

NOTICE OF MEETING

CABINET

Tuesday, 16th January, 2024, 6.30 pm - George Meehan House, 294 High Road, Wood Green, N22 8JZ (watch the live meeting [Here](#) or watch the recording [here](#))

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 17 below. New items of exempt business will be dealt with at Item 21 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 18: Exclusion of the Press and Public. No representations with regard to these have been received.

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.

6. MINUTES (PAGES 1 - 28)

To confirm and sign the minutes of the meeting held on 5 December 2023 as a correct record.

7. DEPUTATIONS/PETITIONS/QUESTIONS

To consider any requests received in accordance with Standing Orders.

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

For Cabinet to note (if any).

9. AMENDMENTS TO THE ESTATE PARKING MANAGEMENT SCHEME (PAGES 29 - 166)

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

To deliver an improved and co-produced in-house parking enforcement and permit service to circa 150 estates across the borough.

10. HOUSING ANNUAL REPORT 2022-23 (PAGES 167 - 188)

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

This is the annual report that the Housing Ombudsman obliges the Council to produce. It reviews the performance of the Council's Housing service in line with the tenancy standards set out by the Ombudsman and includes tenant satisfaction and financial data. The Council were given extra time to produce the report for 2022/23 by the Ombudsman because of the service being brought in house.

11. DETERMINATION OF THE COUNCIL TAX PREMIUM PAYABLE IN RESPECT OF PROPERTIES OCCUPIED PERIODICALLY (PAGES 189 - 194)

Report of the Director of Environment and Resident Experience. To be introduced by the Cabinet Member for Finance and Local Investment.

Determining the additional Council Tax payable on second homes in accordance with the Levelling-up and Regeneration Act 2023. This decision will further progress to Full Council for adoption.

12. DETERMINATION OF THE LENGTH OF TIME ALLOWED BEFORE A COUNCIL TAX PREMIUM IS PAYABLE IN RESPECT OF EMPTY PROPERTIES (PAGES 195 - 200)

Report of the Director of Environment and Resident Experience. To be introduced by the Cabinet Member for Finance and Local Investment.

Reducing the period before the premium on empty property is applied from two years to one year in accordance with the Levelling-up and Regeneration Act 2023. This decision will further progress to Full Council for adoption.

13. REPORT ON THE OUTCOME OF STATUTORY CONSULTATION ON PROPOSED CHANGES TO THE ESSENTIAL SERVICE PERMIT SCHEME (PAGES 201 - 224)

Report of the Director of Environment and Resident Experience. To be introduced by the Cabinet Member for Resident Services & Tackling Inequality.

Outcome of the statutory consultation on the introduction of a number of changes to the Essential Service Permit (ESP) scheme, which supports local authority services, NHS health professionals, charities, faith groups, and organisations who provide healthcare, counselling or social care to Haringey residents.

14. CONTRACT AWARD FOR THE NEW CAPACITY BUILDING PARTNER FOR THE VOLUNTARY AND COMMUNITY SECTOR (PAGES 225 - 236)

Report of the Director of Culture, Strategy, and Engagement. To be introduced by the Cabinet Member for Culture, Communities & Leisure.

Request to award the contract to preferred provider for the Capacity Building Partner for the Voluntary and Community Sector.

15. MINUTES OF OTHER BODIES (PAGES 237 - 272)

To note the minutes of the following:

Cabinet Member Signing
30 November 2023 10am
30th November 2023 1.30pm
4 December 2023
5 December 2023
7 December 2023 2pm
7 December 2023 3.30pm
12 December 1.30pm

16. SIGNIFICANT AND DELEGATED ACTIONS (PAGES 273 - 284)

To note the delegated decisions taken by Directors.

17. NEW ITEMS OF URGENT BUSINESS

As per item 3.

18. EXCLUSION OF THE PRESS AND PUBLIC

Note from the Democratic Services and Scrutiny Manager

Items 19 and 20 allow for consideration of exempt information in relation to items 14 and 6.

TO RESOLVE

That the press and public be excluded from the remainder of the meeting as items 16 to 17 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.

19. EXEMPT CONTRACT AWARD FOR THE NEW CAPACITY BUILDING PARTNER FOR THE VOLUNTARY AND COMMUNITY SECTOR (PAGES 285 - 288)

As per item 14.

20. EXEMPT - MINUTES (PAGES 289 - 292)

To confirm and sign the exempt minutes of the meeting held on 5th of December 2023 as a correct record.

21. NEW ITEMS OF EXEMPT URGENT BUSINESS

As per item 3.

Ayshe Simsek, Democratic Services and Scrutiny Manager
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Fiona Alderman
Head of Legal & Governance (Monitoring Officer)
George Meehan House, 294 High Road, Wood Green, N22 8JZ

Monday, 08 January 2024

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MINUTES OF MEETING Cabinet HELD ON Tuesday, 5th December, 2023, 6.30pm**PRESENT:**

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

ALSO ATTENDING: Cllr Cawley- Harrison and Cllr White

29. FILMING AT MEETINGS

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

30. APOLOGIES

There were apologies for absence from Cllr Jogee.

31. URGENT BUSINESS

There were no items of urgent business.

32. DECLARATIONS OF INTEREST

There were no declarations of interest put forward.

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

There were no representations received.

34. MINUTES**RESOLVED**

To approve and sign the minutes of the meeting held on the 7th November 2023 as a correct record of the meeting.

35. DEPUTATIONS/PETITIONS/QUESTIONS

The Leader of the Council had accepted a deputation request from Park Road Lido User Group in relation to agenda Item 9 - Leisure Management.

Sharon Louth addressed the Cabinet and set out the deputation on behalf of Park Road Lido User Group.

NOTED:

- Park Road Lido User Group is a group of over 1000 swimmers passionate about the Lido. The group emphasised the positive impact it had on Haringey residents. The group expressed concerns for the Lido's future and explained that this was a vital part of Haringey's leisure offer. They wanted to be reassured that the Lido was sufficiently considered in future plans and closure during the winter period was a particular worry for residents. They contended that the report on leisure services lacked vision and clarity and that there was no specific mention of swimming.
- The deputation party felt that the report spoke of reputational risk to the Council if it were to contract out to another failing leisure provider and believed it didn't give similar weight to the Council failing due to a lack of expertise or financial backing or had sufficient information to truly assess the risks.
- The leisure services report recommended Council delivery; however, in the deputation's view, the contents of the report did not make convincing arguments for this. The group thought it was important for members to consider whether without any current resident consultation, the right information was provided to make an effective decision at this meeting.

There were questions from Cllr Hakata and Cllr Chandwani to the deputation party and they responded as follows:

- Historically, the Council had not kept the Lido open effectively. The group recognised the pressures on the Council budget, and due to this it was viewed as at a higher risk being a Council managed facility than an external contracted facility. The deputation felt that an external provider would have more experience in running the Lido as a business.
- There were examples given of where the running of services by a private company had worked well, for example the London Fields Lido. The group questioned whether there had been discussion of how private companies worked on services in other local authorities.

The Cabinet Member for Culture, Communities & Leisure responded to the deputation. She reaffirmed that the Council would be looking carefully at how leisure services were run and would be listening to resident's views and concerns. She also provided reassurance that indoor and outdoor swimming would be a consideration in the long-term vision planned for the leisure provision across the borough. The cost of keeping the Lido open had been included in budget estimates and officers had also included the estimates for energy saving measures. The plan would be to keep the Lido open all year round, the Council wanted to invest in the Lido to reduce the running costs and improve the income generating potential. In terms of running the service, the Council have in house knowledge to effectively do this. It was estimated that Fusion was understaffed and lacked financial resources. However, both elements would be addressed under the Council's management of the service, and the Council were committed to carrying out a consultation exercise to make sure that the service reflected lives and embodied values and operational priorities.

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

The Housing, Planning and Development Scrutiny Panel considered the Housing strategy at their meeting on the 14 November 2023 and their comments were included within the report at agenda item 11.

37. LEISURE MANAGEMENT

The Cabinet Member for Culture, Communities & Leisure introduced the report, which considered the arrangements for the future provision of leisure services in the borough and recommended bringing this service in-house.

The Cabinet Member outlined that the three key sites providing leisure facilities: Tottenham Green, Park Road and Broadwater Farm. This report followed the July Cabinet decision to review the leisure provision and subsequent termination of the Leisure Services Contract with Fusion.

The Cabinet Member underlined the key focus of the administration on enabling residents to live healthy lives, through ending social isolation and providing access to leisure services. This was central to the health and wellbeing of residents and helping them lead healthy lives. This was the underpinning objective when considering future leisure arrangements.

The Cabinet Member continued that by ending the contract with Fusion, the Council would bring leisure services in-house, democratising and taking full control over the running of the leisure centres at Tottenham Green, Park Road and Broadwater Farm. The Council aimed to build on the success of New River Sport & Fitness, which was brought in-house in August 2021 and was now delivering better and more inclusive services to residents and communities.

In response to questions from Councillors: Hakata, das Neves, Chandwani, White and Cawley - Harrison the following information was provided:

- In relation to engaging with residents on the insourced provision, the Council had spent time engaging with residents, as a whole, and were also encouraging those which had not used the service to also participate in the engagement process. Thought was being given to future provision which was responsive to the leisure services wanted by residents and how and when the engagement would take place. This would likely be in phases to ensure that the Council were listening and hearing as many residents as possible.
- With regards to tackling health inequalities in the borough and having better health outcomes for residents in later life, the service would be looking at: what issues there were that preventing some groups accessing the service, co-locating services and looking to work with partners like the NHS and public health to provide those wrap around services, ensuring there was a holistic approach and providing the activities to improve approach to fitness.

- Regarding the proposed insourcing model offering equity of provision in both the east and west of the borough, the service had spent a lot of time considering the service offer across the three leisure sites and it was recognised that the provision at Broadwater Farm Centre can be overlooked. There would be engagement with residents on the new service offer at Broadwater Farm. They would be looking to understand the enablers to increase usage and the type of wrap around services needed to support a wellbeing offer.
- Achievements highlighted at the New River Sport & Fitness centre were the successful links made with the Autism Hub and after school activities, in key time slots between 3:00 and 6:00pm, and development of an older person's activities, including those with dementia.
- Noted that the report responded to Overview and Scrutiny Committee's recent queries and concerns about the democratic oversight of the service and provided assurance on the engagement with users on the service provision going forward.
- In response to Overview and Scrutiny Committee's concerns about provision in the next 12 months given the notice of termination of the contract had been served, there were contract monitoring meetings taking place between the provider and Council on a weekly basis and performance would be closely monitored. The consistency of meetings would be maintained over the coming 12 months.
- The key focus was on reopening the pool at Tottenham Green Leisure Centre. This relied upon a sequence of works, starting with the high voltage distribution panel which had been successfully installed and there was now testing of the pumps and various other pieces of work that needed to be completed. It was expected that the teaching pool would be re-opened first, followed by the main pool. A date for re-opening would be provided in the next few weeks.
- The Council was committed to consulting with residents on the future leisure provision. The Council had been progressing with a sensitive contractual termination process over the last 5 months together with a review of the provision and option appraisals set out in the report. During this sensitive contractual negotiation period, public consultation activities could not realistically have taken place.
- There had been a significant piece of detailed work completed by officers with independent leisure specialists, FMG Sport and Leisure Consultancy, to design and cost various options that included insourcing or awarding a new contract. As this was reliant on information provided by Fusion and from a soft market testing process, this information could not be shared as it was contractually and commercially sensitive.

- With regards to the financial appraisals, the independent leisure specialists, FMG Sport and Leisure Consultancy had conducted some modelling on the options available for leisure service delivery. They had modelled a whole variety of different scenarios and eventualities in terms of both income expectation and commercialisation of the assets as well as looking at the options as they were described in the report. The key finding was that, given the current inflation and energy costs, there was going to be a requirement around investment whether it was an insourced or outsourced provision.
- The recommended Insourcing option provided the Council with better control of the service offer and less issues with change management. This was part of the decision-making process in terms of the officer recommendation.
- The scoring methodology for the 5 options was not available as commercially sensitive.

In further response to how the recommendation in the report to insource the leisure provision had been reached, the Leader of the Council underlined that the Council was fully committed to co-production and collaboration. This was a decision report about who delivered the service and as detailed in the report, and during the meeting, the Council, over the course of the next year, would looking at how to develop that service together with users and residents across the board.

The Leader of the Council continued to highlight that this was a pivotal moment in Council decision making and the Council were looking forward to working with user groups and working through the detail of how the service would be delivered.

RESOLVED

1. Having considered the available options presented, to agree that Haringey Council's leisure services shall be brought back inhouse as described in Option 5 (section 6.32), for the reasons set out in this report, including the TUPE process for Fusion's Haringey workforce.
2. That following the serving of the 12 months' voluntary termination notice on Fusion Lifestyle on 3rd October 2023, inhouse leisure service provision shall commence no later than 2nd October 2024.
3. That the revenue budget and capital programme implications of the decision to insource be included in the draft Medium Term Financial Strategy for 2024/25.
4. That the decision to novate any or all the related contracts (including those considered as key decisions) from the existing service provider to the Council be delegated to the Director of Environment and Resident Experience.

Reasons for decision

Cabinet decided to end the Leisure Management Contract with Fusion on 11th July 2023, and committed to reviewing the options for running the service in the future. Officers have since continued to work with independent leisure specialists, FMG Sport and Leisure Consultancy, to design and cost various options that include insourcing or awarding a new contract.

Insourcing the leisure service gives the Council an opportunity to take full control of leisure management, to achieve broader health and wellbeing outcomes, and to design services that are targeted to the needs of our diverse communities.

Alternative options considered.

Procure a new leisure service provider: Although this option could benefit the Council by assigning financial, legal, and other risks to a third party, a new contract would be potentially restrictive. It would limit the Council's ability to dynamically adjust the service to meet emerging health and wellbeing demands, make it harder to integrate / co-ordinate with other Council and partner services. Despite taking all precautionary measures through the procurement process, it also has the potential to ultimately replicate the current level of service provision, albeit most likely with a different provider.

Close the leisure centres and mothball the sites: Although this option would bring a clean end to the contract, the existing assets would require ongoing maintenance of the buildings and deprive local residents of locations to pursue healthy activity and wellbeing for an indeterminate period of time.

Lease the leisure centres to a new provider: This option would mean the Council losing a significant opportunity to influence the provision of leisure services in the borough for decades to come, whilst nevertheless retaining ultimately responsibility for the assets.

Close the leisure centres and sell/redevelop the sites: Although this option might bring some financial benefit to the Council by way of a capital receipt, it would take time (and cost) to develop but equally deprive local residents of locations where they could readily pursue healthy activity and wellbeing.

All four alternative options were discounted in favour of insourcing.

38. 2023/24 FINANCE UPDATE QUARTER 2

The Cabinet Member for Finance and Local Investment introduced the report which updated Cabinet on the Quarter 2 budget monitoring and Council's financial position. The report sought approval for any changes to the Council's revenue or capital budgets required to respond to the changing financial scenario and the delivery of the MTFS.

The Cabinet Member highlighted the following:

- General Fund forecast at Quarter 2 illustrated an overspend of £20.8m, broadly in line with the Quarter 1 figure.

- Underfunding of Adults Social Care continued to put pressure on the Council budget.
- The Government's recent Autumn Statement and its failure to recognise the pressure on Local Authorities and the care services.
- Focus on reducing the in-year overspend.

In response to questions from Cllr Cawley- Harrison, the following was noted:

- That the Council had a contingency should it be required as the Council would like to avoid using the main reserves. There were sufficient resources to undertake the approach to manage the potential variation on net expenditure, without resorting to some of the exceptional measures and interventions that were becoming more prevalent in other Councils.
- In relation to the Digital Together programme, all packages were being reviewed and the rise of costs such as the licencing fees for software contributed to expenses in this area. The Cabinet was assured that mitigating actions were being taken where possible.

RESOLVED

1. To note the forecast total revenue outturn variance for the General Fund of **£20.9m** comprising £17.0m base budget and £3.9m (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. To note the net DSG forecast of £2.5m overspend. (Section 6 and Appendix 1).
3. To note the net Housing Revenue Account (HRA) forecast is £1.7m lower than the budgeted surplus. (Section 6 and Appendices 1 and 2).
4. To note the forecast GF and HRA Capital expenditure of **£353.458m** in 2023/24 (including enabling budgets) which equates to **72%** of the revised capital budget (Section 8 and Appendix 4).
5. To note the debt write-offs approved in Quarter 2 2023/24 (Appendix 7a).
6. To approve the debt write-offs in Quarter 2 2023/24 (Appendix 7b).
7. To approve the revenue budget virements and receipt of grants as set out in Appendix 6.
8. To approve the proposed budget adjustments and virements to the capital programme as set out in Table 3 and Appendices 5 and 6.

Reasons 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.

39. HARINGEY HOUSING STRATEGY 2024-2029

The Cabinet Member for Council Housebuilding, Placemaking, and Local Economy and the Assistant Director for Housing introduced the report which sought agreement of Haringey's Housing Strategy 2023-2028, following public consultation.

In response to questions from Councillor Cawley - Harrison, the following was noted:

- The Local Plan had a policy on affordable housing for all new schemes, this sought out a split of 70% social rented housing and 30% intermediate housing. Officers would seek intermediate housing as part of any negotiations.
- The Council were not the only party building affordable homes in the borough. There were several significant registered social landlord's schemes and private developers bringing forward affordable housing.
- The evidence from the housing needs work showed that some forms of intermediate housing were not affordable in Haringey's context. Officers were looking more at providing intermediate rent options, this would be more accessible for the target groups.
- The Council have had their first meeting with the Homelessness Reduction Board. This had a high turn-out from partners and was a positive step forward.
- Following the Annual Rough Sleeper count, there was a total number of 49 rough sleepers. The Council needed to have to have a joined-up approach to address the issue and help get residents into stable homes. Housing First was one of the pathways which would enable this, the Council had just been successful in a bid for finance behind this scheme.
- The Council were building accessible homes to lifetime home standards.

RESOLVED

1. To note the outcome of the consultation process summarised at 6.7-6.9 of this report and set out in the Report at Appendix 2
2. To adopt the new Housing Strategy attached as Appendix 1 and summarised in paragraphs 6.5 to 6.22.

3. To note that the Housing Planning and Development scrutiny Panel have no changes to the Housing Strategy and recommend Cabinet note their comments set out below at paragraphs 9.1 to 9.8 in accordance with Part four Section E paragraph 2.2 of the Council's Constitution.
4. To note that the Housing Planning and Development scrutiny Panel have no changes to the Housing Strategy and recommend Cabinet note their comments set out below at paragraphs 9.1 to 9.8 in accordance with Part four Section E paragraph 2.2 of the Council's Constitution.

Reasons for decision

A robust strategy is widely recognised as essential to the delivery of local authorities' housing functions. Haringey's current Housing Strategy ran from 2017-2022. A new Housing Strategy is required.

In March 2022, Cabinet agreed a draft Housing Strategy as the basis for a formal consultation on the Council's approach to housing in Haringey over the next five years. Officers duly consulted on that draft Housing Strategy for twelve weeks between September and December 2022. As set out in paras 6.7 to 6.9, and in Appendix 2, the consultation showed strong support for most of the proposals in the draft Strategy. Officers have analysed the comments received during that consultation and as a result have made a number of changes to the draft Strategy, as set out in paras 6.10 to 6.12 and in Appendix 2. Further changes to the draft Strategy result from changes to the legislative, regulatory, and economic context since March 2022 (see 6.13-6.21).

Alternative options considered.

The Council could decide not to recommend adopting a Housing Strategy:

Local Authorities are not required to adopt one. This option is not recommended for two reasons. Firstly, the Council is committed to adopting a Housing Strategy having agreed a draft Housing Strategy and then carried out formal consultation which showed strong support for its proposals. Secondly, although they are not statutorily required, robust strategies are widely recognised as essential to the delivery of local authorities' housing functions.

Cabinet could amend the Housing Strategy proposed here before recommending it to Full Council. This option is not recommended because formal consultation showed strong support for the draft Strategy; and because comments and feedback received through that consultation have already led to amendments and improvements to the Strategy now being proposed. In addition, amendments to the draft Housing Strategy have been made during a detailed governance process that respond to changes in the legislative, regulatory, and economic context since March 2022.

40. BRUNEL WALK AND TURNER AVENUE ESTATE N15 AWARD OF CONSTRUCTION CONTRACT

The Cabinet Member for Council Housebuilding, Placemaking, and Local Economy introduced the report which sought approval to appoint the recommended winning contractor to complete a new build development comprising 45 Council homes on the Brunel Walk N15 site with associated amenity and the reconfiguration and enhancement of existing amenity on the Turner Avenue Estate and to appropriate the land for planning purposes to facilitate the development process.

