent business.

CHAIR:

Signed by Chair ……..

Date ……

MINUTES OF THE CABINET MEMBER SIGNING HELD ON FRIDAY 6 OCTOBER 2023, 9:00AM – 9:05AM

PRESENT: Councillor Adam Jogee, Cabinet Member for Community Safety and Cohesion

ALSO ATTENDING: Eubert Malcolm, AD Stronger and Safer Communities, Brian Elick Head of ASB and Enforcement and Nazyer Choudhury, Principal Committee Coordinator

1. FILMING AT MEETINGS

The Chair referred to the notice of filming at meetings and this information was noted by attendees.

2. APOLOGIES FOR ABSENCE

There were no apologies for absence.

3. DECLARATIONS OF INTEREST

There were no declarations of interest put forward.

4. URGENT BUSINESS

There were no items of urgent business.

5. DEPUTATIONS / PETITIONS / PRESENTATIONS / QUESTIONS

There were no deputations, petitions or questions put forward.

6. THE EXTENSION OF THE COUNCIL'S BOROUGHWIDE DOG CONTROL PSPO (PUBLIC SPACE PROTECTION ORDER)

The Council's existing borough-wide Public Space Protection Orders (PSPO) for the control of dogs expired on 18 October 2023.

On 11 September 2023, the Lead Member for Community Safety and Cohesion ratified the approval made by the Director of Environment and Resident Experience on 8 August 2023 the decision to consult on the extension of the existing PSPOs and the purpose of the report was to present the outcome of the consultation and to seek approval for the extension of the PSPO to 30 April 2025.

The Cabinet Member for Community Safety and Cohesion RESOLVED to Approve the extension of the borough-wide dog control PSPO until 30 April 2025.

Reasons for Decision

PSPOs were intended to help ensure that the law-abiding majority could safely use and enjoy public spaces. They were introduced by the Anti-Social Behaviour, Crime and Policing Act 2014 and were intended to deal with a behaviours that were detrimental to the local community's quality of life, by imposing conditions on everyone using the area, subject to limited exemptions.

On 20 October 2017, Haringey replaced its Dog Control Orders with a PSPO, with requirements and prohibitions mirroring the previous conditions. Following an extensive consultation process in 2020 the PSPO was varied and extended to 19 October 2023.

The PSPO may be extended more than once if the local authority was satisfied on reasonable grounds that doing so was necessary to prevent:

(a) occurrence or recurrence after that time of the activities identified in the order, or

(b) an increase in the frequency or seriousness of those activities after that time.

Residents made reports to the Council through several different Mechanisms. It could be direct to the Council's cleansing contractors Veolia, or through frontline services to the ASB Waste Enforcement, or through an online ASB report to the ASB Enforcement Team

The Council's contractor Veolia is responsible for clearing dog faeces from Haringey streets. Residents made 1041 reports to Veolia requesting the removal of dog faeces from the streets within the borough during the period of August 2021 – July 2022.

During the period of Oct 2020 - July 2023, the Council's frontline services received 108 complaints about dog fouling and 8 dogs not on a lead. In addition, in the period April 2021 to December 103 ASB reports were made to the Anti-Social Behaviour team for dog related issues, these included dog fouling, dogs out of control and dogs off lead

Initial discussion with the Police, Councillors and other community representatives had indicated that there was an appetite to consider varying and possibly expanding the conditions of the PSPO to address wider community concerns. To enable full, meaningful consultation and co-production of future conditions, the views of the public on extending the current PSPO were sought and 93%, 39 out of 42, of respondents agreed with this approach.

It was expected to take approximately 12 months to fully investigate the issues that had been raised and undertake full, meaningful consultation and co-production of any future PSPO prohibitions. It was therefore proposed to extend the current PSPO to 30 April 2025.