In response to questions Cllr Hakata and Cllr Cawley Harrison, the following was noted:

- In the development there would be a high level of insulation in all homes, green roofs, solar panels, and air source heat pumps. The running costs for the tenants moving into these homes would be low. The enhancements to the environment and the extra trees would massively increase biodiversity. This was a net zero carbon scheme.
- Due diligence had been carried out on the contractor. The Council would do everything they could to limit exposure. The contract at hand was a fixed price contract, in terms of limiting exposure it was a reputable contractor with a healthy balance sheet.

Further to considering exempt information at item 22,

RESOLVED

1. To approve the appointment of Contractor A, identified in the exempt part of the report, to undertake the new build works to provide a total of 45 new homes at Brunel Walk and enhancement to the Turner Avenue estate amenity for a total contract sum set out in the exempt part of the report; and approves the client contingency sum set out in the exempt part of the report.
2. To approve the appropriation of the Brunel Walk and Turner Avenue development site edged red on the plan titled 'Development Plan', attached at Appendix 1, from housing purposes to planning purposes under section 122 of the Local Government Act 1972 as it is no longer required for the purpose which it is currently held, and for the purpose of carrying out the development as set out in part 6 of this report.
3. To approve the use of the Council's powers under Section 203 of the Housing and Planning Act 2016 to override easements and other third party rights and interests infringed upon by the Brunel Walk and Turner Avenue estate development, under planning permission Ref: HGY/2022/2723.
4. To delegate to the Director of Placemaking & Housing, after consultation with the Director of Finance and the Cabinet Member for Council House building, Placemaking, and Local Economy, authority to make payments of compensation as a result of genuine claims of third party rights affected by the Brunel Walk and Turner Avenue development and payable as a result of the recommendation 3.1.3, within the existing scheme of delegation.

5. To approve the appropriation of Brunel Walk and Turner Avenue development site edged red in the plan titled 'Development Plan', attached at Appendix 1, from planning purposes back to housing purposes under Section 19 of the Housing Act 1985, after practical completion of the development.
6. To approve the total scheme cost set out in the exempt part of the report.
7. To approve the issuance of a letter of intent for up to 10% of the contract value as set out in the exempt part of the report.
8. To consider the engagement and consultation carried out on this proposed scheme set out at clauses 6.6 to 6.15 of this report.

Reasons for decisions

The site known as Brunel Walk was approved by Cabinet in July 2019 to be included in the Council's Housing Delivery programme. Resolution to grant was received at the 16th January 2023 Planning Committee and the Decision Notice was received on 4th April 2023. This report therefore marks the third, and final, Members' decision to develop on this site.

Contractor A has been identified by a formal tender process to undertake these works.

There are no reasons for the Council to believe that any third-party rights would be infringed by the development: Resolution to grant was received at the 16th January 2023 Planning Committee and the Decision Notice was received on 4th April 2023, and no applicable concerns about the loss of rights were raised during extensive local engagement and consultation, including a Section 105 consultation in February-March 2021 with residents. However, appropriation of the Brunel Walk development site for planning purposes is recommended as a precaution. It will allow the Council to use the powers contained in Section 203 of the Housing and Planning Act 2016 to override easements and other rights of neighbouring properties and will prevent injunctions that could delay or prevent the Council's proposed development. Section 203 converts the right to seek an injunction into a right to compensation. The site will need to be appropriated back from planning purposes to housing purposes on completion of the development to enable the Council to use the land for housing and let 45 new Council homes.

The site proposal will provide 45 much needed Council homes on Council land, with 21 of these being large, 3-bed, five-person family homes which are in particularly high demand. Additional works proposed include extensive enhancements to the adjoining Turner Avenue estate, with much needed security measures including CCTV and lighting to prevent crime and anti-social behaviour.

These 45 homes will also contribute to our commitment to start 500 homes on site as part of the GLA 21-26 Affordable Homes Programme and our political aspiration to build 3000 Council homes by 2031.

Alternative options considered

It would be possible not to develop this site for housing purposes. However, this option was rejected as it does not support the Council's commitment to deliver a new generation of Council homes and would leave the estate vulnerable to further issues of anti-social behaviour and crime.

This opportunity was procured via a restricted, competitive tender to the open market (Find a Tender) using the JCT Design & Build Contract 2016 with amendments, the route recommended by Strategic Procurement for a contract of this value. The alternative option would have been a competitive tender via the London Construction Programme (LCP) Major Works 2019 Framework Agreement or the Westworks Procurement Ltd Development and Construction Dynamic Purchasing System. Both options were rejected because an Expression of Interest exercise through the LCP was unsuccessful and the 2022 tender via Westworks failed to secure a viable bid.

The Council could continue with the scheme without appropriating the site for planning purposes, but this would risk the proposed development being delayed or stopped by potential third-party claims. By utilising the powers under Section 203 of the Housing and Planning Act 2016 (HPA 2016), those who benefit from third party rights will not be able to seek an injunction since those rights or easements that are overridden are converted into a claim for compensation only. The Council recognises the potential rights of third parties and will pay compensation where a legal basis for such payments is established. The housing delivery team actively engaged with local residents about the development of this site as the scheme proceeded through the feasibility and design stages and any comments or objections raised were taken into consideration by Planning Committee in reaching its decision.

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 could prevent the Council from being able to offer up these homes for occupation, thereby not supporting the delivery of much needed affordable homes.

41. 2024-25 BUDGET AND 2024-2029 MEDIUM TERM FINANCIAL STRATEGY REPORT

The Cabinet Member for Finance and Local Investment introduced the report which set out details of the draft General Fund (GF) Budget for 2024/25; the Medium-Term Financial Strategy (MTFS) 2024/29; the draft HRA Budget 2024/25 and its draft Business Plan including estimated income (funding) and expenditure adjustments, as well as the draft capital programmes for both funds. The report sought approval to: submit the detailed budget proposals to Overview and Scrutiny Committee and its Panels in December 2023 and January 2024 for scrutiny and comments; and to commence public consultation on the 2024/25 Budget and MTFS 2024- 29.

The Cabinet Member highlighted that Councils in England faced a funding gap of £4bn over the next two years. Next year's budget was being developed against a backdrop of continued government austerity and increasing demand for the services. The recent government autumn statement, which did not provide local authorities with

additional funding or the assurance that further funding, would be available in the Local Government Finance Settlement expected in January 2024.

It was noted that in the coming financial year the Council would need to fill a substantial financial gap but it was not an outlier and not at the position of issuing a section 114 notice and would be in a position to be able to put forward a budget package to Full Council for approval. Officers were working hard to put forward proposals to plug this gap.

The Cabinet Member continued to set out the stark national economic context that the Council and other Councils were working in which had manifested over a number of years of government cuts in funding, increasing in demand and cost of Adult social care, cost of living crisis, inflation rises and impact of increased interest rates as a result of the mini budget of 2022.

The Cabinet Member outlined that the budget priorities for spend responded to these economic factors and £25.5m growth has been built into this draft budget solely for the demand led services: £20.4m for Adult social care; £3.0m for Temporary Accommodation and £2.1m for Children's.

In response to questions from Cllr das Neves, Cllr Gordon, Cllr Hakata and Cllr Cawley- Harrison, the following information was provided.

- Recognised that Adults Services had done a lot of work on addressing the overspend and to reducing the cost of Adult social care. There was assurance that there were a number of work streams in place to continue this focus and Council had worked hard to ensure that there was a right size budget available to Adults service and this meant improved forecasting so help understand the likely expected budget pressures coming through to the service in the short, medium, and long term. An example of this was young people who were coming through from Children Services with significant needs and that would need continued support needed from Adult's Services once they turned 18. This cohort was already recognised as a growth area and work on right sized budget would help in some way alleviate reliance on external funding and help manage growth in this budget area.
- Noted the setting the Council's budget was always going to be challenging because the lack of resources provided to local government by central government. The core government funding Haringey received was a £143m less in real terms this year than it was in 2010/11. Additional issues for consideration in this budget were: Inflation leading to significant rises in costs, continued high demand for Adult Social Care which makes up a significant percentage of the total budget impact of the housing crisis leading to increased homelessness and rising rents, rising interest rates leading to higher borrowing costs, and the negative impact of the cost-of-living crisis.
- The Assistant Director for Adults Service further emphasised the significant increase in residents needing Adult social care support from the Council and at a time of crisis in local health care services.

- Assurance was provided that no library buildings would be closed and there would be careful analysis to inform the model of delivery for each library which would reflect its use and be informed by the footfall analysis.
- The capital investment in leisure provision responded to around both energy requirements, dealing with dilapidations and improvements to the buildings. All of the options for future service delivery would have some capital investment. The continuation of an external contract or insourcing would have the same capital impacts. In terms of the revenue implications cost, there is an estimated £200k to £300k increased cost against current levels with a contracted service subject to a full procurement exercise and enough bids being received at the projected cost levels. However, the benefits of the insourced service were outlined in the earlier item and meeting Council priorities for health and wellbeing.
- There had been a lot of work completed by senior officers to reduce the spend and use of agency staff. It was acknowledged that this spend and use was high. It was important to consider the factors leading to agency staff usage, which was filling in recruitment gaps and access to specialist staff and also a symptom of the recruitment and retention issues the Council and other Councils had as well. There was a drive to recruit agency staff to permanent roles and focus on this area would continue as would support the Council savings initiatives going forward.

RESOLVED

1. To note the draft General Fund revenue and capital budget proposals and financial planning assumptions set out in this report and note that they will be refined and updated after the final Local Government Finance Settlement is received in January 2024 and to incorporate further budget change as required;
2. To note the Draft General Fund 2024/25 Budget and MTFS 2024-29 detailed in this report and Appendix 1;
3. To note the Draft revenue and capital budget growth proposals summarised in Sections 7 and 8 and Appendices 2 and 5 and note the draft revenue savings proposals summarised in Section 7 and Appendix 3;
4. To note the Draft General Fund Capital Programme for 2024/25 to 2028/29 as set out in Appendix 4;
5. To note the Draft Housing Revenue Account (HRA) Revenue and Capital Programme proposals (which includes the proposed rents and service charges) and HRA Financial Plan as set out in Section 9;
6. To note the 2024/25 Draft Dedicated Schools Budget (DSB) and update on the DSG reserve position set out in Section 10;
7. To note that the detailed proposals will be submitted to Overview and Scrutiny Committee / Panels in December 2023 and January 2024 for Scrutiny and comments;

8. To agree to commence consultation on the 2024/25 Budget and MTFS 2024-29;
9. To note that an updated General Fund and HRA 2024/25 Budget and MTFS 2024-29 will be presented to Cabinet on 06 February 2024 to be recommended for approval to the Full Council meeting taking place on 04 March 2024;
10. To delegate the final decision on whether or not to participate in the proposed eight borough business rates pool from 1 April 2024 to the Director of Finance in conjunction with the Lead Member for Finance and Local Investment.

Reasons for decision

The Council has a statutory obligation to set a balanced budget for 2024/25 and this report forms a key part of the budget setting process by setting out the forecast funding and expenditure for that year at this point. Additionally, in order to ensure the Council's finances for the medium term are Maintained on a sound basis, this report also sets out the funding and Expenditure assumptions for the following four years in the form of a Medium-Term Financial Strategy. It should be noted that the final version of this will be presented to Full Council on 4 March 2024.

Alternative options considered

The Cabinet must consider how to deliver a balanced 2024-25 Budget and Sustainable MTFS over the five-year period 2024-29, to be reviewed and Ultimately adopted at the meeting of Full Council on 04 March 2024.

The Council has developed the proposals contained in this report in light of its current forecasts for future income levels and service demand. These Take account of the Council's priorities; the extent of the estimated funding Shortfall; the estimated impact of wider environmental factors such as Inflation, interest rates, the cost of living crisis on households and, in some Service areas, the legacy of the Covid-19 pandemic; and finally, the Council's overall financial position. It is this appraisal that has led to these Options being presented in this report. These will be reviewed and, where necessary, updated in advance of the final Budget report being presented.

These proposals will be subject to consultation, both externally and through the Overview and Scrutiny process, and the outcomes of these will inform the final budget proposals.

42. ASSET MANAGEMENT STRATEGY 2023 - 2028

The Cabinet Member Housing Services, Private Renters, and Planning introduced the report which sought approval of updated Housing Asset Management Strategy 2023 to 2028 (attached at Appendix 1).

The report followed the 5 year Asset Management Strategy which was approved by Cabinet in Jan 2021 and was updated to ensure it reflected current Council priorities and financial assumptions. It also addressed legislative and regulatory changes that had come into force since 2021.

The Cabinet Member outlined that the following aims of the strategy:

- Key to delivering some of the Council's most important and ambitious Housing commitments .
- A guide for making transparent, financially sound, and resident focused decisions about future investments.
- Commitment to being a good landlord and reflected the commitments the Council set out in the Housing Improvement Plan.
- Ensuring the Council meets legislative and regulatory requirements that guarantee safe, sustainable, and secure homes.
- Zero-tolerance policy to damp and mould, as part of our wider commitment to bring all Council homes to the Decent Homes Standard by 2028.
- Supports Haringey's ambition to become a Net Zero carbon borough by 2041 through improving the energy efficiency of resident's homes.

In response to questions from Cllr Cawley – Harrison the following was noted:

- That the Council takes a proactive approach with both active and passive ventilation was rolled out in relation to damp and mould prevention.
- The 'Housing Asset Management Strategy 2023-2028' was a live document and any changes would be reflected in the document regarding the decent homes standard.
- That the Council aimed to exceed the decent home standard for its properties.
- Leaseholders were valued by the Council as equal stakeholders and would be consulted earlier in any statutory consultation process going forward.

RESOLVED

To approve the updated Housing Asset Management Strategy 2023 to 2028 (attached at Appendix 1).

Reasons for decision

The existing Housing Asset Management Strategy 2020 to 2025, requires updating to ensure it reflects the changed context in which Haringey will manage, maintain and invest in the Council's housing stock over the next five years.

This includes significant changes in:

- i. the building safety regulatory framework and the additional duties for Councils set out in the Building Safety Act (2022).
- ii. the wider regulatory requirements introduced by the Social Housing Regulation Act (2023).
- iii. national and local targets relating to energy efficiency and carbon

reduction.

In addition, following the Council's referral to the Social Housing Regulator earlier in 2023, and the adoption of a new Housing Improvement Plan, the Housing Asset Management Strategy needs updating to ensure it reflects the relevant commitments set out in the Plan, specifically in relation to regulatory and legislative compliance, which includes all Council housing stock meeting the Decent Homes Standard by 2028.

The strategy also needs updating so that it reflects, and is in alignment with, the current HRA Business Plan and proposals in the draft Medium Term Financial Strategy 2024/25 to 2027/28 to increase overall investment in the housing stock over the next five years.

Alternative options considered

The option of not updating the strategy was considered but rejected. This is because the current strategy is no longer able to set the strategic framework for making informed decisions regarding investment in the Council's housing stock. The updated strategy will provide the necessary guidance for implementing plans to meet the Decent Homes Standard, address issues of damp and mould, improve energy efficiency of the stock, and ensure the health and safety of residents living in Council owned homes.

43. FEES & CHARGES 2024-25

The Cabinet Member for Finance and Local Investment introduced the report which sought agreement to increase in the Fees and Charges proposed from the start of the financial year 2024/25, in line with inflation to offset the costs increases associated with those service, or to agree alternatives where circumstances indicated this is more appropriate.

The Cabinet Member highlighted the following:

- The income generated by many Councils' fees and charges represented an increasingly significant proportion of their income, and therefore decisions on future charges had an increasingly greater effect on the sustainability of their services covered by those charges.
- That in order to protect the Council's ability to provide the services needed or enjoyed by many, there was a need to ensure that the Council can continue to cover the costs of their provision.
- Recognised the pressure that the cost-of-living crisis was putting on households, however little choice other than to look to ensure that the Council maintain income in real terms.
- Continue with policy of annual increases linked to CPI inflation rates. Increases in fees and charges outlined in the report were both necessary and appropriate.

In response to questions from Cllr Cawley – Harrison, the following was noted:

- In relation to highways and parking operations fees and charges outlined on appendix II of the report, the Council was in line with other neighbouring London Boroughs and charged lower than many. Although there were concerns around the impact of deciphering between the lower and higher emitting vehicles when it came to charges, lower emitting vehicles still had a part in pollution within the borough.
- The Council had one of the lowest charges for garden waste collection in comparison with other London Boroughs. There was no intention to lower garden waste charges through subsidising the costs from the Council.
- A review was underway around garden waste charges and early findings suggested that many residents did not use the garden waste bins every week, this review will be part of the co-produced work with residents.

RESOLVED

1. To **agree** the proposed non-statutory fees and charges to be levied by the Council with effect from 1 April 2024, unless otherwise stated, and as detailed in Section 8 and Appendices I, and III – XIII taking into account the findings of any equalities assessments as set out in section 11 of the report.
2. To **note** the statutory fees and charges to be levied by the Council with effect from 1 April 2024.
3. To **note** that the Council's draft 2024/25 Budget and Medium-Term Financial Strategy (MTFS) 2024/25-2028/29 assumes that the changes to Fees and Charges set out in this report are agreed.
4. To **authorise** officers to proceed to statutory notification and / or consultation of increases to existing parking fees and charges as set out in Appendix II and to note that the proposed charges may only be implemented subject to the outcome of any required notification and or consultation procedures as may be prescribed in legislation.

Reasons for Decision

Under the Council's Income Policy, it is a requirement to review fees and charges as a minimum annually. Given the ongoing challenges facing the Council, this is even more appropriate.

Alternative options considered

This report summarises the conclusions after consideration of a range of alternative approaches dependent on particular services and relevant factors. As such a range of alternative options ranging from no increase to differentiated rates of increases or decreases have been considered and reflected in this report.

44. PROVISIONAL AWARD OF OPERATION AND MAINTENANCE CONTRACTS FOR LOCALISED COMMUNAL HEATING SYSTEMS

The Cabinet Member Housing Services, Private Renters, and Planning introduced the report which sought approval of operation and maintenance contracts for its portfolios of current and future heating systems provided through DENs.

The Cabinet Member outlined the following:

- The Council required the support of specialist contractors to deliver operational maintenance and repairs to communal heating systems (also known as localised, decentralised energy networks) programmes. These programmes were critical to the comfort and safety of residents, supporting Haringey in ensuring it meets its duties to provide safe and decent homes for its tenants.
- Maintenance of these systems required a high level of competency and specialist knowledge as well as access to specialist parts and supply chain. Quality and consistency in service provision was a priority, however the market for provision of this comprehensive service is currently limited.
- The current arrangements relied on a number of different providers operating under ad-hoc arrangements which are vulnerable to changes in provision and performance as a result of having no long-term contract and/or commitment in place.
- The Council cannot allow this service to fail due to lack of suitable contracts and competent resources, which at this time must be outsourced. By ensuring there is a suitable long-term supplier in place, the Council would demonstrate commitment to improving the quality of housing provided.

In response to questions from Councillor Cawley – Harrison, the following was noted:

- The efficiencies in the approach taken to procure two ‘sister’ contracts, was explained to be more attractive proposal to the market given provision of this comprehensive service was currently limited.
- The contract cost was subsumed in rent costs and not an additional service charge.
- Residents would continue to report any communal heating issues through the Council process and not through the contract provider.

Further to considering exempt information at item 23,

RESOLVED

1. To note the contents of Appendix A Exempt Report, and
2. To approve the preliminary award of the main (Housing) call-off contract to Contractor A for the operation and maintenance of existing and future DENs servicing HRA properties, subject to S20 for a maximum value of £10.2m for a 5-year, plus 5-year contract term, (Contract 1) and

3. To approve the preliminary award of a second call-off contract, also to Contractor A, **that would remain dormant**, and will only become active if the Council decides to create an Energy Services Company, ESCo, (Contract 2) (see also 4.6 and 6.11 below) but is for maximum value of £10.6m and would co-terminate with contract 1 at the end of its term. Contract 2 will remain dormant subject to any future Cabinet decision whether or not to set up an ESCo. If the ESCo were set up, Contract 2 would be available to be Novated by the Council to the ESCo and then activated.
4. To Delegate authority to the Director of Placemaking & Housing, in consultation with the Head of Legal Services, to finalise and award both of the contracts following completion of the Section 20 process for contract 1.

Reasons for decision

The Council requires operation and maintenance contracts for its portfolios of current and future heating systems provided through DENs. The proposed contracts represent good value for money (VFM) and are expected to generate savings when compared to the current arrangements/practices (further information on this is provided in the exempt report).

Awarding both contracts simultaneously locks in the current rates which provide surety of cost and allows for reliable cost projection in relation to future development commitments such as those at High Road West, where there is already a level of commitment to create an ESCo. This company would then have access to the O&M contract that this report seeks award for.

Having two similar contracts with Contractor A, allows the Council to offer the same standards to its residents as a future Council ESCo will offer to residents in private blocks as and where applicable.

Some of the Council's existing heating systems within the scope of this contract include leaseholders. The procurement process for contract 1 will therefore comply with s20 of the Landlord and Tenant Act. This requires that leaseholders are consulted on the provisional outcome of a procurement prior to final contract award.

If the Council sets up an ESCo (either, for HRW, as a result of the development moving forward as expected and the Council's commitments in the Development Agreement, or, for the borough-wide DEN, subject to a full business case submission and Cabinet decision), following any novation of contract 2, the ESCo will manage the (previously dormant) call-off contract with Contractor A, covering the portfolio of DEN infrastructure owned/managed by the ESCo. Contract 1 between the Council and Contractor A for O&M in all HRA blocks will continue covering the scope of existing and any future DEN infrastructure owned/managed by the Council. There are efficiencies in the approach taken to procure two 'sister' contracts.

Entering the ESCo contract prior to either a decision regarding the full

business case for the DEN projects or confirmation that the development at HRW will move forward does not incur costs as there are no contractual commitments from doing so. For example, the contract does not make any commitment to a minimum volume of work; and it does not grant exclusivity to Contractor A for maintenance of new DENs. This was made clear throughout the procurement process. Therefore, the Council can enter into Contract 2 in order to secure the time-limited tender for its potential future ESCo without taking on any liabilities (Contract 2 can effectively be left dormant until it is needed). This is beneficial as it means the Council will know exactly what costs and terms could apply to the potential future ESCo's operations making the business case assessment more credible. It also means the Council will have contracts in place to allow it to deliver on its commitments at HRW / to deliver the proposed borough-wide DEN should a decision be taken to proceed with this project.

The current O&M arrangements for the Council's modern DEN hardware has developed over time, in an ad hoc way in response to the short-term need where there have been limited systems to maintain, and the timing of handovers have been sporadic. They provide a stop gap solution until they come to an end, starting with Rosa Luxemburg in December 2023 and then following on with Walter Tull House and subject to performance Broadwater Farm. The Council therefore needs to put in place longer term provisions for these services.

Alternative options considered.

An on-going contract to ensure the safe maintenance and provision of heating and hot water to residents is essential. Therefore, 'do nothing' is not an option.

The option to contract on a site-by-site basis for new heating systems would require significant ongoing management and staff time, to procure and manage individual contracts, as significant growth is expected during the contract term. This would be less efficient and less attractive to suppliers and therefore not provide value for money.

The option of shorter-term contracts would not return the same levels of improvement in value for money as longer-term contracts and would be less efficient from a procurement and management perspective. A longer-term contract also allows for greater risk transfer to the provider.

The option to enter contracts longer than 5 + 5 years restrict the Council's ability to take advantage of a considerable evolution in technology, skills and service provider market for operation and maintenance services over the next decade. Therefore A 5-year contract with an option for a 5-year extension is considered a suitable compromise.

The option to include all (i.e., older sites) was considered, however there would be limited benefit due to:

- Many of the KPIs in the contract relate to features which are not present

in older systems, and

- The risk transfer to the service provider is limited where the Council cannot evidence the condition of the systems or provide commissioning records, and where older systems undergo major refurbishment, it will be possible to bring them into the contract scope.

Not entering into Contract 1 could result in significant disruption to residents whilst the Council extends and implements a range of ad-hoc short-term contracts or undertakes an additional separate procurement for the interim period. This would take additional time and resources and the current costs for these ad hoc contracts are higher than those within Contract 1. Not

entering into Contract 2 will mean the Council would a) potentially be unprepared to fulfil its responsibilities at HRW and b) need to assess the business case for the potential future ESCo without a clear understanding of the terms and costs that company might face for O&M. However, entering into Contract 2 does not create any liabilities for the Council or prejudice the decision on whether or not to proceed with setting up an ESCo, If the ESCo does not materialise, Contract 2 can simply be left dormant until it expires.

An option to procure a turnkey design, build, operate and maintain contract for the wider DEN infrastructure was considered and rejected due to a lack of competition in the market for such a contract. Instead, separate design and build, and operation and maintenance (O&M) contracts will be required, with the option to transfer the schemes on to these contracts at the end of defects.

An option to procure a turnkey design, build, operate and maintain contract for the energy infrastructure at High Road West was considered and rejected due to the earlier stage of development of the High Road West scheme at the time the procurement was launched and because most of the infrastructure at High Road West will be designed and built by the Council's development partner. Therefore, High Road West has been included within the scope of the potential future ESCo O&M contract.

The options for ESCo contracts on a site-by-site basis, and shorter/longer contracts were also considered and rejected for the same reasons set out in 5.2 above.

45. PROCUREMENT OF CONTRACTOR FOR THE CONSTRUCTION OF STANHOPE ROAD BRIDGE

The Cabinet Member for Culture, Communities & Leisure introduced the report which sought approval to enter into contract with a contractor to deliver the replacement bridge and associated works pertaining to Stanhope Road Bridge.

The location and area of the bridge were outlined by the Cabinet Member and it was noted that following structural inspection and assessment, Stanhope Road Bridge was identified as needing urgent intervention with replacement being the most appropriate option.

The recommendations within the report for the appointment of the preferred bidder to deliver the Stanhope Road Bridge replacement works ensured that this essential scheme was delivered.

The project aimed to improve the overall quality of Haringey's green transport network and encourage active travel, as well as enhancing resident experience by providing a connection to green spaces, as well as improve accessibility by means of a ramp to provide step-free access from Stanhope Road up to the Parkland Walk

In response to questions from Councillor Cawley-Harrison the following was noted:

- 12 trees agreed to be planted.
- The bridge works were set to begin in February 2024 and, with the landscaping work, would last approximately a year.
- With regard to mitigating plans for accessibility while the works on Stanhope Bridge were carried out, it was noted that there were plans for stop points on Parkland Walk both sides of Stanhope Road near the existing bridge.

Further to considering exempt information at item 24,

RESOLVED

1. To approve the award of the contract for 'Stanhope Road Bridge Replacement Works' to Bidder 1 for the sum of **£3,036,620.93** +VAT as permitted under Contracting Standing Order (CSO) 9.07.01(d).
2. To approve the additional provisional sum making up the scheme risk and contingency, as detailed within the (exempt) Part B of this report.
3. To authorise the issue of a letter of intent (LOI) for the amount detailed within the (exempt) Part B of this report, as permitted under CSO 9.07.3.

Reasons for decision

There are significant defects to the masonry abutment and signs of movement to the substructure of Stanhope Road bridge. The structure was placed under a movement monitoring regime to track the deterioration in these defects and temporary props were installed to provide additional support. Ongoing monitoring since 2020 shows there is a continued decline in the condition of the bridge structure, with critical defects expected to be reached by 2027.

A competitive tendering exercise was undertaken to secure a contractor to deliver the "Stanhope Road Bridge Replacement Works". Through this process, Bidder 1 scored the highest and demonstrated that it should be awarded the contract.

The tender sum submitted by Bidder 1 is less than the pre-tender estimate prepared by an external cost consultant and is therefore deemed to be good value.

By awarding the contract to Bidder 1, the Council is securing the delivery of the "Stanhope Road Bridge Replacement Works". It is intended that the main bridge works be conducted between February 2024 and November 2024.

The works delivered by the scheme are essential to replace the existing bridge that has passed its design life and will minimise maintenance costs in the long term. The works will also result in the removal of the existing height restrictions under the bridge to future-proof the structure and reduce the risk of vehicle strike.

As part of the scheme delivery, an access ramp compliant with the Equality Act 2010 will be installed to the east embankment to allow step free access from Stanhope Road up to the Parkland Walk.

The new bridge will also create a better environment for walking along Stanhope Road by removing the existing footway restrictions caused by the structural propping located on the eastern footway under the bridge (see below images). This is important as Stanhope Road is a busy route for pedestrians that is frequently used by school children attending the nearby schools.

Figure 1: View looking north along Stanhope Road showing temporary structural props on east footway.



Figure 2: View looking south along Stanhope Road showing temporary structural props on east footway.

Alternative options considered.

Option 1 – Do nothing. Do not appoint a contractor to undertake this work.

Pursuing this option will fail to address the critical defects identified during the bridge inspection and assessment process. Ongoing monitoring since 2020 shows that the bridge is in a deteriorating state and cannot be left in its current condition. Without intervention, the bridge will become unsafe and require closure of the Parkland Walk and Stanhope Road to all traffic. It is essential to public safety that the defects are addressed.

There are risks associated with not undertaking the repairs - a delay to address the issues will result in increased costs by addressing further deterioration through emergency works.

This option is not recommended.

Option 2 – Do not proceed with the bridge replacement scheme. Carry out repairs instead.

Alternative options to replacing the structure were considered during the feasibility design stage. There are significant risks associated with the feasibility options for retaining the existing abutments - those options included brickwork repairs and construction of a new bearing shelf, as well as the installation of anchors or underpinning the abutments with piles and needle beams.

Repairing the substructure is a complex operation; it is difficult to predict how the bridge abutments will behave in the future and further remedial works/demolition could be required. This is due to the unknown extent of the cracks within the abutments and the medium/high susceptibility of the bridge to changes in the moisture content of the soil. Furthermore, it was found to be difficult to establish the geometry and extent of the cracks within the bridge during investigations without risking further destabilisation of the substructure.

In all situations, the bridge deck requires jacking up and lifting off the structure to install new bearing shelves and bearings, followed by reinstallation of the bridge deck. Replacing the bridge deck will achieve a 120-year design life of the structure and remove the need for repairs for the foreseeable future.

This option is not recommended.

Option 3 – Do not proceed with the bridge replacement scheme. Demolish the structure and replace with an ‘at-grade’ pedestrian crossing.

Alternative options to replacing the structure were considered during the feasibility design stage. Whilst demolishing the structure minimises any ongoing future maintenance costs, it fails to provide a connected active travel corridor along the Parkland Walk and detracts from the green space.

A community consultation undertaken during the project development in December 2020 identified that 86% of respondents wanted the bridge retained and not removed.

Replacing the structure with an ‘at-grade’ crossing increases the risk of harm to pedestrians and cyclists crossing the public highway. Secondly, it will be difficult to achieve an accessible ramp without significant ground works that will be costly and disruptive to the nature reserve setting and will likely require additional trees to be felled to accommodate the significant earthworks.

By removing the bridge and replacing with graded ramps, the Parkland Walk will be split, and a barren area will be created in the green corridor. This will have a detrimental effect on local fauna that inhabits the nature reserve.

This option is not recommended.

Option 4 – Return to the market to re-tender.

The project is time-sensitive due to continuing deterioration of the defects and the bridge cannot be left in its current condition. Without intervention, the bridge will become unsafe and require closure of the Parkland Walk and Stanhope Road to all traffic – representing additional costs to the Council with no realisable benefit. It is essential to public safety that the defects are addressed.

The open tender process generated five bona fide bidders, all of which were within the pre-tender estimate prepared by an external cost consultant.

Through their response to the tender quality questions, Bidder 1 clearly demonstrated that it could undertake the project and understood the Council's requirements. Bidder 1 also submitted a price in line with the pre-tender estimate and competitor bids.

It is considered that there is nothing to gain by returning to the market. Prices are most likely to increase through inflation and additional costs will arise from safety measures associated with a failing structure.

This option is not recommended.

46. MINUTES OF OTHER BODIES

RESOLVED

To note the minutes of the following Cabinet Signings:

25 October 2023
27 October 2023
7 November 2023 10.30
7 November 2023 14.30
9 November 2023
14 November 2023

47. SIGNIFICANT AND DELEGATED ACTIONS

RESOLVED

To note the delegated and significant actions taken by Directors.

48. NEW ITEMS OF URGENT BUSINESS

None

49. EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED

That the press and public be excluded from the remainder of the meeting as items 22 - 25 contained 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.

50. EXEMPT - BRUNEL WALK AND TURNER AVENUE ESTATE N15 AWARD OF CONSTRUCTION CONTRACT

The Cabinet considered the exempt information and agreed the exempt recommendations and the public recommendations set out at item 40.

51. EXEMPT - PROVISIONAL AWARD OF OPERATION AND MAINTENANCE CONTRACTS FOR LOCALISED COMMUNAL HEATING SYSTEMS

Cabinet considered the exempt information and agreed the exempt recommendations and agreed the public recommendations set out at item 44.

52. EXEMPT - PROCUREMENT OF CONTRACTOR FOR THE CONSTRUCTION OF STANHOPE ROAD BRIDGE

Cabinet considered the exempt information and agreed the recommendations as per item agenda item 45.

53. EXEMPT - MINUTES

RESOLVED

To approve the exempt minutes of the meeting held on the 7 November 2023.

54. NEW ITEMS OF EXEMPT URGENT BUSINESS

None

CHAIR: Councillor Peray Ahmet

Signed by Chair

Date

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Report for: Cabinet – 16th January 2024

Title: Estate Parking Management Scheme (EPMS) – Amendments

Report authorised by: David Joyce, Director of Placemaking and Housing

Lead Officer: Chris Vavlekis, Head of Estates & Neighbourhoods, 020 8489 3447, chris.vavlekis@haringey.gov.uk

Ward(s) affected: All

Report for: **Key Decision**

1. Describe the issue under consideration

- 1.1 This report seeks Cabinet approval for amendments to the Estate Parking Management Scheme (EPMS), as approved at Cabinet on 8 December 2020 following the insourcing of the former Homes for Haringey into Haringey Council. This report also seeks approval for funding of the scheme as set out in section 11.
- 1.2 The current Estate Controlled Parking Scheme for Haringey estates is enforced by private contractors (Wing Security Ltd) under provisions of contract law based on terms and conditions displayed on signs at the entrance to each estate included in the scheme. The limitations on enforcement due to changes in legislation and guidance, described in more detail in section 4, have resulted in a scheme which is financially unviable for private contractors that rely on revenue from penalty charge notices (PCNs). Subsequently, there are parking problems on Haringey estates which cannot be addressed under the current arrangements.
- 1.3 A new Estate Parking Management Scheme (EPMS) was approved at Cabinet on 8 December 2020 (the 2020 Report), as described in section 6. This new EPMS will align parking enforcement on housing land with on-street parking, using powers provided to local authorities under the Road Traffic Regulation Act 1984. This would negate difficulties with parking enforcement described in section 4, allowing the Council to properly enforce parking restrictions on estates and collect PCN income. This will also allow an important service to be brought in-house to Haringey Parking Services from a private contractor.
- 1.4 The new scheme will follow the principle that those tenants who benefit from car parking provision will be making a financial contribution to reflect that benefit.

- 1.5 The new EPMS will require engagement with estate residents on the design of parking arrangements on their estate and subsequent statutory consultation for the introduction of traffic management orders (TMOs) needed to implement the new scheme.
- 1.6 There are, however, elements of the original 2020 EPMS proposal that require amendment:
- (a) Permit offer amended to introduce charges for estate resident parking permits in alignment with the charges for controlled parking zone (CPZ) permits and for estate parking permits set by other London Boroughs, to better address parking space availability pressures on estates (a limit of one estate resident permit per household)
 - (b) Permit structure amended to better align the permit offer to that being made to CPZ residents.
 - (c) Resident engagement: amended process of engagement with residents to better reflect the Haringey Deal – employing a resident-led approach to ensure they are fully involved in the process of change in introduction of the EPMS and have the opportunity to engage with wider issues.
 - (d) As the proposed permit offer includes changes to parking which affect practice or policy regarding housing management and the provision of services or amenities to Council tenants, consultation will seek the views of all affected estate residents including secure tenants, non-secure tenants and leaseholders in compliance (so far as secure tenants are concerned) with S105 of the Housing Act 1985.
 - (e) Following the engagement process and S105 consultation, further statutory consultation will be required as a prerequisite to any subsequent decision as to whether to introduce the TMOs prior to implementation and commencement of the EPMS.
 - (f) Approval of the amended EPMS proposal will ensure that, in addition to a financially viable service with the powers to achieve effective enforcement, the scheme will be better focused on resident priorities while ensuring greater consistency with CPZ permit provision.
 - (g) In summary, the amended EPMS will:
 - Deliver a resident-led scheme design focused on each estate.
 - Entail consultation to seek the views of all affected estate residents including secure tenants, non-secure tenants and leaseholders in compliance (so far as secure tenants are concerned) with S105 of the Housing Act 1985
 - Use traffic management orders (TMOs) under the provisions of the Road Traffic Regulation Act 1984. Enforcement will be managed using the powers granted by the Traffic Management Act 2004.

- Be run in-house by Haringey Council's Parking Services, using the Taranto parking management IT system.
- Provide a permit scheme which:
 - Reduces pressures on estate parking availability by limiting estate parking permits to one per household.
 - Households with multiple vehicles will be eligible to purchase CPZ permits, provided their property is not within a car-free development (with associated emissions-based charging and other surcharges to encourage fewer, lower emitting vehicles).
 - Ensure parking provision for residents who are either over the state pension age or have a disability.
 - Offers generic disabled bays, and designated disabled parking bays and adopts the same disabled parking policy as used in the on street CPZs.
 - Provides a full range of carers and support worker permits.
 - Will allow residents to arrange parking for legitimate visitors.

2. Cabinet Member Introduction

- 2.1 The prevalence of abandoned vehicles, illegal parking, and permit fraud on Haringey's estates limits available parking space for estate residents. This new scheme will make estate parking fairer by guaranteeing every household access to one parking permit, providing dedicated disabled parking bays to those who need them, ensuring the swift removal of abandoned cars, and preventing trespassing.
- 2.2 Enforcement of the current scheme, provided by a private company, has become ineffective due to changes to legislation and guidance. There are more than 150 estates included in our current parking scheme but, unfortunately, they are not working for all residents.
- 2.3 The new scheme will be introduced using traffic management orders and enforced by our Parking Services' civil enforcement officers. By insourcing this service, the Council can monitor estate parking more frequently and more effectively. Bringing this service under the direct control of the Council, rather than contracting it out to a private company, is in line with the Council's Corporate Delivery Plan which seeks to provide joined up services that are more accountable to residents.
- 2.4 A limit of one permit per household is proposed to reduce parking pressure on estates and discourage excessive car use in line with our climate and air quality commitments.
- 2.5 To allow social care staff, NHS health professionals, charity, or not-for-profit employees to provide care to residents, the existing Care at Home parking permit will allow parking both on streets and on estates. This is intended to make the parking process more straightforward by bringing estate parking in

line with parking across the borough – meaning there will no longer be a need for two separate permits.

- 2.6 The Council aims to ensure that this policy change does not financially burden estate residents, so permits will be available for less than 14 pence a day. The permit charge is in place solely to cover to cost of the scheme. Under the current scheme, all residents contribute to the cost of upkeep - in this new scheme, only those who use parking bays will pay for parking bays. Parking permits for Blue Badge holders and carers will be free of charge.
- 2.7 We have committed to review the parking schemes annually - this will ensure that we can work with residents to resolve any teething problems or issues should they arise.
- 2.8 In line with the Haringey Deal, this paper gives the green light to start meaningful engagement, where the Council and residents work together to design a parking scheme that benefits everyone.

3. Recommendations

3.1 It is recommended that Cabinet:

1. Notes that, before a final decision to implement the proposals may be taken, any representations submitted to the Council following consultation under s105 Housing Act 1985 must be considered; and delegates authority to the Director of Placemaking and Housing, following consultation with the Cabinet Member for Housing Services, Private Renters and Planning, to consider any representations which have been submitted as a result of S105 consultation and then to take the decision as to whether to implement the EPMS scheme.
2. Notes that Parking Services will assume the responsibility for the operational management and maintenance of the scheme under the provisions of the TMOs, as approved in the 2020 Report, included as Appendix 6 to this report.
3. Approves the proposed EPMS permit offer, as shown in Appendix 1, including new charges for estate resident parking permits, and the required capital expenditure, to be put forward in the 2024 to 2029 HRA Medium Term Financial Strategy (MTFS) budget report for Cabinet in February 2024.
4. Approves the implementation costs as outlined in Appendix 2.
5. Notes that Parking Services, in partnership with the Housing Engagement Team commissioned by Housing Services, manages consultation and engagement with estate residents (which is consistent with Cabinet's decision to approve the 2020 Report, included as Appendix 6).
6. Approves, for all affected housing estates, the amended resident engagement resource model and process, outlined in Appendix 3, which delivers a resident-led scheme focused on each estate, and which will be

utilised to enable the Council to comply with its duty to consult under S105 of the Housing Act 1985.

7. Delegates approval of consultation materials to the Director of Placemaking and Housing.
8. Recommends that statutory consultation, for estate parking TMOs, as outlined in Appendix 3, takes place following the engagement process and that recommendations following statutory consultation are then taken to Cabinet for approval.
9. Agrees development of a new estate parking policy, aligned to the Council's CPZ policy, subject to consultation and engagement to be submitted for Cabinet approval later in 2024.
10. Agrees that the Estate Controlled Parking Scheme adopts the same Disabled Parking Place Policy as used by the CPZ Parking Scheme.
11. In the event that Wing Security Ltd remains operational at the relevant time, notes and approves that the Council shall undertake the prescribed process under the Transfer of Undertaking (Protection of Employment) Regulations 2006 (TUPE) for the insourcing of parking enforcement staff.