A Public Spaces Protection Orders (PSPO) set clear conditions for the use of public areas and enables officers authorised by the Council and Police Officers to engage individuals and educate them about their responsibilities whilst they were responsible

for a dog, or dogs, and consider any reasonable excuses or exemptions that may apply to the individuals, and take action, such as issuing a Fixed Penalty Notice (FPN), if appropriate.

This was an important tool for the local authority to ensure that public spaces and amenities are clean and could be used safely.

Alternative options considered

Not to extend the PSPO. If the PSPO conditions were to expire it would be necessary to remove all related signage and it was likely that the issues it was introduced to address will recur.

The expiration of the PSPO would also limit the options for Council and Police officers to take action to address behaviours that had a detrimental effect on the local community.

Allowing the PSPO to expire was not recommended.

7. APPROVE EXTENSION (AND VARIATION WHERE IT APPLIES) OF THE BOUNDS GREEN, BRUCE GROVE, HARRINGAY, NOEL PARK, NORTHUMBERLAND PARK, SEVEN SISTERS, ST ANNS, TOTTENHAM GREEN, TOTTENHAM HALE, WEST GREEN AND WOODSIDE WARDS ALCOHOL CONTROL PSPO'S

The Council's existing 11 Public Space Protection Orders (PSPO) for the control of alcohol in specified roads in Haringey expired on 18 October 2023.

On 11 September 2023, the Lead Member for Community Safety and Cohesion ratified the approval made by the Director of Environment and Resident Experience on 8 August 2023 decision to consult on the extension and variation of the existing PSPOs and the purpose of the report was to present the outcome of the consultation and to seek approval for the extension of the PSPO to 30 April 2025.

The Cabinet Member for Community Safety and Cohesion RESOLVED to

1. Extend the existing alcohol control PSPO's in
   I. Bounds Green Ward (Appendix C),
   II. II. Harringay Ward (Appendix D),
   III. III. Noel Park Ward (Appendix E),
   IV. IV. Tottenham Hale Ward (Appendix F),
   V. V. Woodside Ward (Appendix G)
   VI. VI. West Green Ward (Appendix H).

2. Extend and slightly vary Bruce Grove PSPO so that it encompasses the roads within the formally named Bruce Grove Ward and the existing Tottenham Central Ward as outlined in the attached schedule (Bruce Grove Public Space Protection Order) Appendix I.
3. Extend and slightly vary Northumberland Park Ward PSPO so that it encompasses the roads within Bruce Castle Ward as outlined in the attached schedule (Northumberland Park Public Space Protection Order) Appendix J.

4. Extend and slightly vary the Seven Sisters Ward PSPO so that it encompasses the roads within Seven Sisters Ward, South Tottenham Ward and Hermitage Gardens Ward as outlined in the attached schedule (Northumberland Park Public Space Protection Order) Appendix K.
5. Extend and slightly vary the St Ann's PSPO so that it encompasses the roads within Seven Sisters Ward, South Tottenham Ward and Hermitage Gardens Ward as outlined in the attached schedule (Northumberland Park Public Space Protection Order) Appendix L.
6. Extend and slightly vary the Tottenham Green Ward PSPO so that it encompasses the roads within Seven Sisters Ward, South Tottenham Ward and Hermitage Gardens Ward as outlined in the attached schedule (Northumberland Park Public Space Protection Order) Appendix M.

Reasons for decision

Despite some reduction in incidents of alcohol related ASB (anti -Social Behaviour) still occurs. There were seasonal increases in reports of activity within the identified areas, which showed there was an ongoing need for the PSPO to remain in place. Local residents, businesses and other stakeholders continued to express concerns about alcohol related ASB. The reports received from residents' businesses, included that groups of mem and women drank alcohol, broke glass bottles, threw litter and waste on the ground, including urinating in the area. The enforcement service regularly received reports about alcohol related ASB. It was not unusual for the reports to include other (noise, spitting) ASB activities. As a result, the reports were often logged under other (noise, drugs, litter) ASB categories which could make pulling accurate Alcohol consumption ASDB data challenging. There was a need for extending and varying the PSPOs to help ensure that the law-abiding majority could safely use and enjoy public spaces. They were introduced by the Anti-Social Behaviour, Crime and Policing Act 2014 and were intended to deal with behaviours that were detrimental to the local community's quality of life, by imposing conditions on everyone using the area.