4. Reasons for decision

- 4.1 The current Estate Controlled Parking Scheme (ECPS) is enforced under contract law, with terms and conditions for parking displayed on signs on estates included in the scheme.
- 4.2 The ECPS has become ineffective following the introduction of the Protection of Freedoms Act 2012 and changes to government guidance with vehicle keeper information no longer being provided by the Driver and Vehicle Licensing Agency (DVLA) to private contractors on private land owned by local authorities in London. This means there is no mechanism to contact vehicle owners following issue of penalty charge notices (PCNs) for contravention of parking rules on the estates, with the result that we are unable to effectively collect from PCNs issued. This has also had an impact on the ability to remove abandoned vehicles under tenancy and leaseholder agreements.
- 4.3 These limitations on enforcement have resulted in a scheme which is financially unviable for private contractors that rely on revenue from PCNs. Subsequently, there are parking problems on Haringey estates which cannot be addressed under the current arrangements.
- 4.4 This led to the Council's enforcement agent for estate parking, Wing Parking Ltd., ceasing operation in December 2022. An extension to the enforcement contract has been arranged with the parent company, Wing Security Ltd. to the end of May 2024. Officers are currently reviewing and discussing the possibility for an extension to the start of the new EPMS, pending agreement from the contractor and all parties concerned. Wing Security Ltd currently employs three

enforcement staff; any enforcement staff would need to be given the option to transfer to Haringey Council's Parking Enforcement Team via the TUPE process if Wing Security Ltd is in operational up to the time enforcement operation is assumed by the Haringey Council Parking Enforcement Team.

- 4.5 A traffic management order (TMO) based scheme is the preferred solution because it is the only option which meets the aims of the estate parking review to deliver a financially viable scheme with the powers to effectively control parking and meets residents' needs as well as assisting in tackling the climate change emergency. In addition, a TMO scheme is the Department for Transport's recommended solution and is operated successfully by neighbouring boroughs including Enfield and Islington.
- 4.6 Bringing the delivery of estate parking enforcement in-house to Haringey Council's own Parking Service meets the objectives of the estate parking review established by Cabinet in the 2020 Report and will not be subject to the limitations which affect the private enforcement of the current EPMS. This will allow Haringey Council to share resources and expertise in a sustainable way to generate efficiencies and savings. In addition, estate parking management will benefit from the improvements delivered by the Parking Transformation Programme including new IT systems, online offers and resource management.
- 4.7 Income generated by permits issued on housing land, and the costs of setting up and managing the scheme must be accounted for within the Housing Revenue Account (HRA) charges. Income generated from enforcement activities and the costs of enforcement are accounted for within the Parking and Highways Budget within the General Fund.
- 4.8 The financial assessment presented in Appendix 2 indicates that income generated by permit sales will be accounted for in the HRA and PCN income will be accounted for in the Parking and Highways Budget, within the General Fund.
- 4.9 Following Cabinet approval of the [EPMS in the 2020 Report](#), presented as Appendix 5, a number of wider changes have taken place which necessitate a review of what the EPMS will deliver, and how the EPMS scheme designs will be determined.
- 4.10 Housing provision previously delivered through Homes for Haringey has now been brought back into the Council. Delivering housing provision through the Council provides an opportunity to better align housing and related services with delivery through one organisation. This includes how parking services and estate parking schemes are designed and delivered.
- 4.11 As part of this transition, the Haringey Deal launched in November 2022 provides an opportunity to reshape how residents are involved in the specifics of EPMS scheme design on their estate. Engagement with residents feeding back to a scheme design will result in a more effective and sustainable service – ensuring schemes better meet the needs and priorities of estate residents.

- 4.12 As the proposal includes changes to parking which affect practice or policy regarding housing management and the provision of services or amenities to Council tenants, consultation will seek the views of all affected estate residents including secure tenants, non-secure tenants and leaseholders in compliance with S105 of the Housing Act 1985.
- 4.13 A further wider change is the implementation in 2021 of the new Taranto parking management IT system, upgraded in November 2023. To ensure there is consistency firstly in permit offer, and secondly in the customer journey to apply for and manage permits, there are some amendments required to specific aspects of the original EPMS permit proposal.
- 4.14 In addition, existing measures will be retained to protect vulnerable groups such as the disabled and elderly to ensure that they have access to a free estate parking permit and to align the scheme with the Disabled Parking Place Policy as used by the CPZ Parking Scheme. The proposal includes measures to tackle the climate emergency by financially incentivising households to consider the number of vehicles they own.

5. Alternative options considered

- 5.1 Alternative options to the proposed new EPMS have been considered. These follow from changes in circumstance since the 2020 Report, including the insourcing of the Council's housing stock from Homes for Haringey into Haringey Council.
- **Do Nothing:** this option was discarded as effective parking management is needed to control parking arrangement on estates, particularly where there is high demand for parking space, low availability of parking spaces and/or issues with non-residents taking up parking space, such as displacement from nearby CPZs or demand from events.
 - **Keep existing estate parking arrangements:** this option was discarded as the existing arrangements are difficult to enforce, ineffective, and do not meet the needs of residents or the political and financial objectives of Haringey Council.
 - **Provide traffic management orders for existing scheme arrangements:** This option would have transferred the current arrangements as is to the Haringey Council Parking Enforcement Team. This was discarded as permits would remain free of charge with no mechanism to recoup the cost of implementation including required consultation and provision of new signage. The current permits also do not align with the existing on-street CPZ offer resulting in different customer journeys for residents of estates and other Haringey residents.
 - **Introduce the scheme as originally set out in the 2020 Cabinet Report:** this was discarded as changes to Council policy, such as the Haringey Deal, needed to be included in the approach to resident engagement for the new scheme (see below for the options considered for resident engagement).

Costs of these measures and to introduce the scheme also needed to be reviewed.

5.2 Alternative options for resident engagement have been considered:

- **Continue with the previously approved engagement approach:** the previous approach incorporated a pre-defined structure and content, with limited scope for residents to shape the process. In revising the proposed approach for resident engagement, it is recognised that housing insourcing brings it within scope of the Council's Haringey Deal approach – meaning a co-design approach should be taken to fully engage residents throughout the process.

5.3 A range of options have been considered regarding the most appropriate and effective permit proposal for estate parking. These include the following specific considerations:

- **Continue previously approved permit proposal:** the option to continue the previous permit proposal as approved in 2020 has been impacted by 2 key changes since approval. Firstly, the insourcing of Homes for Haringey in 2022 and, secondly, the introduction of a new parking management IT system in 2021. Each of these factors affects the validity of the previously approved proposal. Firstly, having a different permit offer (in terms of permits offered and associated application customer journeys) is not reflective of a cohesive, unified organisation. Secondly, some specifics of the original permit proposal would not have been deliverable within the new parking management IT system without system development. For these reasons and others noted above, the original proposal is not being pursued.
- **Closest alignment to CPZ permits:** In aligning the permit proposal to CPZ provision, a balanced approach has been taken, accounting for estate parking and residents. An alternative approach would be to fully mirror the CPZ permit offer and pricing structure (albeit with reduced charges overall): this would include, for example, applying charges to resident permits to include a base charge plus surcharges (for second and subsequent vehicles and diesel surcharges).
- **Higher limit for (or unlimited) estate resident permits:** the proposal of the limit of one estate resident permit per household recognises the parking pressures on estates and allows each household a fairer chance of being able to park on their estate, while also contributing toward carbon reduction by encouraging use of alternate modes of transport and/or lower emitting vehicles. An alternative would be to have a higher limit – or no limit at all – on estate resident permits per household, thereby introducing potentially higher pressure on estate parking with reduced fairness.
- **Variations of assumed permit demand:** it is not possible to definitively know the behavioural impact of the introduction of a charged permit scheme – i.e., how many of the current free permits will translate into future charged permits. In permit income modelling underlying the financial model (Appendix 2), a conservative approach has been taken – assuming a 30% reduction in the number of permits issued (applied to all permit types where

there is a known current volume). It may be the case that greater demand is realised following implementation – with this increased revenue improving HRA income.

- **Adopt CPZ costs for Estate Resident Parking Permits with no discount:** the proposed limit of one permit per household and limitations on the availability of parking space on the estates mean that residents may also need to buy CPZ permits to park. The proposal to offer Estate Resident Parking Permits at a discounted rate mitigates the cost impact of this to residents.

6. Background information

- 6.1 Haringey Council has operated an Estate Controlled Parking Scheme (ECPS) since 1998. With the establishment of Homes for Haringey in 2006, day-to-day management of the scheme was a function delegated to Homes for Haringey under the management agreement that applied at the time. The ECPS operates on more than 150 estates boroughwide covering over 11,000 properties and garages.
- 6.2 The limitations on enforcement described in Section 4 have resulted in a scheme which is financially unviable for private contractors that rely on revenue from PCNs. Subsequently, there are parking problems on Haringey estates which cannot be addressed under the current arrangements. The proposed new scheme would be enforced by Haringey Council's in-house Parking Service, as previously approved by the 2020 report. As this scheme would be implemented using TMOs, it would not be subject to the limitations on enforcement of the current scheme.
- 6.3 Estate resident parking permits for the current ECPS are paper permits provided free of charge to residents of the estates where their vehicles are registered to their address. Residents who are disabled may also apply for a Haringey disabled resident parking permit which would allow them to park in a disabled parking bay on the estate without displaying a Blue Badge.
- 6.4 Visitor permits are available to residents as
- one hour scratch cards (limited to 32 hours per 12 month period),
 - weekend parking permits (limited to 3 permits in any 12 month period)
 - two-week visitor parking permits (1 permit in any 12 month period).
- 6.5 Concessions are available to residents over 60 years old or registered disabled people, which double the number of hours/permits available in a 12 month period.
- 6.6 These permits may be applied for via an online form or at customer service locations (Wood Green Library, Marcus Garvey Library).
- 6.7 Enforcement has been delivered by an external contractor, Wing Parking Ltd. (Wing), since 1999 under contracts procured by Haringey Council. Wing Parking Ltd ceased trading on 31 December 2022. A contract extension has

been arranged with the parent company Wing Security Ltd. to continue enforcement on the estates until May 2024.

- 6.8 Officers are currently reviewing and discussing the possibility for a further extension up to the start date of the new scheme pending agreement from the contractor and all parties concerned.
- 6.9 Wing Security Ltd currently employs three enforcement staff who work on the existing contract. These individuals could potentially have employment rights with Haringey Council subject to the timing of events. If Wing Security Ltd continues to provide the enforcement service until it is brought in-house, its staff assigned to the service will be offered the opportunity to transfer to Haringey Council's Parking Enforcement Team automatically by operation of TUPE. They have the option not to transfer and, if they so decided, they would not transfer to Haringey Council.
- 6.10 In 2018/19, at the request of Haringey Council, Homes for Haringey undertook an options appraisal to consider the possible solutions for addressing the apparent deficiencies in the ECPS. The research confirmed that a traffic management order scheme provides the powers required to meet stakeholder needs to improve enforcement, increase parking controls, encourage vehicle reduction, and promote modal shift in transport.
- 6.11 The options appraisal informed the proposal for an estate parking review which was approved by Cabinet in July 2019 with a proposal for a wide-ranging consultation and engagement exercise. This consultation – as required by S105 of the Housing Act 1985 - was undertaken in the autumn of 2019. The outcome of this review and consultation was presented in a report to Cabinet in December 2020, which proposed the new EPMS.
- 6.12 When approving the estate parking management review in July 2019, Cabinet set the following eight core objectives for any new estate parking management scheme:
- (a) A scheme that does not place a financial burden on residents that do not use it.
 - (b) A scheme that can be operated in-house by Haringey Council Parking Services
 - (c) An enforceable and financially viable scheme, self-financing where possible.
 - (d) Where charges are necessary, aim to set them at a reasonable level and no more than the charges levied of controlled parking zones.
 - (e) A scheme capable of generating a net revenue, wherever possible, for reinvestment.
 - (f) A service that offers an improved range of customer access options.
 - (g) A solution that prioritises the parking needs of vulnerable and disabled residents and complies with the Council's wider policy on disabled parking.

- (h) A scheme that provides the enforcement options that both meets customer needs and that supports the greenest borough agenda, agenda, including:
- Rules to encourage a reduction in vehicles per household.
 - Rules to promote a reduction in carbon emitting journeys per household.
 - Anti-fraud measures, particularly around permit tampering and reselling.
 - Rules to stop non-residents and businesses abusing the parking.
 - A wider range of enforcement times that cover peak usage periods.
 - A wider range of enforcement options that address antisocial activities. including the abandonment of vehicles on estates.

6.13 These objectives agreed previously by Cabinet provide the framework for proceeding with EPMS programme. (see section 7.8 of the 2020 Report, included as Appendix 6 for more information.

6.14 There have been a number of factors behind the delay of the proposed new EPMS being introduced, particularly the effects of the COVID lockdown and the decision to bring Housing Services back in-house to Haringey Council.

7. The proposal for a new estate parking management scheme

7.1 The proposals are to introduce a new Estate Parking Management Scheme (EPMS) operated via traffic management orders (TMO) using powers provided to local authorities under the Road Traffic Regulation Act 1984.

7.2 A new permit offer is proposed, based on alignment with the existing CPZ permit offer while considering the priorities outlined in the 2020 Cabinet report. This new permit offer is detailed in section 8.

7.3 As residents of Council estates may also need to purchase CPZ permits, due to limitations on availability of space and the proposed limit of one parking permit per household, the proposed permit offer is based on an initial 60% discount to the current CPZ resident permit cost to mitigate against this.

7.4 Using TMOs on housing land will align parking management policy across all Haringey Council land as this is how controlled parking zones are managed. The delivery and management of TMOs requires a range of resources with specialist expertise. The proposal is therefore to transfer estate parking management to Haringey Parking Services.

7.5 The new Estate Parking Management Scheme will use statutory powers to enforce the scheme rules. As income derived from enforcement is not collectable by the Housing Revenue Account (HRA), the scheme will be split between the HRA and the Parking and Highways Budget in the General Fund. Haringey Parking Services will deliver day to day management of the Estate Parking Management Scheme and will use the income derived from penalty

charge notices (PCNs) to meet any costs incurred. Income generated from the sale of parking permits will be collectable by the HRA and be used to cover costs relating to management of the permit scheme. The financial assessment at Appendix 2 indicates that both the Housing Revenue Account and Parking and Highways Budget will be able to meet the costs of service delivery over a long-term period.

- 7.6 Following implementation, Parking Services will assume the responsibility for the operational management, maintenance and costs of the scheme under the provisions of the TMOs.

8. Proposed permit offer

- 8.1 The full proposed permit offer is presented in Appendix 1. This includes proposed costs for Estate Resident Parking Permits. This is a change to the proposal presented in the 2020 Cabinet Report (presented in Appendix 6), which included the offer of one free resident permit per household regardless of emissions level.

- 8.2 To offset the cost to implement the EPMS, costs for estate resident permits are proposed as set out in Appendix 1. These costs have been set based on:

- A review of costs for estate parking permits in neighbouring London Boroughs
- Consideration of the impact of charges on Haringey Residents and the objective for the 2020 Cabinet Report that charges for permit charges be kept to a minimum while ensuring that the scheme is financially viable.
- Consideration of the cost of CPZ permits and to encourage residents to purchase estate parking permits in preference to CPZ where possible to minimise impact of estate residents parking in CPZ areas on-street.
- Consideration of the limited number of parking spaces in estate areas.
- The impact on the HRA, as assessed via the financial model included in Appendix 2.

- 8.3 The following objectives included in the 2020 Cabinet Report have been prioritised when developing the EPMS.

- a) A scheme that does not place a financial burden on residents that do not use it.
- b) A scheme that can be operated in-house by Haringey Council Parking Services
- c) An enforceable and financially viable scheme, self-financing where possible.
- d) Where charges are necessary, aim to set them at a reasonable level and no more than the charges levied of controlled parking zones.
- e) A scheme capable of generating a net revenue. Consideration has been given to the limited availability of parking on Haringey estates and that the

impact of higher costs for resident permits could result in residents obtaining on-street CPZ permits in place of estate permits, which would increase parking pressure on street and result in lower permit income for the proposed scheme.

8.4 The proposed EPMS permit offer has been reviewed and updated to account for changes since the original Cabinet report (as noted in sections **Error! Reference source not found.** & **Error! Reference source not found.**). Updates to the permit offer are in three key areas:

- Resident permit offer: to address pressure on estate parking, limit estate resident permits to one per household, introduce a nominal charge for resident permits based on vehicle emissions; continue to offer CPZ resident permits to estate residents at standard CPZ charging excluding car free developments.
- Alignment with CPZ offer: better alignment of the permit offer and associated charging with the CPZ permit offer.
- Extended CPZ permit validity where appropriate: streamline permits for particular Essential Service Permit customers, providing services to residents across estates and street properties – such that one permit allows parking on estates and streets. These permits are for use by NHS health professionals, Haringey Council (e.g., social care staff), charity or not-for-profit employees who provide counselling or social care to resident.

8.5 Costs for estate parking resident permits in neighbouring boroughs include:

London Borough	No. of emission bands	Annual estate resident permit charge (p.a.)
Brent	Not banded	£50
Camden	4	£33.36 to £153 p.a. depending on vehicle emissions
Greenwich	Not banded	£57
Hackney	5	£42 to £156 p.a. depending on vehicle emissions plus £200; surcharge for diesel vehicles
Islington	7	£148.72 to £326.04 p.a., depending on vehicle emissions plus £160p.a. surcharge for diesel vehicles
Lewisham	Not banded	Annual resident permit charge on estates varies from £10 to £30 depending on the estate
Waltham Forest	3	£45 to £185 p.a. for each of first and second vehicles depending on vehicle emissions with higher charges up to £ 650 for a 3rd or subsequent vehicle.

Table 1 - Estate parking in other London Boroughs

- 8.6 The proposed new estate parking permits range from £49.72 to £86.24 per year across four permit bands based on vehicle emissions. There is an additional surcharge for diesel vehicles of £80 for each permit.
- 8.7 The full permit offer can be found in Appendix 1.

9. Resident consultation and engagement

- 9.1 Previous consultations in 2019 and 2020 informed the 2020 Cabinet report. Information about these consultations can be found in Appendix 1.
- 9.2 The methodology for resident consultation and engagement was originally set out in the 2020 Report before the Council's housing stock that had been managed by Homes for Haringey was brought back under direct Council control in June 2022. The revised permit offer described in Appendix 1 needs to be communicated to estate residents.
- 9.3 As the proposed permit offer includes changes to parking which affect practice or policy regarding housing management and the provision of services or amenities to Council tenants, consultation will seek the views of all affected estate residents including secure tenants, non-secure tenants and leaseholders in compliance (so far as secure tenants are concerned) with S105 of the Housing Act 1985. Any representations submitted to the Council following consultation must be considered under authority that it is recommended be delegated to the Director of Placemaking and Housing.
- 9.4 Engagement with residents will ensure that residents are fully involved in the process of the introduction of the EPMS and bring it into scope with the Council's Haringey Deal approach. Details on the consultation methodology can be found in Appendix 3.
- 9.5 Following the engagement process, additional statutory consultation on the scheme under the provisions of the RTRA 1984 will need to take place before decisions may be taken as to whether TMOs for the parking restrictions may be introduced and implementation of the EPMS.

10. Implementing the new Estate Parking Management Scheme

- 10.1 Given the nature of the proposed changes to the EPMS, a revised implementation programme is necessary. The programme has been updated to incorporate the following:
- Engagement will be more extensive to accommodate the required level of engagement across the multiple sites in scope. Appendix 3 sets out the nature of the engagement exercise, the various activities required for each estate, thereby necessitating a phased approach for implementation of all estates.

- IT system configuration: the required configuration to the Taranto parking management IT system to accommodate: all new permit types with associated locations and pricing; updated enforcement configuration; management of abandoned vehicles etc.; associated testing as required for these systems changes.
- Customer journey: assessment of the customer journey for estate residents, particularly for permits, ensuring greatest consistency with wider Council customer journeys – impacting Taranto IT system configuration, website updates, all associated communications etc.
- Change management: impact assess and manage all associated changes affecting internal stakeholders – particularly with regard to Customer Services.
- Policy: ensuring all related policy documentation and associated procedures are updated to capture, in particular, changes to permits and enforcement on estates.
- Communications: develop and implement a comprehensive communications strategy for all stakeholders, to encompass all stages of engagement, implementation, and post-implementation activities.
- Site surveys: to encompass all required surveying activities, review, and amendment of site designs.
- Statutory consultation: development of all required TMO schedules, the required consultation activities for statutory consultation.

10.2 The below table provides an overview of the high-level programme milestones of the provisional implementation programme.

Milestone	Activity	Commence	Completion
1	Project initiation document (PID) approval		January 2024
2	Cabinet approval		16 Jan 2024
3	Design of resident engagement / consultation and materials	January 2024	February 2024
4	Pre-engagement	January 2024	March 2024
5	Informal engagement priority estates	March 2024	May 2024
6	Informal engagement all other estates	June 2024	December 2024
7	S105 consultation	January 2025	March 2025
7	Customer journey review & approval		January 2024
8	Taranto IT system specification approval		April 2024

Milestone	Activity	Commence	Completion
9	Taranto IT system change control notice (CCN) approval		April 2024
10	Taranto IT system testing & sign off		May 2024
11	TMO - Statutory consultation process priority estates	July 2024	October 2024
12	Works on site priority estates	October 2024	December 2024
13	Go live (priority estates)		December 2024
14	TMO - statutory consultation process all other estates	October 2024	January 2025
15	Works on site	February 2025	June 2025
16	Go-live (all other estates)		Summer 2025

Table 2 - High level milestones

11. Programme implementation costs & income models

- 11.1 The current Estate Controlled Parking Scheme (ECPS) became harder to enforce with the introduction of the Protection of Freedoms of Act 2012.
- 11.2 When the scheme was introduced, it was self-funding at no additional cost to the HRA. However, as time progressed, changes to legislation and guidance resulted in the scheme costing the HRA as show in section 14.2.
- 11.3 Two potential income streams are being considered in this new scheme. Permits and fee incomes are estimated to generate a net average revenue of £372,680 per annum, over a 5-year analysis period from the start of the new scheme.
- 11.4 Parking enforcement incomes via penalty charge notices (PCNs) are estimated to generate approximately a net £540k per annum over a 5-year period from the start of the scheme.
- 11.5 Future net income from permits will be wholly attributed to the HRA and future net income from PCNs to the Parking and Highways Budget.
- 11.6 Permit income estimates are based on projected permit volumes and proposed permit prices.
- 11.7 Assessment assumes there will be a 30% reduction in demand for specific permits, given that permits were previously non-chargeable. Future permit income is set out in Appendix 2.
- 11.8 The ongoing operational cost of enforcement will be funded from the Parking and Highways Budget using the projected income from issuing and collecting PCNs on estates. The annual PCN income will be used to pay the scheme's annual operating costs. This includes a requirement for additional civil

enforcement officers (CEOs) to effectively patrol the estates -this could include enforcement staff transferring from Wing Security Ltd via the TUPE process should they continue to manage the enforcement operation up to the point of transfer of the service to Haringey's Parking Enforcement Team. Any remaining enforcement staff (or all if no Wing staff transfer) would be recruited.

- 11.9 It is estimated that the cost of implementing this scheme will be approximately £1.24m.

Table 3 summarises the different elements contributing to the overall project implementation costs, over a two-year period. These are one-off costs and will be funded by the HRA.

Area	Implementation costs over three years (£)
EPMS implementation (IT, surveys, estate signs and lines, TMO production, Appyway Estate Parking Module set up and configuration)	£496,999
Project management resources	£510,936
Consultation and Engagement	£233,000
Total	£1,240,935

Table 3 – Implementation Costs

- 11.10 Based on current permit cash flow projections (see Appendix 2), the payback period will be **7 years (2029/30)**.
- 11.11 It is anticipated that there will be a reduction in the general permit applications against current volumes, given that permits were previously non-chargeable. The detailed modelling underpinning this report will be the subject of regular review.
- 11.12 Historical PCN volumes and payment data have been used to project future PCN volumes and income for the scheme. This will be monitored on a monthly basis.

12. Contribution to the Corporate Delivery Plan 2022-2024 High Level Strategic Outcomes

- 12.1 The approach for the new ECPS contributes to Theme 1 of the Corporate Delivery Plan: “Resident experience, participation and collaboration”, by encouraging inclusive public participation, and enabling community participation through adoption of the Haringey Deal. Insourcing of parking enforcement from Wing, a private company, to the Council's own parking enforcement service also contributes to this Theme.
- 12.2 Integration of estate parking management with on-street parking management contributes to Theme 2 of the Corporate Delivery Plan “Responding to the climate emergency” and enables retention of access to disabled parking.

13. Carbon and Climate Change

- 13.1 Motor vehicles contribute to climate change via the emission of greenhouse gases, such as CO₂ and other pollutants including NO_x and particulates.
- 13.2 The introduction of emissions based permit charging for parking in estates by residents, visitors, contractors and Council staff is intended to encourage a switch to vehicles which produce less pollutants and greenhouse gases while in use, which will support the carbon reduction targets in the Haringey Climate Change Action Plan. The limit of a single permit per household may result in estate residents reducing the number of vehicles they own.
- 13.3 Improvements to enforcement are expected to reduce the number of abandoned and illegally parked cars on the estates with a positive environmental impact.
- 13.4 The proposal to limit the number of estate parking permits to one per household is expected to have an impact on the number of vehicles parked on the estates.

14. Statutory officers' comments (Director of Finance (procurement), Head of Legal and Governance, Equalities)

Finance

- 14.1 The existing estate parking is currently managed through an external contract procured many years ago. The contractor issues PCNs and collects the income. There is currently no charge for estate permits.
- 14.2 At its inception, this service was operated at no cost to the HRA (except for incidental costs such as signage replacement, vehicle removal, etc) for which there is a £71k budget for these items in the HRA. However, this budget was overspent in 2021/22 and 2022/23 by £6k and £24k respectively. Legislative changes have rendered the management of estate parking problematic and expensive.
- 14.3 With the proposed EPMS, LBH parking service will deliver day to day management of the estate parking scheme (both permit and PCN issuance).
- 14.4 Permit income, net of any costs, will be attributed to the HRA, as the scheme is on HRA land. The PCN income, net of cost, will be attributed to the Parking and Highways Budget.
- 14.5 The cost of enforcement will be met from the Parking and Highways Budget. Incidental and operational costs of running the scheme, such as maintenance of road markings, signs and mapping software will be funded from the HRA.

HRA capital implication

- 14.6 The total cost of implementing the proposed scheme will be £1.24m as shown in the table below. This will be financed by HRA borrowing. It is estimated that there will be a payback period of 7 years. The total cost of implementation will be added to the HRA capital programme expenditure and reflected in the 2024-29 MTFS for February 2024.

	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
CapEx financed by borrowing	254	859	128	-	-	-	-	1,241

Table 4 – HRA Capital implication

- 14.7 Estimated HRA income and expenditure from permits is as shown below:

	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Operating Costs	-	-	22	32	33	33	34	154
Financing costs	14	62	72	62	45	26	6	287
Operating income HRA (permits)	-	-	-202	-413	-421	-430	-438	-1,905
Net Expenditure/(Income)	14	62	-108	-318	-344	-371	-399	-1,464

Table 5 – HRA Revenue implication

- 14.8 The scheme is expected to contribute an average annual net income of £0.35m to the HRA. However, there is a risk of reduced HRA annual net income should the estimated income from parking permits fall below the projected level.

General Fund revenue implication

- 14.9 The issuance and processing of PCNs will be handled through the Council's Taranto system. It is anticipated that the cost of enforcing the EPMS will be an average of c£0.447m per annum once fully operational, there will be an average of c£0.540m PCN income once fully operational., and net income average net income of £ 0.093m per annum once fully operational.

Table 6 – General Fund revenue Implication

	2025/26	2026/27	2027/28	2028/29	2029/30
	£000's	£000's	£000's	£000's	£000's
Operating cost	218	434	443	451	460
PCN Income	-270	-540	-540	-540	-540
Net Income	-52	-106	-97	-89	-80

7

Procurement

14.10 Strategic Procurement note the contents of the report and recommendations in section 3 which do not require a procurement activity.

Head of Legal & Governance

14.11 The Head of Legal and Governance has been consulted in the drafting of this report and has the following comments.

Traffic management orders

14.12 The new controls will be introduced on an estate-by-estate programme. Each estate will first need to be carefully assessed and the exact status of each area to which the controls are to apply will need to be ascertained. The controls will be introduced by a number of individual traffic management orders made under the Road Traffic Regulation Act 1984 for both on-street and off-street car parking. It is possible that parts of some estates, although currently managed and maintained by Housing, are by operation of law highways maintainable at public expense and will need to be treated in terms of the orders necessary to control parking slightly differently, but in practical terms there need be no difference in the rules applicable unless there is some other reason to differentiate between parking areas.

14.13 Introduction of these controls will need to be the subject of public notice as set out in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 in respect of each proposal, inviting representations and the Council will be obliged to consider those representations, in the light of the duty under Section 122 of the Road Traffic Regulation Act 1984 notwithstanding any previous consultation process carried out under the Housing Act (See below).

Consultation

14.14 S105 of the Housing Act 1985 requires that secure tenants be consulted on these proposals; while there is (at this stage) no statutory requirement to consult with leaseholders and non-secure tenants, it is the Council's practice to do so.

14.15 Consultation with secure tenants in accordance with the Council's published arrangements (the "Arrangements") is required under s105 of the Housing Act 1985.

14.16 The Arrangements include:

- Provision of sufficient information to understand the proposals.
 - In writing by providing an Information Pack (including the Arrangements)
 - By a dedicated webpage on the Haringey website
 - By holding at least one meeting
- Arrangements for comment by providing:
 - A feedback form
 - An email address
 - A postal address
 - A telephone number
 - Publishing a date by when secure tenants should make their views known.

14.17 The Council's usual policy is for such consultations to last for a period of 6 weeks. It is however open to the Council to depart from that policy where it considers that proper consultation can be achieved in a shorter period.

14.18 Before making a final decision, the Council will consider and take conscientious account of all representations made by secure tenants in accordance with the Arrangements, and by other tenants and leaseholders as part of the consultation.

Ring-fenced accounts

14.19 There are two separate ring-fenced accounts within which the income and expenditure associated with the EPMS must be accounted; the Housing Revenue Account (HRA) provided for by s74 of the Local Government and Housing Act 1989, and the Parking and Highways Budget provided for by s55 of the Road Traffic Regulation Act 1984 (RTRA).

14.20 Broadly, income deriving from permits and parking charges generally are to be accounted for within the HRA; together with the costs of setting up and managing the scheme.

14.21 Income derived from enforcement of the EPMS must be accounted for within the (General Fund) Parking and Highways Budget under s55 RTRA, together with relevant enforcement expenditure.

TUPE

14.22 The proposals in the report at 6.5 could give rise to TUPE protection if there's a service provision change within the legal criteria.

- 14.23 Under regulations 3 (1) (b) (iii) and 3 (3) of the Transfer of Undertaking (Protection of Employment) Regulations 2006/246, TUPE will apply in a situation where activities cease to be carried out by a contractor and it reverts back to the contracting body, in this instance the Council and immediately before the change there is an organised group of employees which has as its principal purpose the carrying out of the activities concerned.
- 14.24 The effect of the Regulations if applicable, is that the Council will acquire the existing employees of Wing Security Ltd carrying out parking enforcement on their existing terms and conditions of employment with Wing Security Ltd. However, such employees would not be obliged to transfer to the Council.
- 14.25 Further analysis will need to be undertaken in order to determine whether the current arrangement with the contractor would attract TUPE protection for its employees if the service were brought back in house.
- 14.26 If TUPE applies, Wing Security Ltd must under the TUPE regulations provide the Council with certain information (employer's liability information) about the affected employees at least 28 days before the service is brought back in house. This is to enable the Council to comply with its duty to inform and consult affected employees. The duty to consult affected employees arises if the Council envisages taking measures which will affect the employees. Consultation must be with a recognised trade union of the affected employees (if there is one). If not, with a representative of the affected employees. Where there are fewer than ten employees, the employees can be informed and consulted directly.

Conclusion

- 14.27 The Head of Legal and Governance sees no legal reasons preventing Cabinet from approving the recommendations in the report.

Equality

- 14.28 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.
- 14.29 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.

- 14.30 Marriage and civil partnership status applies to the first part of the duty.
- 14.31 Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 14.32 The equality implications of policy changes arising from the proposals have been considered and a full Equalities Impact Assessment undertaken prior to Cabinet considering these proposals (see Appendix 4).
- 14.33 No direct or indirect negative impacts are anticipated for people who share the protected characteristics. While the new scheme does introduce permit charges which could be expected to have a disproportionate effect on older people, those with a low socio-economic status, or people with disabilities or who may have mobility issues. This is mitigated by including provision to meet the specific parking needs of these groups by providing permits at no cost to the resident for parking in disabled bays, the provision of dedicated disabled bays, care at home permits and allowing the use of Essential Service Permits on estates.
- 14.34 The new scheme will follow the principle that those tenants who benefit from car parking provision will be making a financial contribution to reflect that benefit. The proposals are designed to ensure better management of parking for the benefit of all estate residents.

15. Use of Appendices

- Appendix 1 – Proposed permit offer
- Appendix 2 – Finance Model
- Appendix 3 – Consultation and Engagement
- Appendix 4 – Equalities Impact Assessment
- Appendix 5 – Estates included in the EPMS
- Appendix 6 – Cabinet Report 2020 – ‘Council Housing Parking Estate Changes’

16. Background papers

- 16.1 **Cabinet report of 8 December 2020** entitled ‘Council Housing Parking Estate Changes’ <https://www.minutes.haringey.gov.uk/mgAi.aspx?ID=65947>
- 16.2 **Cabinet report of 9 July 2019** entitled ‘Improving the management of Estate Parking - Approval to undertake formal consultation’
<https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?IId=66840&PlanId=0&Opt=3#AI61835>

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Appendix 1: Proposed Permit Offer

The proposed EPMS permit offer has been reviewed and updated to account for changes since the original Cabinet report (as noted in sections **Error! Reference source not found.** & **Error! Reference source not found.**). Updates to the permit offer are in three key areas:

- Estate Resident Parking Permit offer
- Alignment with the CPZ offer.
- Extended CPZ permit validity where appropriate.

Current Estate Permits

Estate Resident Parking Permits for the current ECPS are paper permits provided free of charge to residents of the estates where their vehicles are registered to their address. Residents who are disabled may also apply a Haringey Disabled Resident Parking Permit which would allow them to park in a disabled parking bay on the estate without displaying a Blue Badge.

Visitor permits are available to residents as

- one hour scratch cards (limited to 32 hours per 12 month period),
- weekend parking permits (limited to 3 permits in any 12 month period)
- two-week visitor parking permits (1 permit in any 12 month period).

Concessions are available to residents over 60 years old or registered disabled people, which double the number of hours/permits available in a 12 month period.

Alignment with CPZ permit offer.

The proposed estate permit offer has been revised to move towards better alignment with the CPZ permit offer.

The following proposed visitor permits offer aligns to the CPZ offer:

- Concessionary rate option: ensure a reduced charge is available to qualifying customers;
- Standard hourly charge: flat hourly charge for 1st and subsequent hours;
- Event day visitor permits: daily visitor permit option for event day areas

Administration charges are also proposed to be aligned – this includes the option for courtesy car cover (available for resident permits), and for changing vehicle on a permit.

Existing on-street CPZ permit costs

CPZ permit costs as of October 2023 are as follows:

For vehicles registered with the DVLA after 1 March 2001, the cost is based on the environmental impact of the vehicle – i.e. how much CO₂ emitted by that vehicle (g/km).

Where vehicles were registered with the DVLA before March 2001, the CO₂ emissions are not available. The cost of CPZ permits is based on the vehicle's engine size (CCs).

Diesel vehicles currently incur an additional £80 on annual permits.

Note that permits on-street are also available for 6 months.

All households can have 1 resident permit at the standard price. There's an extra charge for further permits of £50 for yearly permits and £25 for 6-monthly. Costs shown below.

Vehicles registered after 1 March 2001 – emission bands

Band	CO ₂ emission band	Yearly permit cost	Permit cost for more than 1 permit per household – extra £50 charge	Permit cost for diesel vehicles – extra £80 charge	Permit cost for more than 1 permit per household – extra £50 charge, on a diesel vehicle – extra £80 charge
1	Up to 100 CO ₂ g/km including electric vehicles	£34.10	£84.10	£114.10	£164.10
2	101-110 CO ₂ g/km	£45.10	£95.10	£125.10	£175.10
3	111-120 CO ₂ g/km	£56.10	£106.10	£136.10	£186.10
4	121-130 CO ₂ g/km	£79.20	£129.20	£159.20	£209.20
5	131-140 CO ₂ g/km	£102.30	£152.30	£182.30	£232.30
6	141-150 CO ₂ g/km	£124.30	£174.30	£204.30	£254.30
7	151-165 CO ₂ g/km	£170.50	£220.50	£250.50	£300.50
8	166-175 CO ₂ g/km	£192.50	£242.50	£272.50	£322.50
9	176-185 CO ₂ g/km	£215.60	£265.60	£295.60	£345.60
10	186-200 CO ₂ g/km	£238.70	£288.70	£318.70	£368.70
11	201-225 CO ₂ g/km	£260.70	£310.70	£340.70	£390.70
12	226-255 CO ₂ g/km	£306.90	£356.90	£386.90	£436.90
13	Over 255 CO ₂ g/km	£328.90	£378.90	£408.90	£458.90

Vehicles registered before 1 March 2001 (or where CO₂ emissions are unknown) – engine size

Engine size	Yearly permit cost	Permit cost for more than 1 permit per household – extra £50 charge	Permit cost for diesel vehicles – extra £80 charge	Permit cost for more than 1 permit per household – extra £50 charge, on a diesel vehicle – extra £80 charge
Not over 1549cc	£90.20	£140.20	£170.20	£220.20
Over 1550cc to 3000cc	£215.60	£265.60	£295.60	£345.60
3001cc and above	£328.90	£378.90	£408.90	£458.90

Estate Resident Parking Permit offer

On many estates, available parking does not match demand. Where parking is limited, estate residents may need to park on-street. Where the roads near to the estate are within a CPZ, residents will need to purchase a CPZ permit to park within the operating times of the CPZ.

The permit offer proposed for the new EPMS seeks to ensure that estate residents are not financially burdened in this scenario, with the cost of permits set at percentage of the cost of CPZ permits as of October 2023, with 4 emissions bands derived from the 13 DVLA emissions bands and based on a 60% reduction of the highest CPZ charges within that band. A surcharge of £80 would be payable for diesel vehicles.

The proposed permit offer also seeks to address the issue of limited estate parking availability by setting a one estate parking permit per household; this reduces pressure on estate parking while improving fairness in access to this parking.

The proposed permit offer is summarised below:

Vehicles registered after 1 March 2001 – emission bands

DVLA CO ₂ Emissions Band	CO ₂ emissions band	Yearly Permit Cost	With proposed diesel surcharge	% vehicle ownership in Haringey
1 - 6	0 -150 CO ₂ g/km	£49.72	£129.72	73.43%
7 - 9	151-185 CO ₂ g/km	£68.20	£148.20	17.45%
10 - 12	186-225 CO ₂ g/km	£77.00	£157.00	5.36%
12 - 13	226 CO ₂ g/km and higher	£86.24	£166.24	2.06%

Vehicles registered before 1 March 2001 (or where CO₂ emissions are unknown) – engine size

Engine size	Yearly permit cost	With proposed diesel surcharge	% vehicle ownership in Haringey
Not over 1549cc	£36.08	£116.08	0.17%
Over 1550cc to 3000cc	£86.24	£166.24	0.53%
3001cc and above	£131.56	£211.56	1.37%

Extended CPZ permit validity

In seeking to further streamline customer application processes, it is proposed that, where appropriate, the validity of some existing on-street permits should be extended to permit parking on estates.

Included here are the CPZ permits provided to customers delivering services to Haringey residents (whether on estates or elsewhere), and where offering a single permit valid for estate or on-street removes the need to hold separate permits. This thereby reduces the administration and financial burden on such customers, as well as back-office administration in issuing permits.