On 20 October 2017, Haringey replaced its Designated Public Places Orders (also known as Alcohol Control Zones) with PSPOs, with requirements and prohibitions mirroring the previous conditions. Following an extensive consultation process in 2020 the PSPOs were subject to some geographical expansion and extended to 19 October 2023.

There were separate PSPOs which covered specified roads within 11 wards. Although some Ward names and boundaries were changed on 5 May 2022, this did not impact on the specified roads covered by the PSPOs.

The PSPO may be extended more than once if the local authority was satisfied on reasonable grounds that doing so is necessary to prevent: (a) occurrence or recurrence after that time of the activities identified in the order, or (b) an increase in the frequency or seriousness of those activities after that time.

Initial discussion with the Police, Councillors and other community representatives had indicated that there was an appetite to consider varying and possibly expanding the conditions of the PSPO to address wider community concerns. To enable full,

meaningful consultation and co-production of future conditions, the views of the public on extending the current PSPO were sought and 95%, 40 out of 42, of respondents agreed with this approach.

It was expected that it would take approximately 12 months to fully investigate the issues that had been raised and undertake full, meaningful consultation and coproduction of any future PSPO prohibitions. It was therefore proposed to extend the current PSPO to 30 April 2025.

A Public Spaces Protection Orders (PSPO) set clear conditions for the use of the specified public areas. It enabled officers authorised by the Council and Police Officers to engage individuals and educate them about their responsibilities regarding the consumption of alcohol and give them an opportunity to comply with the condition. If an individual refused to engage and comply the officer could take further action, such as confiscating the alcohol and disposing of it or and issuing a Fixed Penalty Notice (FPN), if appropriate.

This was an important tool for the local authority to ensure that public spaces and amenities were clean and could be used safely.

Alternative options considered

Not to extend the PSPO.

If the PSPO conditions were to expire, it would be necessary to remove all related signage and it was likely that the issues it was introduced to address would recur.

8. NEW ITEMS OF URGENT BUSINESS

None

CABINET MEMBER: Councillor Adam Jogee

Signed by Cabinet Member ……..

Date ……6 October 2023……

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MINUTES OF THE CORPORATE PARENTING ADVISORY COMMITTEE HELD ON WEDNESDAY 12TH JULY, 2023 6:30PM – 9:45PM

PRESENT: Councillors Zena Brabazon, Elin Weston, Lotte Collett and Cressida Johnson.

PRESENT ONLINE: Councillor Lucia das Neves.

1. FILMING AT MEETINGS

The Chair referred to the notice of filming at meetings and this information was noted.

2. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Ahmed Mahbub.

3. URGENT BUSINESS

There were no items of urgent business.

4. DECLARATIONS OF INTEREST

There were no declarations of interest.

5. MINUTES

RESOLVED:

That minutes of the meeting of 28 February 2023 be agreed as a correct record.

6. PERFORMANCE FOR QUARTER 4 2022/23 WITH UPDATES TO MAY 2023

Mr Richard Hutton, Senior performance officer, presented the report.

Members queried the report and asked questions. The meeting heard that:

- Performance showed solid and steady improvement.