The following Essential Service Permits are in scope:

- Essential Service - all zones, vehicle transferable
- Essential Service - all zones, vehicle-specific
- Essential Service - daily permit
- Essential Service – faith group and foster carers

Full permit offer

Details of the full range of the permit proposal are shown below:

Eligible customer	Revised permit / service name	Permit banding	Proposed Base Charge	Proposed Diesel Surcharge
Tenant, leaseholder, household member	Estate Resident Permit (limit of 1 per household)	0 -150 CO ₂ g/km	£49.72	£80
		151-185 CO ₂ g/km	£68.20	£80
		186-225 CO ₂ g/km	£77.00	£80
		226 CO ₂ g/km and higher	£86.24	£80
		Not over 1549cc	£36.08	£80
		Over 1550cc to 3000cc	£86.24	£80
		3001cc and above	£131.56	£80
	Resident Blue Badge Holder Permit	N/A	£0.00	£0.00
	Resident Care at Home Permit	N/A	£0.00	£0.00
	Dedicated Disabled Bay Permit	N/A	£0.00	£0.00
	Visitor Permit - daily	Standard rate	£4.00	£0.00
		Concessionary rate	£2.00	£0.00
	Visitor Permit - hourly	Standard rate	£0.88	£0.00
		Concessionary rate	£0.44	£0.00
	Visitor Permit (Event Day) - daily	Standard rate	£4.00	£0.00
		Concessionary rate	£2.00	£0.00
	Business premises tenant	Up to 100 CO ₂ g/km inc. EVs	£100.00	£80
		101-110 CO ₂ g/km	£120.00	£80
		111-120 CO ₂ g/km	£140.00	£80
		121-130 CO ₂ g/km	£160.00	£80
		131-140 CO ₂ g/km	£180.00	£80
141-150 CO ₂ g/km		£200.00	£80	
151-165 CO ₂ g/km		£220.00	£80	

Eligible customer	Revised permit / service name	Permit banding	Proposed Base Charge	Proposed Diesel Surcharge
		166-175 CO ₂ g/km	£240.00	£80
		176-185 CO ₂ g/km	£260.00	£80
		186-200 CO ₂ g/km	£280.00	£80
		201-225 CO ₂ g/km	£300.00	£80
		226-255 CO ₂ g/km	£320.00	£80
		Over 255 CO ₂ g/km	£340.00	£80
		Not over 1549cc	£160.00	£80
		Over 1550cc to 3000cc	£220.00	£80
		3001cc and above	£340.00	£80
		Temp cover / courtesy car permit	N/A	£31.70
Change of vehicle	N/A	£12.25	n/a	
Garage licensee	Garage forecourt permit	N/A	£55.00	n/a
Utility providers, Circle 33, L&Q, contractors	Any estate contractor, utility, Circle 33 and L&Q	Up to 100 CO ₂ g/km inc. EVs	£200.00	£80
		101-110 CO ₂ g/km	£240.00	£80
		111-120 CO ₂ g/km	£280.00	£80
		121-130 CO ₂ g/km	£320.00	£80
		131-140 CO ₂ g/km	£360.00	£80
		141-150 CO ₂ g/km	£400.00	£80
		151-165 CO ₂ g/km	£440.00	£80
		166-175 CO ₂ g/km	£480.00	£80
		176-185 CO ₂ g/km	£520.00	£80
		186-200 CO ₂ g/km	£560.00	£80
		201-225 CO ₂ g/km	£600.00	£80
		226-255 CO ₂ g/km	£640.00	£80
		Over 255 CO ₂ g/km	£680.00	£80
		Not over 1549cc	£320.00	£80
Over 1550cc to 3000cc	£440.00	£80		

Eligible customer	Revised permit / service name	Permit banding	Proposed Base Charge	Proposed Diesel Surcharge
		3001cc and above	£680.00	£80.00
LBH services & departments	LBH Housing fleet or branded vehicles	N/A	£0.00	£0.00
	LBH Housing Team transferable permit - Max 10 per dept/service per year	N/A	£380.00	£0.00
	LBH Housing Team daily - Max 300 per dept/service per year	N/A	£11.00	£0.00
LBH staff	Individual LBH Housing staff permit (not branded or fleet vehicle)	Up to 100 CO ₂ g/km inc. EVs	£20.00	£80
		101-110 CO ₂ g/km	£30.00	£80
		111-120 CO ₂ g/km	£40.00	£80
		121-130 CO ₂ g/km	£60.00	£80
		131-140 CO ₂ g/km	£80.00	£80
		141-150 CO ₂ g/km	£100.00	£80
		151-165 CO ₂ g/km	£120.00	£80
		166-175 CO ₂ g/km	£140.00	£80
		176-185 CO ₂ g/km	£160.00	£80
		186-200 CO ₂ g/km	£200.00	£80
		201-225 CO ₂ g/km	£240.00	£80
		226-255 CO ₂ g/km	£280.00	£80
		Over 255 CO ₂ g/km	£320.00	£80
		Not over 1549cc	£60.00	£80
Over 1550cc to 3000cc	£120.00	£80		
3001cc and above	£320.00	£80		

Permits superseded by extended CPZ permit validity.

Eligible customer	Original 2020 Proposed Permit	Proposed CPZ permit with extended validity
Doctors, Nurses, NHS, Care agencies	Registered carer daily - Max 300 per dept/service per year	Essential Service – permit
	Registered carer individual permit	Essential Service – all zones, vehicle specific

Eligible customer	Original 2020 Proposed Permit	Proposed CPZ permit with extended validity
	Registered carer transferable permit - Max 10 per dept/service per year	Essential Service – all zones, vehicle transferable
	n/a	Essential Service – faith groups and foster carers

Appendix 2: EPMS Cashflow model



Assumptions:

Cashflow Period	7
Discount Rate	5.5%
Revenue Growth	2.0%

HRA Account	1	2	3	4	5	6	7	TOTALS
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	
EPMS Implementation		(496,999)	-	-	-	-	-	(496,999)
Project Management Resourcing	(137,220)	(199,395)	(128,136)	-	-	-	-	(464,751)
Consultation & Engagement	(116,500)	(116,500)	-	-	-	-	-	(233,000)
Contingency	-	(46,185)	-	-	-	-	-	(46,185)
	(253,720)	(859,079)	(128,136)	-	-	-	-	(1,240,935)
Borrowing	(253,720)	(859,079)	(128,136)	-	-	-	-	(1,240,935)
Operating income HRA (permits)	-	-	202,496	413,091	421,353	429,780	438,376	1,905,096
Operating Cost (Appyway, Signs and Lines Maintenance)	-	-	(22,000)	(32,400)	(32,808)	(33,224)	(33,649)	(154,081)
Operating Surplus/(Deficit) before financing	-	-	180,496	380,691	388,545	396,556	404,727	1,751,016
Interest	(13,955)	(61,971)	(72,427)	(62,308)	(44,797)	(25,890)	(5,504)	(286,852)
Operating Surplus/(Deficit) after financing	(13,955)	(61,971)	108,068	318,384	343,749	370,666	399,223	1,464,164
General Fund (Highways and Parking Budget)								
PCN Income (assumes 50% for 1st year)			269,788	539,576	539,576	539,576	539,576	2,428,094
Enforcement Cost			(218,207)	(433,838)	(442,514)	(451,365)	(460,392)	(2,006,316)
Operating Surplus/(Deficit)			51,581	105,739	97,062	88,212	79,184	421,778

Notes:

- Operational income from permit sales assumed to increase based on 2% p/a charge.
- Assumes 50% permit income for year 1 of operation.
- Operating cost (signs and line maintenance) - assumed 50% for year 1; added 2% p/a thereafter.
- Operating cost (enforcement) to be met from penalty charge notice (PCN) income with any net deficit to Parking Services (as identifiable from the General Fund Parking and Highways Budget) met from the Housing Revenue Account.

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Appendix 3 – Consultation and engagement

In 2019, a consultation exercise took place with all affected residents on estates. Residents were able to respond via a postal questionnaire, online and onsite at roadshows, libraries, receptions, and resident association meetings. For secure tenants, the consultation represented a formal consultation under Section 105 of the Housing Act 1985. Residents were provided with details of the proposal to develop a new parking scheme and the opportunity to respond via a questionnaire by post and online and on site at roadshows, libraries, receptions, and resident association meetings. Further engagement was undertaken via five Saturday daytime resident workshops in February and March 2020 to clarify the concerns and needs of residents during the consultation. Feedback from the consultation informed the proposed scheme described in the December 2020 Cabinet Report.

An initial consultation with 9 estates took place in February 2022 which ran for 6 weeks. This included questions on the proposed scheme from the 2020 Cabinet report and questions for residents to provide information on the parking situation on their estates.

Engagement

The methodology for resident consultation and engagement was originally set out in the 2020 Cabinet Report before Homes for Haringey re-joined Haringey Council in June 2022. As described in section 4, engagement will now be approached as a resident led process to ensure residents are fully involved in the process of the introduction of the EPMS, and to bring it into scope with the Council's Haringey Deal approach.

Amendments to the permit offer, as described in Appendix 1 need to be communicated to estate residents. As the proposed permit offer includes changes to parking which affect practice or policy regarding housing management and the provision of services or amenities to Council tenants, consultation will seek the views of all affected estate residents including secure tenants, non-secure tenants and leaseholders in compliance with S105 of the Housing Act 1985.

This consultation will be to inform residents of the new Estate Parking Management Scheme and to engage with them to review the design, arrangement, times of operation and type of parking on their estate. It is not a consultation on whether the scheme is wanted or not.

The key objectives of the engagement process are that residents are engaged and responsive and that the EPMS meets the needs and priorities of estate residents. It is expected that the co-design process will result in a high level of engagement by residents which will be reflected in the number of questionnaire returns.

Stakeholder groups identified for inclusion in the engagement process include:

- Ward members
- Resident groups
- Carer and disability groups
- Estate management teams (Haringey Council)

- Anti-social behaviour team (Haringey Council)
- Internal service – commercial vehicles (Haringey Council)

Pre-engagement, resident groups and ward members will be included in the design of the engagement process in a workshop, shaping the specifics of how residents are engaged.

Estates included in the scheme will be profiled to identify specific local parking and wider issues that may be of concern to the residents and ward. This will be a continuous process as part of engagement.

Engagement with residents will be organised in 10 tranches (approximately 15 estates in each tranche) selected geographically by ward with consideration of the number of estates and estate households in each ward, to be delivered in a phased approach. Co-design workshops will be held for resident groups and Ward members at the start of each tranche.

Each tranche will include the following tools to engage with residents.

- Information packs delivered by hand to all residents including details of the proposals and a questionnaire which can be returned by post or completed on-line.
- Drop-in sessions held locally for residents to discuss the proposals and any parking issues on their estate with Council officers.
- Online sessions for residents unable to attend the drop-in sessions.
- Door-knocking by officers to focus on estates where returns are low at the start of the tranche.
- 1 to 1 conversation with residents.
- Digital communications including mailouts/newsletter providing information and updates, the Council website and social media.

Residents will be given 6 weeks to respond to the questionnaire and encouraged to also provide their input at drop-in sessions, online and via social media.

Key partners, including staff from estate teams and administrative support, will be briefed on the EPMS prior to the start of each tranche.

Feedback received as part of the engagement process will be used to review the parking layout of each estate. This will include the opportunity to provide new parking controls at each estate such as loading bays, motorcycle bays, dedicated disabled bays, cycle parking facilities and record requests for electric vehicle charging points (EVCPs) to coordinate with the ongoing programme of work for EVCPs.

Issues raised during engagement which are unrelated to parking, (e.g. requests for property maintenance) will be recorded and handed over to the relevant team or department for response and resolution.

The engagement process will require additional resources to effectively manage. Details of these resources and associated costs can be found in Appendix 1.

Statutory consultation

Following completion of the initial engagement process and review of the results, statutory consultation, under the terms of the Road Traffic Regulation Act 1984 (RTRA 1984), following the procedures described in “The Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996” (**‘the 1996 Regulations’**) will be required to introduce the EPMS. Each of the associated traffic management orders (TMOs) will need to consider and comply with Haringey Council’s duty under Section 122 of the RTRA 1984. Off-street TMOs will be implemented for estates with any amendments required for the highway maintained at the public expense being made via variations to the relevant on-street order.

Section 122 of the RTRA imposes a duty on the Council to exercise the functions conferred on them by the RTRA as (so far as practicable having regard to the matters specified in S122 (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’.

The matters set out in S122(2) are:

- The desirability of securing and maintaining reasonable access to premises
- The effect on the amenities of any locally 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.
- The strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)
- 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
- Any other matters appearing to the local authority to be relevant.

This consultation is required to enable the Council to fulfil its duties under both Section 122 and the 1996 Regulations before deciding to implement the TMOs required for enforcement. It gives the public the opportunity to register objections to the scheme as well as providing an opportunity for general feedback. This requires publication of a notice in the London Gazette and local press, with copies of the notice being installed in the affected locations and made available at Council offices for the public to review. The minimum duration for the statutory consultation is 21 days from publication of the notice.

A decision would need to be made by Cabinet on how to proceed in the event there are any objections which could not be resolved during the consultation process. Whilst this cannot be anticipated at this stage, it is possible that a public inquiry may be required. In any event if there are unresolved objections, the Council will need to consider whether to hold a public inquiry (Reg 9 of the 1996 Regulations) or not. Assuming that the decision is made to proceed with the scheme, a further ‘Notice of Making’ will need to be published before the scheme can be enforced.

Once the decision has been made to proceed, the Council's contractor for road markings and signs will need to be instructed to implement the scheme. For each estate, this will involve removal of the existing signs (currently used for private enforcement) and replacement with signage suitable for enforcement under the new traffic management orders. Road markings may also need to be amended, removed, or refreshed. Depending on the results of public engagement, changes to the parking layout may be required – e.g. if new disabled bays or additional parking restrictions are needed.

In summary:

- a) Residents and stakeholders notified in advance of the 21-day statutory consultation commencing and how to make an objection or representation
- b) Proposals advertised in the form of a Notice of Proposal (NOP) which sets out the proposed design of the scheme and legislation that administers their control and published in the London Gazette, local newspapers and on the Council's website. Public notices erected on street.
- c) Objections and representations to be made in writing before the end of the consultation period.

Decision following statutory consultation:

- a) All objections must be considered by the decision maker.
- b) Ward councillors informed of outcome and recommendations.

Decision making report published, and residents and stakeholders notified of the outcome of the statutory consultation.

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:	Amendments to Estate Parking Management Scheme Report
Service Area:	Parking and Highways.
Officer Completing Assessment:	Chris Vavlekis
Equalities Advisor:	Elliot Sinnhuber
Cabinet meeting date (if applicable):	16 January 2024
Director/Assistant Director	David Joyce, Director of Placemaking and Housing

2. Executive summary

A new Estate Parking Management Scheme (EPMS) based on powers provided to local authorities under the Road Traffic Regulation Act 1984 is to be run by Haringey Council's own in-house Parking Service. The new scheme will amend the rules and charges associated with permissions to use the available parking on housing estates.

The proposals will affect anyone residing on a Haringey Council housing estate with an Estate Controlled Parking Scheme who wishes to make use of the available parking.

This scheme was previously approved in a report to Cabinet in 2020¹, included as Appendix 7.

Housing provision, previously delivered through Homes for Haringey, has now been brought back into the Council. Delivering housing provision through the Council provides an opportunity to better align housing and related services with delivery through one organisation. This includes how parking services and estate parking schemes are designed and delivered.

As part of this transition, the Haringey Deal launched in November 2022 provides an opportunity to reshape how residents are involved in the specifics of EPMS scheme design on their estate. Engagement with residents will reflect the Haringey Deal – employing a resident lead approach to ensure residents are fully involved in the process of change in the introduction of the EPMS.

The proposed EPMS permit offer has been reviewed and updated to consider changes since the original Cabinet report. Updates to the permit offer are in three key areas:

- Resident permit offer
- Alignment with CPZ offer
- Extended CPZ permit validity where appropriate

This offer is intended to better address parking space availability on estates (a limit of one estate resident permit per household); the potential financial impact on estate residents who may need both an estate and controlled parking zone (CPZ) permit; and to better align the permit offer to that being made to CPZ residents.

A key change from the previous report is that the introduction of emission based charges for Estate Resident Parking Permits, with charges set initially at a 60% reduction from the equivalent on street CPZ resident parking permit. Full details of the revised permit offer are available in **Appendix 1** of this report.

As approved in the 2020 Cabinet report, the scheme will be introduced on all affected estates; engagement focuses on the specifics of the design of the scheme for each estate.

The key objectives of the engagement process are that residents are engaged with and responsive and that the EPMS meets the needs and priorities of estate residents.

¹ 2020 Cabinet Report: <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?Ild=71385&Opt=3>

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.

Previous consultations in 2019 and 2020 informed the 2020 Cabinet report².

In 2019, a consultation exercise took place with all affected residents on estates. Residents were able to respond via a postal questionnaire, online and onsite at roadshows, libraries, receptions, and resident association meetings. For Secure Tenants, the consultation represented a formal consultation under Section 105 of the Housing Act 1985. Residents were provided with details of the proposal to develop a new parking scheme and the opportunity to respond via a questionnaire by post and online and on site at roadshows, libraries, receptions, and resident association meetings. Further engagement was undertaken via five Saturday daytime resident workshops in February and March 2020 to clarify the concerns and needs of residents during the consultation. Feedback from the consultation informed the proposed scheme described in the December 2020 Cabinet Report.

The methodology for resident consultation and engagement was originally set out in the 2020 Cabinet Report before Homes for Haringey re-joined Haringey Council in June 2022.

Amendments to the permit offer described in section 9 **Error! Reference source not found.** of this report and **Appendix 2** to this report need to be communicated to estate residents.

Further engagement will ensure residents are fully involved in the process of the introduction of the EPMS, and to bring it into scope with the Council's Haringey Deal approach. Further Statutory Consultation will be required after the initial engagement process to introduce the Traffic Management Orders required to enforce the new parking scheme. Details on the engagement and statutory consultation methodologies can be found in Appendix 3.

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

Resident responses to the consultation are summarised as follows:-

- There is a problem with parking on estates and not enough parking spaces.
- We do not manage parking well and the current scheme is ineffective
- We should improve parking management, but opinions varied on the best solution with majority support for keeping the current scheme despite the issues.

² 2020 Cabinet Report: <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?IId=71385&Opt=3>

- Opinions were split regarding financing parking management between subsidies from rent/service charges and charging those who use the parking.
- There was not support for charging directly for permits but, if charges or subsidies are introduced, old-aged pensioner (OAP) and disabled residents should be protected.
- Parking should be for the benefit of residents, their visitors, and any service providers; we should not seek to rent spaces privately.
- A wider range of enforcement times and controls is required.
- Results indicated that older respondents felt that parking should be managed during weekdays whilst working age respondents indicated a preference of parking to be controlled at evenings, overnight and at weekends.

Resident engagement workshops revealed the following:-

- Support for the current scheme was caused by concerns a new one would lead to the same permit charges as controlled parking zones.
- The possible financial impact on residents is a significant issue which any scheme should be designed to mitigate.
- Any new scheme must tackle permit tampering, non-residents/businesses parking, abandoned vehicles, and car parks being used for ASB/crime
- Offer online access to permits and visitor parking.
- Encourage households with multiple vehicles to consider the needs of others
- Promote greener travel by offering bicycle parking and electric car charging.
- We need to offer designated parking for disabled residents and motorbike users.
- A wider range of enforcement times is needed to cover peak usage periods.
- Pilot the proposals to ensure that they operate correctly.
- Do not rely on this new scheme, use wider enforcement powers to combat anti-social behaviour (ASB).
- Ensure residents are consulted before the new scheme is introduced.
- Ensure charges for any permits are reduced or removed wherever possible.

The views and concerns of residents presented either during the consultation or subsequent engagement have been reflected in the proposals wherever possible. Where it has not been possible to meet the specific requirements of residents, the proposals have been adjusted to mitigate any negative impacts.

- Tenants who do not reside on an estate with controlled parking schemes will no longer subsidise the scheme.
- Specific measures are included to ensure potential financial impact are mitigated on households which include a member who is either an OAP, disabled, suffering from a long term limiting illness/condition or have a requirement for carers.

- The ability to offer designated parking spaces will improve the parking offer for residents who are disabled or suffering from a long-term limiting illness/condition and meet the criteria for a disabled parking bay.

4. Data and Impact Analysis

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

The borough profile has been updated to reflect recently published data from the 2021 Census. This can be found online here:

<https://www.ons.gov.uk/census/aboutcensus/censusproducts/topicsummarries>

Tenant Profile data includes information from the Haringey Council tenancy equalities profile previously presented in the equalities profile from the 2020 Cabinet report.

4a. Age

Data

Borough Profile³

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

Tenant Profile⁴

- 0-24 = 210 (1%)
- 25-34 = 1168 (7%)
- 35-44 = 2277 (13%)
- 45-54 = 4123 (24%)
- 55-64 = 4528 (27%)
- 65-80 = 3569 (21%)
- 81+ = 1074 (6%)
- Unknown = 123 (<1%)

³ Census, 2021 – [Population and household estimates, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/census/aboutcensus/censusproducts/topicsummarries)

⁴ Haringey Council Tenancy equalities profile

Information on Haringey Council leaseholders and freeholders is limited and this EqIA relies on the wider population Haringey Borough profile for leaseholders and freeholders.

A number of age groups are over-represented in the tenancy client base in comparison with the general population of both Haringey and London in general. These include those over the state pension age (27% of tenants versus 10% in the general population) and those of working age (71% vs 61%).

Potential Impacts

Haringey has a relatively young population with a quarter of the population under the age of 20, and 91% of the population aged under 65 (89% London and 83% England). 38% of the borough's population is aged 25-39 higher than the London figure. The borough has a higher proportion of young adults and a smaller proportion of older people than in the rest of London. There are more children living in the east of our borough than in the west.

Haringey Council's Housing Service does not hold data on the characteristics of private renters, leaseholders, and freeholders of properties and/or garages. Young people under the age of 17 would be less likely than the rest of the population to be affected by the proposal as they do not drive. Older people, age 65 or over, represent 27% of the Tenant population, which is higher than the borough average of 10%. While charges will be in force for Estate Resident Permits and visitor permits, permits for carers and Blue Badge holders will remain free of charge. Older people may have more mobility or medical needs and so may be impacted disproportionately by changes to parking. This impact is mitigated by the availability of free disabled bays for blue badge holders, the introduction of dedicated disabled bays on estates and the availability of care at home permits for residents and the provision for holders of essential service permits (Doctors, Nursed, the NHS or care agencies for CPZs) to be valid for use on the estates as part of the proposed scheme.

Charges are being introduced for Resident Permits, in alignment with the charges for CPZ permits and for estate parking permits set by other London Boroughs to better address parking space availability on estates. A limit of one estate resident parking permit per household will also be introduced. The proposals reflect the results of the consultation where older respondents indicated a preference for parking to be managed during weekdays whilst working age respondents indicated a preference of parking to be controlled evenings, overnight and at weekends. Standard operational hours are provided within the policy along with a commitment to consult local estates on the specific operating hours of their scheme and adjust them accordingly.

Estate resident parking permits will only be available as virtual permits, using the same system and infrastructure as used by on-street enforcement, reducing the need to issue paper permits. This may impact people who are digitally excluded, most likely the elderly or people with disabilities. Applications for permits will be available online or through paper application forms. Certain types of permit (such as visitor permits, or care-at-home permits) will remain available as a physical permit as

well as a virtual permit. Residents will be informed of the availability of permits in writing as part of the consultation exercise and in advance of the start of enforcement of the new scheme. New tenants would get information on how they can obtain permits as part of their welcome pack. Residents who are digitally excluded can visit our customer service centres for assistance or to buy a permit.

The impact of this is considered neutral.

4b. Disability

Data

Borough Profile

- Disabled under Equality Act – 13.7%⁵
 - 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 depression⁶
- 1.7% of residents diagnosed with a severe mental illness⁷
- 0.4% of people in Haringey have a learning disability⁸

Tenant Profile⁹

- No = 4933 (29%)
- Yes = 2917 (17%)
- Unknown = 9222 (54%)

Information on Haringey Council leaseholders and freeholders is limited and this EqIA relies on the wider population Haringey Borough Profile.

The number of tenants presenting as having a disability or condition that limits their daily activities is slightly higher than the wider population of Haringey and London (17% vs 13.7%).

Potential Impacts

Haringey Council's Housing Client Group is governed by legislation and policy controlling access to social housing. As a result, in comparison with the general

⁵ Census, 2021 – [Disability, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/disabilityandlongtermhealth/bulletins/disabilityinenglandandwales/2021)

⁶ NHS Quality Outcomes Framework – [Prevalence of diagnosed depression among GP registered population age 18+](https://www.nhs.uk/quality-improvement/quality-outcomes-framework/prevalence-of-diagnosed-depression-among-gp-registered-population-age-18/)

⁷ NHS Quality Outcomes Framework – [Prevalence of diagnosed mental health diagnosis among GP registered population age 18+](https://www.nhs.uk/quality-improvement/quality-outcomes-framework/prevalence-of-diagnosed-mental-health-diagnosis-among-gp-registered-population-age-18/)

⁸ PHE Learning disability profiles – <https://fingertips.phe.org.uk/learning-disabilities#page/0/gid/1938132702/pat/6/par/E12000007/ati/102/are/E09000014>

⁹ Haringey Council Tenancy equalities profile

population of Haringey, individuals with disabilities are overrepresented in the client group.

Individuals who are either disabled or suffering from a long-term limiting illness/condition will benefit from access to Disabled Parking spaces, or, subject to assessment, Dedicated Disabled Bays for their exclusive use, at no cost. Permits for carers will remain available at no cost to the resident. Essential Service Permits used by Doctors, Nurses, the NHS or care agencies for CPZs will be valid for use on estates included in the proposed scheme.

Estate resident parking permits will only be available as virtual permits, using the same system and infrastructure as used by on-street enforcement, reducing the need to issue paper permits. This may impact people who are digitally excluded, most likely the elderly or people with disabilities. Applications for permits will be available online or through paper application forms. Certain types of permit such as visitor permits, or care-at-home permits will remain available as a physical permit as well as a virtual permit. This is to help mitigate any potential barriers to access. Permit applications may also be made in customer service locations. Tenants, leaseholders and freeholders will be made aware of the charges initially as part of the consultation process and subsequently as part of the information packs provided to new residents.

The proposals contain measures to assist those who require formal and informal care support to access permits for their carers. There are two permits which provide carers with parking

- Care at home permit – a free physical permit which residents apply for and which the resident can provide to their carer when parking on their estate.
- Essential services permits – for professional care services (e.g NHS or social care) and this permit is proposed to be valid in CPZs and estates and would be charged for at the prevailing CPZ charge.

Any estate resident with a disability or suffering from a long-term limiting illness/condition which affects their mobility can apply for a general use parking bay to be converted to a disabled one where there is insufficient available for their use.

Individual users will be able to apply for a designated disabled parking bay for their exclusive use on the same criteria as Haringey Council applies to dedicated disabled parking bays on the highway. In addition, where an estate has 10 parking spaces or more, both organisations will seek to designate a minimum of 10% as disabled parking bays, including any designated bays.

This provision prioritises parking in designated disabled parking spaces for residents on the estates with disabilities. This will enable the resident to more easily park at a location on the estate convenient to them. This may increase parking pressure on the estate, so availability of parking space will form part of the review process before a dedicated disabled bay can be provided.

Applications for dedicated disabled bays may be made online or through the estate management team for that estate, and would be subject to assessment before the bays could be introduced.

The impact of this is considered positive.

4c. Gender Reassignment¹⁰

Data

Borough Profile¹¹

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

Tenant Profile¹²

Female = 10852 (64%)

Male = 6079 (36%)

Gender reassignment = unknown

Gender neutral = unknown

Haringey Council's Housing Service does not hold data on the number of people who are seeking, receiving, or have received gender reassignment surgery. The impact of the proposal is unknown.

Potential Impacts

At this stage, we do not have any data to suggest that this group would be any more or less likely than the rest of the general population or Haringey Council customer base to be affected by the proposal. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic.

The overall impact is unknown.

¹⁰ Under the legal definition, a transgender person has the protected characteristic of gender reassignment if they are undergoing, have undergone, or are proposing to undergo gender reassignment. To be protected from gender reassignment discrimination, an individual does not need to have undergone any specific treatment or surgery to change from one's birth sex to one's preferred gender. This is because changing one's physiological or other gender attributes is a personal process rather than a medical one.

¹¹ Census, 2021 – [Gender identity, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/ethnicityandnationality/articles/genderidentityenglandandwales/2021)

¹² Haringey Council Tenancy equalities profile

4d. Marriage and Civil Partnership

Note: Only the first part of the equality duty (“*Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act*”) applies to this protected characteristic.

Data

Borough Profile ¹³

- 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%)

Tenant Profile

Haringey Council does not hold data on the marriage and/or civil partnership status of tenants.

Potential Impacts

We do not hold local data on the numbers of tenants or private renters who are married or are in civil partnerships. Should it be established that there are any tenants or private renters in a civil partnership, it is anticipated that the proposal will not have a disproportionate impact on either people in marriages or in civil partnerships. As long as individuals are registered as members of the household, they will be eligible to apply for use of available parking on the same basis as any other household members regardless of marital or civil partnership status. The impact of the proposal is considered neutral.

4e. Pregnancy and Maternity

Note¹⁴:

- Pregnancy is the condition of being pregnant or expecting a baby.
- Maternity refers to the period after the birth and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

¹³ Census, 2021 – [Marriage and civil partnership status in England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk)

¹⁴ Equality and Human Rights Commission, 2022 – [Pregnancy and maternity discrimination](#).

Data

Borough Profile ¹⁵

Live Births in Haringey 2021: 3,376

Tenant Profile

Haringey Council's Housing Service does not hold data on the pregnancy and/or maternity status of tenants, or that of private renters and freeholders

The number of children born to Haringey residents has been increasing year on year since 2002 in line with the London and England trend. The birth rate (births per 1000 of the population) in Haringey has been consistently higher than London in this period until 2008 and is now level with London. In 2012, there were 4,209 births in Haringey

Potential Impacts

Regularising and optimising access to parking on estates might have a positive impact on people in late-stage pregnancy who are limited in mobility and might rely on cars. Therefore, it is anticipated that the proposal will have a positive impact on 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.¹⁶

Data

Borough Profile ¹⁷

Arab: 1.0%

- 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%

¹⁵ Births by Borough (ONS)

¹⁶ [Race discrimination | Equality and Human Rights Commission \(equalityhumanrights.com\)](https://www.equalityhumanrights.com/en/race-discrimination)

¹⁷ Source: 2021 Census

- 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%

Tenant Profile¹⁸

Asian/Asian British = 844 (5%)
 Black/Black British = 5791 (34%)
 Chinese = 81 (<1%)
 Mixed Heritage = 228 (1%)
 White British = 3031 (18%)
 White Other = 3616 (21%)
 Other = 1257 (7%)
 Unknown = 2224 (13%)

Both White British and White Other are under-represented in the tenant population in comparison with the wider population of Haringey (39% vs 57%). This is reflected in the BAME tenant population with Asian, Asian British and Mixed Heritage groups all under-represented in the tenant population in comparison with the wider population. However, those of Black and Black British ethnicity are the largest tenant client group representing almost twice the level as in the wider population (34% vs 17.6%).

Potential Impacts

Haringey Council's Housing Service does not hold data on the characteristics of private renters and freeholders.

Haringey Council's client group is governed by legislation and policy controlling access to social housing. As a result, in comparison with the general population of Haringey, BAME individuals are overrepresented in the client group. At this stage,

¹⁸ Haringey Council Tenancy equalities profile

although BAME groups are overrepresented in the client group there is no evidence to suggest they would be disadvantaged by the proposals.

The key objectives of the co-production process are that residents are engaged and responsive and that the EPMS meets the needs and priorities of estate residents. As part of this, translation services will be available to improve engagement with residents where English may not be their first language.

The proposals are designed to ensure better management of parking for the benefit of all estate residents at a lower cost than offered to the general population using parking in Controlled parking zones.

The new scheme will follow the principle that those tenants who benefit from car parking provision will be making a financial contribution to reflect that benefit. The proposals are designed to ensure better management of parking for the benefit of all estate residents.

Therefore, it is anticipated that the proposal will have a positive impact on this protected characteristic as black residents will benefit from the improvements to the parking service.

4g. Religion or belief

Data

Borough Profile ¹⁹

- Christian: 39%
- 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 Profile

Haringey Council's Housing Service does not hold data on the religion of tenants. During the consultation, presented in the 2020 Cabinet report²⁰, respondents indicated the following: 32% Christian (Versus 39% in Haringey), 27% No religion

¹⁹ Source: 2021 Census

²⁰ 2020 Cabinet Report: <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?IId=71385&Opt=3>

(25%) and 9% Muslim (14%). With a further 24% indicating they did not know or would prefer not to say, versus 9% of the wider population of Haringey.

Potential Impacts

Haringey is one of the most religiously diverse places in the UK. The most common religion was Christianity, accounting for 39% of residents, less than London (48.4%) and less than England (59.4%). The next most common religions were Muslim (12.6%) – marginally higher than London (12.3%) - and Jewish (3.6%). Haringey had a lower percentage of residents who were Hindu (1.3%) and Sikh (0.3%) than London (5.0% and 1.5%, respectively). 31.6% of Haringey residents stated that they did not have a religion, higher than London (20.7%).

We do not have local data regarding the representation of this protected group among private renters and freeholders. At this stage, we do not have any data to suggest that individuals from minority religious groups would be any more or less likely than the rest of the population to be affected by the proposal. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic, with the impact considered neutral.

4h. Sex

Data

Borough profile ²¹

- Females: (51.8%)
- Males: (48.2%)

Tenant Profile²²

- Females: 10,852 (64%)
- Male: 6,079 (36%)

Females are over-represented in the tenancy client base in comparison with the general population of both Haringey and London in general (64% of tenants versus 52% in the general population). Due to the allocation of social housing, this includes the female client base of Haringey Council's Housing Service includes a significant number of lone single parents of working age.

Potential Impacts

Haringey Council's Housing Service tenant client group is governed by legislation and policy controlling access to social housing. As a result, in comparison with the general population of Haringey, women are overrepresented in the tenant client group. Data on the wider population suggests that leaseholders, private renters and freeholders

²¹ Census 2021 – [Gender identity: age and sex, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/people-in-the-uk/ethnicity-demographics-and-diversity/ethnicity-and-nationality)

²² Haringey Council Tenancy equalities profile

residing on Haringey Council managed estates have a similar gender representation to the wider population. In London, women represent the majority (86%) of Lone Parents.²³

The proposed scheme will apply to all residents who have a right to use the available parking on estates regardless of tenure. Therefore, it is anticipated that the proposal will not have a disproportionate impact on the service users in this protected characteristic.

The new scheme will follow the principle that those tenants who benefit from car parking provision will be making a financial contribution to reflect that benefit. The proposals are designed to ensure better management of parking for the benefit of all estate residents. As women are over-represented in the tenant client group, the proposals will benefit women tenants via better management of parking on estates included in the estate parking management scheme. This is a positive impact.

4i. Sexual Orientation

Data

Borough profile ²⁴

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

Tenant Profile

Haringey Council's Housing Service does not hold data on the sexual orientation of tenants. During the consultation, presented in the 2020 Cabinet report²⁵, 63% of respondents indicated they were heterosexual versus 35% not responding. Less than 1% indicated they were bi-sexual, gay or lesbian respectively which is below the London population of 4.84%.

Potential Impacts

At this stage, we do not have any data to suggest that this group would be any more or less likely than the rest of the population to be affected by the proposal. The proposals are designed to ensure better management of parking for the benefit of all estate residents at with one permit available free of charge. Therefore, it is anticipated

²³ Census 2021 -

<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/families/datasets/familiesbyfamilytyperegionsofenglandandukconstituentcountries>

²⁴ Census, 2021 – [Sexual orientation, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk)

²⁵ 2020 Cabinet Report: <https://www.minutes.haringey.gov.uk/ielIssueDetails.aspx?IId=71385&Opt=3>

that the proposal will not have a disproportionate impact on this protected characteristic. The impact of the proposal is unknown.

4j. Socioeconomic Status (local)

Data

Borough profile

Income

- 6.9% of the population of Haringey were claiming unemployment benefit as of April 2023²⁶
- 19.6% of residents were claiming Universal Credit as of March 2023²⁷
- 29.3% of jobs in Haringey are paid below the London Living Wage²⁸

Educational Attainment

- Haringey ranks 25th out of 32 in London for GCSE attainment (% of pupils achieving strong 9-5 pass in English and Maths)²⁹
- 3.7% of Haringey's working age population had no qualifications as of 2021³⁰
- 5.0% were qualified to level one only³¹

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.³²

Tenant Profile³³

- Currently in receipt of full or partial Housing benefit = 7361 (43%)
- Currently in receipt of Universal Credit = 2795 (16%)
- Not in receipt of a state benefit excluding state pension) = 4434 (26%)
- Unknown = 2482 (14%)³⁴

Potential Impacts

²⁶ ONS – [ONS Claimant Count](#)

²⁷ DWP, StatXplore – [Universal Credit statistics, 29 April 2013 to 9 March 2023 - GOV.UK \(www.gov.uk\)](#)

²⁸ 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](#)

²⁹ DfE – [GCSE attainment and progress 8 scores](#)

³⁰ LG Inform – [Data and reports | LG Inform \(local.gov.uk\)](#)

³¹ LG Inform – [Data and reports | LG Inform \(local.gov.uk\)](#)

³² IMD 2019 – [English indices of deprivation 2019 - GOV.UK \(www.gov.uk\)](#)

³³ Haringey Council Tenancy equalities profile

³⁴ Experian Cost of Living Interactive report Mar 2023'

The ECPS does propose new permit charges for residents, but this has been initially set at a reduction of 60% to the cost of the equivalent CPZ permit to reduce the impact on tenants. The proposed permit offer seeks to address the issue of limited estate parking availability through the limiting of estate parking permits to one per household; this reduces pressure on estate parking while improving fairness in access to this parking.

The new scheme will follow the principle that those tenants who benefit from car parking provision will be making a financial contribution to reflect that benefit. The proposals are designed to ensure better management of parking for the benefit of all estate residents.

The introduction of charges for estate resident parking permits may impact people who are digitally excluded. Applications for permits will be available online or through paper application forms. Certain types of permit such as visitor permits, or care-at-home permits will remain available as a physical permit as well as a virtual permit. This is to help mitigate any potential barriers to access.

The proposed permit offer has been balanced against the demand for parking spaces, the need to regulate parking on the estates and the need to meet Council objectives, including reduction in car usage and consideration of the environmental impact of car use. There is a positive impact from the improvement to parking on estates included in the scheme.

5. Key Impacts Summary

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

The proposals are not going to result in any direct/indirect discrimination for any group that shares the relevant protected characteristics.

The proposals are a step to meet the specific parking needs of relevant protected groups such as older people, disabled people and those with long term limiting illnesses/conditions.

It is not anticipated that the proposals will have an impact on good community relations.

5b. Intersectionality

The proposals will affect anyone residing on a Haringey Council housing estate with an Estate Controlled Parking Scheme who wishes to make use of the available parking.

The proposed scheme is expected to have an overall positive impact for all residents through improvements to parking enforcement, new provision for disabled persons and, through consultation and engagement, ensuring residents are fully involved in

the process and change and that their needs and priorities are at the centre of designing and implementing the scheme.

5c. Data Gaps

The consultation in 2019 and 2020 was with all estate residents. The equalities analysis presented in the 2020 Cabinet report³⁵ did not indicate any significant data gaps for that consultation, but the more detailed consultation approach to be undertaken as part of this project, in line with the Haringey Deal is expected to result in a higher return of responses from residents in all categories.

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

The proposals are not going to result in any direct/indirect discrimination for any group that shares the relevant protected characteristics.

The proposals are a step to meet the specific parking needs of relevant protected groups such as older people, disabled people and those with long term limiting illnesses/conditions.

It is not anticipated that the proposals will have an impact on good community relations.

7. Amendments and mitigations

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

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. Applications for permits will be available online or through paper application forms. Certain types of permit such as visitor permits, or care-at-home permits will remain available as a physical permit as well as a virtual permit. This is to help mitigate any potential barriers to access for elderly or disabled residents.

7. Ongoing monitoring

Permitting and permissions to park will be subject to annual review, including equalities impact screening.

Date of EqIA monitoring review:

³⁵ 2020 Cabinet Report: <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?IId=71385&Opt=3>

Review of the EqIA will form part of the annual review process for the new EPMS.