- The new recording system Liquid Logic was scheduled to be implemented in October 2023. There were plans for the system to include greater performance reporting function and capability and allow enhanced accuracy.
- There was a discussion regarding UASC. The Home Office were responsible for the initial processing of unaccompanied asylum seekers and any other persons seeking asylum in the UK.
- London Councils, with support from others, had constructed a letter expressing concerns on how UASC were being treated whilst placed by the Home Office in hotels across the country. The committee heard that Haringey has developed relationships with the 2 hotels in Haringey and to date no UASC had been placed by the Home Office in Haringey Hotels. However, the Home Office had placed asylum seeking adults and families in Haringey Hotels.
- The safeguarding team in partnership with Connected Communities were ensuring that the right support was in place at the earliest stage possible and examples provided included access to health, schools, and food.
- There had been reports that young people had been assessed as adults by the Home Office and therefore treated as adults. There was a small number of these cases and the Young Adults Services had met and supported both the adults and the Local Authorities responsible for them to ensure the age assessment process was followed.

RESOLVED:

That the report be noted.

7. OUTCOME OF OFSTED INSPECTION OF CHILDREN'S SERVICES

Ms Beverley Hendricks and Mr Keith Warren presented Haringey's Children and Young People Service – post Ofsted action plan section from the report. It was noted that this report had also been submitted to Cabinet, various boards and available for partnership scrutiny.

Members discussed the report and asked questions. The meeting heard that:

- In relation to improving the provision and quality of life story work at key developmental stages in a child's life, the primary care trust, GP, and Health visiting would have more involvement to ensure children known CSC health information was translated into the child's RED BOOK.
- The designated lead GP would be able to raise private fostering matters to other GPs through the GP Forum.
- Referrals for private fostering were monitored by the MASH operational team.
- When Looked After Children (LAC) experienced placement changes, it was helpful if they remained registered with their home GP and if needed, they could temporary register with a GP closer to their placements to facilitate access to primary care in the host local authority. This would enable the home GP to continue their involvement.

- Chair recommended including having a stable healthcare team noted as part of the Post Ofsted action plan. It was noted that this had been achieved.
- Communication and relationship with children would become more efficient by utilising technological advances facilitating the production of Life Story work.
- 80% of Looked After Children were being placed outside of the borough therefore co-ordinating.
- The committee would be updated on issues regarding preparation and accessibility of services for the increasing number of placements in the borough.
- Some members felt that including a space for reflection and practice in the action plan will be useful. It was suggested that for this to be being more explicit and including this section would be a part of the expected CPD, process of social work and care provided in Haringey.
- The recommendations were accepted.

RESOLVED:

That the report be noted.

8. NATIONAL IMPLEMENTATION ADVISER FOR CARE LEAVERS

Verbal update was provided by Ms Emma Cummergen, Head of Young Adult Service Safeguarding & Social Care.

The Committee heard that:

- Mark Riddell, DFE Lead for Care Leavers and National Implementation Advisor visited the service in 2021 and had the opportunity to meet with various leaders across the agency. He met with service staff, children, and young people.
- A total of 18 recommendations were made.
- The service was revisited in May 2023 and reviewed the progress made against the recommendations.
- The summary of the presentation in the pack outlined the progress and the work that had been completed since the visit.
- The formal feedback and the follow up letter have not been received yet. This will be shared along with the new recommendations with the committee once received.

RESOLVED:

That the report be noted.

9. NATIONAL REVIEW INTO DISABILITIES AND COMPLEX HEALTH NEEDS

Ms Beverley Hendricks, AD for Safeguarding & Social Care Safeguarding & Social Care introduced the report.

This review was about the experiences of children placed at the three independent residential settings operated by the Hesley Group in Doncaster. Doncaster Council initiated a complex abuse investigation in response to a number of 'whistleblowing' allegations. They referred these allegations to the National Serious Practice Review Panel, and it was agreed that a national review was needed. The first phase of the review was an examination of what went wrong and why.

The Committee heard that:

- Phase 1 of the report set out recommendation and Haringey has been supported by colleagues in Health and Integrated Care Boards to conduct reviews on all children with complex care needs placed outside of Haringey.
- All children with complex needs from Haringey have had a joint health and safeguarding visit and this programme of visits would continue supporting the Regulation 44 visitor to see children in those settings.
- Joint quality assurance processes were developed alongside the conventional complex care panels and other forums. There were regular meetings to ensure the IRO system was intact and picking up on any issues.
- The outcome of the above work noted that the current cohort of children in Haringey are safe. There was a need to move children closer to Haringey.
- The findings of these reports had gone to the Haringey Children's Safeguarding Partnership and further meetings would be held with Department of Health.
- Phase 2 had challenged the council to look at HR recruitment processes. There would be a meeting with Operations and the National Panel towards the end of July/ beginning of August.
- Placement planning meetings were held in person.
- The report has been shared with the Integrated Care Board and this enabled the children's health needs to be tracked.
- The lead designated nurse from the ICB in partnership with CSC holds joint responsibility for carrying out checks to reduce health risk for children who are placed outside of Haringey. Social workers were also being supported to ensure wider checks were carried out including having conversations with host GP, LADO, and host Brokerage services.

RESOLVED:

That the report be noted

10. IRO CPAC BRIEFING

Ms Pauline Morris, Head of Engagement, Safeguarding & Quality Assurance presented the report as set out in the agenda.

The Committee heard that:

- The gaps in the IRO service where improvements were needed included training for IRO in how they could communicate with children and young people who had speech and language needs. Another improvement is around having more personalised meetings where meetings were in person, compared to meeting virtually through a digital platform.
- The IROs are also participating in enhancing the skills of practitioners on the work front in terms of life story.

RESOLVED:

That the report be noted.

11. BRIEFING FROM THE CHILDREN IN CARE HEALTH TEAM

Ms Lynn Carrington Designated Nurse Safeguarding & Social Care introduced the report.

Report provided an update on the work of the Children in Care health team.

The Committee heard that:

- All immunisations that the young person had is listed in their Health Assessment. This was shared with the GP, Foster carer, social worker, and the residential home the child was living in. Wherever possible, details of birth and medical history can be tracked, and this was incorporated into the reports. This enabled the child to have access to their records if they don't have access to their red book.
- Information was available on the child's case file on the Mosaic system, where annual reports, health reports and care leavers report were all uploaded on this database.
- In terms of mental health provision and support there had been discussions with the Honourable Children's commissioner and with First Steps who provided the Strengths and difficulties questionnaire screening for all young children in care, strengthened difficulty questionnaire and provided support for the social workers.
- There was a deficit in psychological psychiatry and psychotherapy services for children and carers across the nation.
- There was a national programme of a catch up for immunisations for unaccompanied asylum seekers which were all referred to University College London Hospital. They ran a specialist screening service for any unaccompanied asylum seeker regardless of their country of origin.
- Health assessments and referrals were made to specialist services such as Teaching hospitals and Great Ormond Street Hospital if necessary. Local referrals would go to North Middlesex University hospital and Whittington hospital.

- If the child was out of borough, this would be done through their GP and the initial health assessment would be carried out.

RESOLVED:

That the report be noted.

12. PAN LONDON CARE LEAVERS COVENANT & COMPACT (VERBAL UPDATE)

Mr Matthew Raleigh presented the Pan London Care Leavers compact presentation.

The Committee heard that:

- This project addressed areas in building greater consistency in the support offered to London's care leavers and in the quality of the processes.
- Improvements were made in the consistency of the support offered to London's care leavers.
- Previously there were inconsistencies in the support offered to care leavers based on where they were in care and where they eventually settled, as the children eventually permanently settle outside of their home local authority.
- The governance and delivery structure showed the London Children in care council were supported by an organisation called Partnership for Young London.
- Thematic areas were covered, and this involved communicating with different groups of stakeholders, often with specialisms in those areas. Projects were grouped and structured according to these areas of specialism.
- Progress update showed that there were five integrated care systems. These are health organisations within London (excluding North Central London) who had developed free prescriptions offer for care leavers. This offer would also be available for Haringey's care leavers very soon.
- Some of the challenging areas included dentistry, eye care, mental health and emotional wellbeing for children who had been in care.
- Transport for London had a 50% offer on reduction in transport cost on bus and trams. This would be available for care leavers who were 18 – 25 years old. This was estimated to benefit around 16,000 young people.
- There were 5 housing related proposal for local authorises. One was around council tax exemption, and another was around local authority having joint protocols for care leavers between their Children's and Housing departments.
- Local authorities have been asked to sign up to a membership with an organisation called The Care Leavers Covenant which helped bring together regional networks that supported care leavers.
- Concerns around multiple point of access for post 16 provision was raised. Issues raised on higher and further education would be raised with Matthew Bloods from London Borough of Islington, the virtual school head who leads on the education work.

- Data should be available to higher educational institutions to flag factors that might have an impact on a young person's ability to do well. This would ensure support is provided if needed.
- In terms of housing, conversations had started with Clarion Housing Group as they had expressed their interest in being engaged with this project. A housing group meeting is due to be held next week where there would be further discussions on how their activity would link back to individual care leavers.
- In terms of other work, one of the other five priorities of the London's threats of Children's services was around resources and commissioning with a strong focus on residential placement.

14. UNREGULATED AND UNREGISTERED PLACEMENTS

Verbal update was provided by Ms Beverley Hendricks.

The Committee heard that:

- In October the service would be moving to an Ofsted regime of registering all semi-independent units operating for children between 16 – 18 years old.
- Ofsted had given a commitment to register the homes within 10 weeks following the submission of the application.
- Haringey had 17 semi-independent providers and 5 residential units.
- The long-term placements strategy included avoiding placing children away from Haringey.
- Majority of the children going into care are under 5 or adolescence. The adolescents were more difficult to place, stabilise and support due to hidden traumas.

15. ANY OTHER BUSINESS

There was no other business.

CHAIR:

Signed by Chair …….

Date ……

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MINUTES OF MEETING Urgent Decisions HELD ON Tuesday, 12th September, 2023, 4.00 pm

PRESENT:

Councillors: Sarah Williams

ALSO ATTENDING:

1. FILMING AT MEETINGS

The Chair referred to the notice of filming at meetings and this information was noted.

2. APOLOGIES FOR ABSENCE

There were no apologies for absence.

3. DECLARATIONS OF INTEREST

There were no declarations of interest.

4. REQUEST TO APPROVE TO VARY THE AND EXTEND THE CONTRACT WITH D SHELTON HOTEL LIMITED, FOR INTERIM NIGHT SHELTER ACCOMMODATION

The Cabinet member for Housing Services, Private Renters and Planning considered the report which sought approval to vary and extend the contract with D Shelton Hotel Limited for the provision of interim Night Shelter accommodation for the period 19 September 2023 – 7 January 2024. This would ensure that Night Shelter accommodation for vulnerable people would continue to be provided until the opening of the Clarendon Hub night shelter.

The Cabinet Member for Housing Services, Private Renters and Planning RESOLVED to:

i. approve to vary and extend the contract under the procedures enlisted in Contract Standing Order (CSO) 16.2 for the interim night shelter accommodation to D Shelton Hotel Limited for 111 days. The accommodation is for 15 units of accommodation and is paid monthly from 19th September 2023 to 7th January 2024. The cost for this extension will be £89,910 (excluding VAT). There will be no subsequent extension to this arrangement after 7th January 2024.

ii. Note the aggregated cost over the life of the contract until 7th January 2024 will be £552,582 (excluding VAT).

Reasons for decision

Haringey Council was awarded a Rough Sleeper Initiative grant to fund a night shelter. The plan is to use the Clarendon Hub. Currently the Clarendon hub houses the Clarendon Recovery College, and this is due to move to a new development which has been delayed. This has led to the continued use of the D Shelton Hotel Limited (D Shelton), until the Clarendon Hub night shelter opens.

D Shelton provides suitable accommodation at a competitive price in a location that is easily accessible to residents and support workers. In the past, alternative accommodation options have been explored, proving that due to cost, location and availability these alternatives were not viable. This was confirmed for the following reasons:

- HRS team had investigated the market and found that alternative accommodation that has previously been used in at least 9 boroughs (including Tower Hamlets, Waltham Forest, Islington, Camden, Westminster, Kensington and Chelsea, Barnet, and Enfield) were unwilling to consider any future bookings. The reason for this is that our residents have complex and intersecting needs, which the hotels feel they are unable to accommodate.

- Alternative hotels explored which offer suitable and comparative accommodation, range in price from £85 - £150 per night. In comparison D Shelton have agreed a nightly rate of £54 per night which offers a favourable value for money option.

- We identified a night shelter in Edmonton which could accommodate between 6 and 8 residents, with the remaining residents accommodated in different locations. This would require the support workers from Thames Reach to spend approximately 8-10 hours per week travelling between locations which would take up valuable support time.

- Out of borough accommodation would also incur increased travel costs to enable residents to access services in Haringey i.e., Mulberry Junction and our health services in Finsbury Park. Travelling time and associated difficulties may lead to non-engagement and a potentially harmful return to rough sleeping, compounding self-neglect and therefore produce a detrimental effect on physical and mental health.

The hotel is subject to regular monitoring to maintain standards required to facilitate a stable and safe environment. This function is carried out by Haringey Council and Thames Reach.

- The Hotel is visited on a monthly basis by Haringey Council staff, Thames Reach support team are co-located in the hotel, and service users provide regular feedback. Incident reports are completed by Thames Reach staff and subsequently monitored and followed up by commissioning officers.

- Monthly meetings are held face to face with the manager and feedback is discussed and acted on where necessary. After complaints of a mould problem in one room, the resident was moved and in accordance with the existing contract, Haringey staff carried out a room check. This consisted of smoke and fire alarms as well as room safety and suitability.

- In the past 6 months, in response to resident feedback, we have asked for evidence of a code of conduct signed by all staff, which reflects the residents' more complex needs.

- Evidence of maintenance contracts are requested and checked. Infestations of pests have been dealt with in a prompt manner. Health, safety and fire procedures have been evidenced.

- The residents have fed back to support workers that the hotel is responsive to their needs. i.e., when a resident booked in and complained that the room felt unclean due to paintwork being damaged and dirty, this was remedied within 24 hours and, whilst the work was ongoing, the resident was moved to another room.

D Shelton meets the needs of the client group by being within 20 minutes walk of our Homeless Health GP and 45 minutes walk of Mulberry Junction homelessness hub. Train and bus links are within 5 minutes' walk. In addition, Homeless Health Inclusion Team (HHHIT) and drug and alcohol services can easily access this accommodation at least twice a week to visit those residents who are unable to travel. Ad hoc visits from health-related support teams are also possible due to the convenience of location. Support with communication with the Thames Reach team is also available through the reception desk if residents have no access to funds for phones.

Alternative options considered

Conduct a full RFQ process - It would be possible to procure a new contract however, there are a number of ongoing projects aligned with the Interim Night shelter accommodation which are still in development. It is therefore not considered an effective use of resources to procure a new service at this time.

Do Nothing - It would be possible to leave the contract to cease at the end of the current contract period. However, there is continued high demand for this service, and it continues to achieve positive outcomes for vulnerable people whom the Council have a statutory and/or strategic responsibility for and commitment to. Therefore, it would not be in the Council's interest to let this contract end at this time. The council is also being funded by a DLUHC grant to provide a night shelter and this would contravene our grant funding responsibilities.

CHAIR:

Signed by Chair ……..

Date ……

By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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Agenda Item 25

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