8. Authorisation

EqIA approved by (Assistant Director/ Director) **[Type answer here].**

Date **[Type answer here].**

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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Appendix 5 – Estates included in the EPMS

Estate Name	Ward	No. of Properties
Albany Close	St Ann's	90
Albert Close	Alexandra Park	18
Appleby Close	St Ann's	76
Arundel Court	Northumberland Park	69
Ashdowne Court	Northumberland Park	44
Baldwyne Court	Northumberland Park	57
Barnes Court	Bounds Green	26
Basil Spence House/Joyce Butler House	Woodside	52
Beattock Rise	Muswell Hill	17
Bedford Road (32-51)	Tottenham Central	20
Birkbeck Road	Hornsey	76
Blenheim Rise	South Tottenham	50
Bounds Green Court	Bounds Green	12
Bracknell Close	Woodside	102
Bracknell Close (sheltered)	Woodside	65
Broad Lane	South Tottenham	95
Campsbourne	Hornsey	153
Caradon Way	St Ann's	72
Charter Court	Alexandra Park	6
Chesnut Estate	Tottenham Hale	351
Chettle Court	Stroud Green	147
Church Road	Northumberland Park	32
Clarence Road (sheltered)	Bounds Green	18
Clements House (sheltered)	Northumberland Park	27
Clyde Road	Tottenham Central	9
Coldham Court	Noel Park	32
Colwick Close	Crouch End	52
Commerce Road	Bounds Green	197
Concord House/ Coombes House	Northumberland Park	50
Coombes House (sheltered)	Northumberland Park	28
Cooperage Close/The Lindales	Northumberland Park	76
Cooperage Close/The Lindales (sheltered)	Northumberland Park	27
Cordell House	South Tottenham	56
Cranley Dene Court (sheltered)	Muswell Hill	44
Craven / Maple	Out of Borough	102
Craven / Maple	South Tottenham	240
Culross Close	St Ann's	89
Dorset Road	Tottenham Central	11
Dorset Road	Bounds Green	8
Eckington House	Hermitage & Gardens	60
Edgecot Grove	St Ann's	168
Ermine Road	Seven Sisters	23
Falconer Court	White Hart Lane	42
Fenton Lodge	White Hart Lane	31
Ferry Lane	South Tottenham	840
Fiske Court	Northumberland Park	60
Frederick Messer Estate	Seven Sisters	373
Gardner Court	Noel Park	11
Garton House	Crouch End	37
Great Cambridge Road	White Hart Lane	39
Gresley Close	St Ann's	33
Grove House Road	Hornsey	32
Grove Park Road	Tottenham Central	5
Grovelands Road	South Tottenham	8
Hallam Road	St Ann's	27
Hermitage Rd (304-320)	Hermitage & Gardens	9
High Cross Road	South Tottenham	48
Howfield / Steeles / St Loys	Tottenham Central	44
Ida/Sturrock	St Ann's	154
Irving Court	White Hart Lane	21
Ivatt Way	West Green	60
Jack Barnett Way	Noel Park	32
James Place/Church Road	Bruce Castle	199
Jansons Road/Philip Lane	Tottenham Central	11
Kelland Close	Crouch End	26
Kings Road	Woodside	7
Lancaster Close	Northumberland Park	7

Estate Name	Ward	No. of Properties
Lancaster Road	Stroud Green	17
Langham Road (1-11)	West Green	19
Lansdowne Road	Northumberland Park	15
Lawrence Close	Tottenham Central	28
Lemsford close/Leabank View	South Tottenham	94
Lightfoot Road	Hornsey	35
Lomond Close	Seven Sisters	64
Love Lane Estate	Bruce Castle	310
Markfield House	South Tottenham	36
Mildura Court	Hornsey	38
Miles Road	Hornsey	24
Millicent Fawcett Court	Bruce Castle	186
Milton Road/Willow Walk	West Green	140
Moselle Close	Hornsey	14
Mount View Road	Stroud Green	36
New Road	Crouch End	29
Newland Road	Hornsey	45
Norman Court	Stroud Green	17
Northumberland Park	Northumberland Park	935
Northumberland Park (127)	Northumberland Park	6
Osman Close	Hermitage & Gardens	24
Pagin House	Seven Sisters	16
Park Road	Crouch End	28
Park View Road estate	Tottenham Hale	60
Parkland Road 1	Noel Park	44
Parkland Road 2	Noel Park	89
Partridge Way	Bounds Green	204
Plevna Crescent	Seven Sisters	203
Portree Close	Woodside	12
Reed Road	Tottenham Hale	77
Russell Road	Seven Sisters	111
Saltram Close	South Tottenham	109
Sandra Close	Woodside	32
Scotswood Walk	Northumberland Park	56
Sophia / 1-11 Antill (odds)	South Tottenham	40
St Mary's Close	Northumberland Park	6
St Peters House	South Tottenham	26
Stainby Road	South Tottenham	20
Stamford Close	South Tottenham	63
Stellar/Altair	Northumberland Park	169
Stokley Court (sheltered)	Hornsey	47
Stonebridge Estate	Seven Sisters	173
Stonebridge Estate (sheltered)	Seven Sisters	53
Stroud Green Estate 1	Stroud Green	72
Stroud Green Estate 2 (Marquis)	Stroud Green	71
Suffolk Road	Hermitage & Gardens	106
Talbot Close (sheltered)	South Tottenham	24
Tenby Close	South Tottenham	10
Tenterden/Headcorn/Gretton	Bruce Castle	145
Tewkesbury Close	Hermitage & Gardens	24
The Sandlings	Noel Park	229
The Weymarks	Bruce Castle	112
Thornley Close	Northumberland Park	19
Tiverton Road	Hermitage & Gardens	120
Tredegar Road	Bounds Green	44
Trulock Court	Northumberland Park	60
Tudor Close	HighGate	42
Turner Avenue	Seven Sisters	83
Victoria / Kerswell	St Ann's	178
Vincent Square	Noel Park	50
Watts Close	Seven Sisters	11
Westcott Close (sheltered)	Seven Sisters	88
Whitbread Close	Northumberland Park	58
Winkfield Road (Progress Way)	Woodside	200
Woodstock Road	Stroud Green	6

Report for: Cabinet 8 December 2020

Title: Council Housing Parking Estate changes.

Report authorised by: David Joyce, Director of Housing, Regeneration & Planning.

Lead Officer: Gethin Segel, Parking & Projects Manager, Homes for Haringey.

Ward(s) affected: All

Report for Key/Non-Key Decision: Key Decision

1. Describe the issue under consideration

- 1.1 The report requests Cabinet's approval to introduce a new estate parking management scheme that both meets residents' needs and the objectives of the estate parking review which Cabinet approved in July 2019.
- 1.2 The current Estate Controlled Parking Scheme (ECPS) is redundant and must be replaced. The ECPS became harder to enforce with the introduction of the Protection of Freedoms of Act 2012. The changing approach of the Driver and Vehicle Licensing Agency (DVLA) to providing keeper details makes it harder to collect fines. As a result, the scheme is financially unviable with tenants subsidising an unenforceable scheme regardless of whether they use a vehicle or live on an estate with parking controls.
- 1.3 The proposed new estate parking management scheme will align parking enforcement on housing land with on street parking using powers provided to Local Authorities under the Road Traffic Regulation Act 1984. This will allow an important service to be in-sourced to Haringey Parking Services from a private contractor. The new scheme will deliver a financially viable service with the powers to achieve effective enforcement and rules designed to support measures for tackling the current climate emergency.
- 1.4 Once the scheme is approved for adoption, implementation of the new controls on individual estates will be subject to consultation with affected residents, allowing local rules to be adjusted to meet local needs, wherever possible.

2. Cabinet Member Introduction

- 2.1 This report outlines the results of a project designed to bring in-house a service, estate parking management, that our residents tell us is important but is not meeting their needs. The current system for controlling estate parking is ineffective and it is not fair that residents are subsidising a poor service which they may not even be using. It is therefore correct that we focused our Housing management provider, Homes for Haringey, on delivering a new improved service for our residents who are entitled to the best value for money offer that we can provide.
- 2.2 Delivering a new estate parking management scheme is an important step in demonstrating to residents that we understand what is important to them and will work with them when seeking to change services for the better. In the short term, the new scheme will deliver an improved service to over 280 estates across the borough which are home to over 12500 tenants, leaseholders and their families. In the medium to long term, it is hoped that the scheme will provide improved service to all our estates.
- 2.3 Improved parking controls will ensure that those estate residents who need it most will get the benefit of the available parking, especially the most vulnerable. A new estate

parking management scheme will provide the powers and income needed to achieve wider strategic aims around promoting active travel choices, reducing the use of carbon emitting vehicles and achieving channel shift to digital options.

3. Recommendations

Cabinet are recommended to:

- 3.1** Approve the estate parking management scheme based on a Traffic Management Order (TMO) based scheme using powers provided to Local Authorities under the Road Traffic Regulation Act 1984.
- 3.2** Approve the proposal to in-source enforcement of estate parking to Haringey Council's own In-House Parking Service with income derived from enforcement collected by the Parking Account of the General Fund.
- 3.3** Delegate the service design and service level agreement for the in-sourced service to the Director of Environment and Neighbourhoods, and the Managing Director of Homes for Haringey in consultation with the Cabinet Member(s) responsible for Housing & Estate Renewal and Parking.

4. Reasons for decision

- 4.1** The current ECPS is redundant because the Protection of Freedoms Act makes it hard to enforce and lack of DVLA support means it cannot collect enough income to cover costs. A Traffic Management Order (TMO) based scheme is the preferred solution because it is the only option, meets the aims of the estate parking review to deliver a financially viable scheme with the powers to effectively control parking and meets residents' needs as well as assisting in tackling the climate change emergency. In addition, a TMO scheme is the Department of Transport's recommended solution operated successfully by neighbouring boroughs including Enfield and Islington.
- 4.2** In-sourcing the delivery of estate parking enforcement to Haringey Council's own Parking Service meets the objectives of the estate parking review established by Cabinet. This will allow Haringey Council to share resources and expertise in a sustainable way to generate efficiencies and savings. In addition, estate parking management will benefit from the improvements delivered by the Parking Transformational programme including new IT systems, online offers and resource management. Enforcement income generated on Housing Land does not fall within the definition of Housing Revenue Account charges as set out in the Local Government & Housing Act 1989 Schedule 4 Parts 1 or 2. Therefore, this income and any costs associated with collecting the income must fall within the General Fund. The Financial assessment indicates that both the Housing Revenue Account and General Fund will cover any costs incurred and have the potential to achieve a small surplus.
- 4.3** Delegating authority for the service design to the relevant Haringey Council Directors and Homes for Haringey Managing Director will ensure an efficient process. Delegating authority to the Cabinet Members for Housing & Estate Renewal and Neighbourhoods will provide member oversight to ensure an outcome which meets the objectives of the estate parking management review. The service design and accompanying reverse service level agreement will be designed to meet the estate parking management scheme and in accordance with the relevant requirements of Haringey Council and Homes for Haringey standing orders, financial regulations, and constitutions.
- 4.4** Furthermore, the proposals will address financial fairness and ensure sufficient income to cover the operating costs, roll out capital and finance costs over a long time.

The proposal to offer each household access to one free permit for vehicles at or below the average emissions level meets the needs of residents to address the potential negative financial impact of any new scheme. In addition, measures are included to protect vulnerable groups such as the disabled and OAPs with one free permit regardless of emission level offered. The proposal includes measures to tackle the climate emergency by financially incentivising households to consider both the number of vehicles they own and the emission level of each vehicle. Cabinet are required to approve any budget amendments. Approving a funding envelope will allow the Housing Revenue Account to ensure Homes for Haringey has sufficient budget to manage the new estate parking scheme on behalf of Haringey Council.

5. Alternative options considered

5.1 Alternative options, including retaining the current scheme, have been considered, as follows:

- **Discontinue all parking controls** - The option has been considered and discounted because residents indicated an expectation that parking be managed for their benefit and failure to control parking represents a health and safety risk to emergency access routes.
- **Continue with the current ECPS** – The option has been considered and discounted. Although residents indicated support for this option, further engagement identified concerns that a new scheme would lead to high charges for parking permits. The concerns of residents have been mitigated with the proposals outlined in this report, which include the ability for each affected household to access one free permit dependant on emissions. Continuing the current arrangements would require tenants to subsidise an ineffective service via the Housing Revenue Account regardless of whether they use it or live on affected estates, which is inequitable.
- **Adopt housing roads as part of the public highway** – This option may have to be used on a small number of roads which cannot be classified as off-street parking places or private roads. However, it is not a viable option borough wide, because it requires Secretary of State approval as well as significant capital investment to adjust the land to public highway standards. In addition, this option would still require the implementation of controlled parking zones to deliver the parking controls that residents have indicated they expect.
- **Utilising automated controls such as barrier gates and number plate recognition** - The option to replace onsite enforcement by officers with remote or automated controls has been considered and is deemed of limited application. Automated controls such as barrier gates and CCTV recognition are only viable on a small number of sites with entrances that could allow access to be controlled in this manner. In addition, the level of investment required to deliver each installation is prohibitive. This option will be reconsidered for specific sites that are deemed suitable if the new estate parking management scheme generates a surplus for reinvestment.

5.2 The proposal outlined at Appendix B include proposals for limited permit charges. Alternative financial options were explored, in response to the consultation where 50.5% of respondents indicated they were opposed to the introduction of permit charges, with 40.6% indicating a preference for subsidies from rent and service charges. Options considered including the following:-

- **Offering a free service to all end users** - The option has been considered and discounted because the scheme would not generate enough income to self-

finance. In addition, this option would not allow the implementation of rules designed to reduce emissions and the number of carbon emitting vehicles.

- **Introducing a service charge to be paid by all residents** - The option has been considered and discounted because a service charge could not be levied on all potentially affected residents, including business tenants, freeholders, and sub-lessees. In addition, some leasehold agreements did not contain the clauses necessary to introduce a service charge of the type required. Therefore, a service charge could not be levied on all service users and would not address the underlying issue of tenants unfairly subsidising services for other, potentially more financially able, groups.
- **Introducing permit charges for some groups (i.e. Freeholders and Sub-Lessees) and subsidies for other groups (i.e. Tenants and Leaseholders)** – This option has been considered and deemed impractical. As detailed above, it may not be possible to introduce a service charge for all leaseholders, requiring different leaseholders to be charged in different ways. In addition, the different offer for each group would require a manual verification process to prevent application fraud. The additional administrative costs could render any new scheme financially unviable.

6. Background information

- 6.1** Haringey Council has operated an Estate Controlled Parking Scheme (ECPS) since 1998. With the establishment of Homes for Haringey in 2006, day-to-day management of the scheme was delegated to them as part of the management agreement. The ECPS operates on 280 estates boroughwide covering over 12500 properties and garages. Enforcement has been delivered by an external contractor, Wing Parking Ltd. (Wing), since 1999 under contracts procured by Haringey Council. Officers propose negotiating a formal extension of the current contract with Wing to cover the winding up period of the current Estate Controlled Parking Scheme.
- 6.2** The ECPS is a “Contract Law” based scheme exercising powers given to Local Authorities under the Housing Act 1985, Section 21 (General Powers of Management) and Local Government Act 1972, Section 111 (Subsidiary Powers). The introduction of the Protection of Freedoms Act 2012 removed the right to clamp, tow or otherwise detain vehicles to enforce private parking schemes. As a result, the current ECPS can now only be enforced via the issuance of Parking Charge Notices (PCNs or Parking Tickets). Under the ECPS a Parking Charge Notice is issued for a breach of contract, allowing the Housing Revenue Account to manage all financial aspects of the scheme, including income from Parking Charge Notices.
- 6.3** If a Parking Charge Notice (PCN or Parking Ticket) is not paid, Wing will request keeper details from the Driver and Vehicle Licensing Agency (DVLA) to pursue the keeper for non-payment. However, following an instruction from the Department of Transport the DVLA now refuse requests for keeper details from London authorities operating Contract-Law based schemes rendering the scheme difficult to enforce if the keeper does not make themselves known to either Wing, Haringey Council or Homes for Haringey.
- 6.4** The ECPS was designed to be delivered free of charge to residents and self-financed via the income generated from collecting PCN fees. When introduced, the ECPS was both self-financing and successful in generating a surplus used to fund estate improvements. With the issues outlined above in paragraphs 6.2 and 6.3, the PCN collection rate has dropped from over 80% to approx. 24% and income is no longer enough to cover costs or generate a surplus. As a result, residents are now subsidising

the scheme, via the Housing Revenue Account, regardless of whether they use a vehicle or live on an estate with ECPS.

- 6.5 The Government is now consulting on a new code of practice for private parking enforcement which will further limit the effectiveness of the ECPS. The new code of practice will reduce the range of enforcement options, the areas of enforcement, the level of fine and the breaches of rules that can be controlled by fine. Any private parking scheme and out-sourced enforcement will be limited in its offer and unable to deliver either a financially viable or properly enforceable estate parking scheme.
- 6.6 In 2018/19, at the request of Haringey Council, Homes for Haringey undertook an options appraisal to consider the possible solutions for addressing the apparent deficiencies in the ECPS. The research confirmed that a Traffic Management Order scheme provides the powers required to meet stakeholder needs to improve enforcement, increase parking controls, encourage vehicle reduction, and promote modal shift in transport.
- 6.7 The options appraisal informed the proposal for an estate parking review which was approved by Cabinet in July 2019 with a proposal for a wide ranging consultation and engagement exercise. The proposals presented in this report represent the outcome of the estate parking review which was anticipated to be completed in April 2020 and delayed to due to the ongoing pandemic.

7. The proposal for a new estate parking management scheme

- 7.1 The proposals outlined at Appendix A is to introduce a new Estate Parking Management Scheme operated via Traffic Management Orders (TMO) using powers provided to Local Authorities under the Road Traffic Regulation Act 1984.
- 7.2 A T O based scheme is the option the Department of Transport has recommended as the most effective form of managing housing estate parking and has already been adopted by several London Authorities, including Haringey's neighbours Barnet, Enfield, Hackney, and is in the process of being adopted by Islington. Those authorities operating under this model confirm it is an enforceable financially viable option which the DVLA support by providing keeper details on request.
- 7.3 Using TMOs on Housing Land will align parking management policy across all Haringey Council land as this is how controlled parking zones are managed. The delivery and management of TMOs requires a range of resources with specialist expertise not available within Homes for Haringey. The proposal is therefore to In-Source estate parking management to be delivered by Haringey Parking Services. In addition to ensuring that an estate parking management is supported by resource and expertise already in place, this represents the most efficient means of starting and implementing the new service.
- 7.4 The new estate parking management scheme will use statutory powers to enforce the scheme rules. As income derived from enforcement is not collectable by the Housing Revenue Account (HRA), the scheme will be split between the HRA and General Fund. Homes for Haringey will deliver day to day management of the estate parking scheme and will use the income derived from permits to meet any costs incurred by the Housing Revenue Account. Haringey Parking Services will use the income derived from enforcement to meet any costs incurred by the General Fund. The financial assessment at Appendix B indicates that both the Housing Revenue Account and General Fund will be able to both meet the costs of service delivery and generate a surplus.

- 7.5** In addition to offering the resources and expertise to deliver a TMO based Estate parking management scheme, Haringey Parking Services is in the process of undertaking a transformational programme to improve their service. Engaging the service to manage the estate parking management scheme will ensure Council housing residents enjoy the benefits of a modern improved service including an online/mobile offer and real time resource management. In addition, utilising Haringey Parking Service has the potential to generate efficiencies particularly in terms of onsite enforcement. This is because most estates are within Controlled Parking Zones, allowing patrols to manage sites with minimum deviation to assigned routes.
- 7.6** It is recommended that Cabinet delegate authority for the service design to Homes for Haringey Managing Director and the Director of Environment & Neighbourhoods. This is in line with clause 3.2 of the Homes for Haringey management agreement which allows the organisation to commission Haringey Council to deliver Support Services, (including Parking Services). In addition, clause 3.1.3 of the Homes for Haringey management agreement allows Haringey Council to delegate authority to Homes for Haringey to develop policy. To ensure the resulting service meets the objectives of the estate parking management review, it is further recommended that service design is delivered in consultation with the Cabinet Members for Housing & Estate Renewal and Neighbourhoods to ensure member oversight.
- 7.7** The principles of the estate parking management scheme have been set out at Appendix A and the service design will be developed to meet those requirements. Delivery of the service will be via a reverse Service Level Agreement, that is an agreement for Haringey Council to provide a service back to Homes for Haringey. The Service level agreement will set out how Haringey Parking Services will meet the service design, the cost of service delivery, annual fees, quality/performance monitoring measures and dispute resolution. The service will be monitored by Homes for Haringey's Estates & Neighbourhood Services and the ALMO Client Management team.
- 7.8** When approving the estate parking management review in July 2019, Cabinet set eight core objectives for any new estate parking management scheme. The review has ensured that the proposals outlined at Appendices A and B have been designed to meet the objectives of the estate parking management review as follows:-
- a) **A scheme that does not place a financial burden on residents that do not use it.** The permitting and permissions proposals detailed at Appendix B outline measures to ensure only those who use the service contribute to the operating costs.
 - b) **A scheme that can be operated in-house by Haringey Council Parking Services.** It is proposed to bring the management of estate parking in-house for delivery by Haringey Council's in-house Parking Service.
 - c) **An enforceable and financially viable scheme, self-financing where possible.** The financial assessment detailed at Appendix B has concluded the proposed scheme is financially viable. If income from either permits or enforcement is insufficient, charges would be reviewed via the Council's annual fees and charges setting process.
 - d) **Where charges are necessary, aim to set them at a reasonable level and no more than the charges levied of controlled parking zones.** The permitting and permissions proposals detailed at Appendix B detail a range of reasonable charges. Residents will be able to access some permits for free and where charges are applied, the level is approximately 50% of the equivalent controlled parking zone charge for a first vehicle.

- e) **A scheme capable of generating a net revenue, wherever possible, for reinvestment.** The financial assessment at Appendix B indicates net revenue of £163k will be achievable by the Housing Revenue Account and £70k by the General Fund per year. Initially any HRA surplus will be used to ensure a nil overall investment is required to roll out the new estate parking scheme. In the medium to long term, any surplus will be used for reinvestment with a commitment to promote modal shift to sustainable transport options including Electrical Vehicle Charging Points, Bike hangers and Car clubs. In addition, surplus can be directed to other parking and transport-related investment including road/footpath maintenance.
- f) **A service that offers an improved range of customer access options.** The current access options will be maintained and supplemented with additional online and mobile access options.
- g) **A solution that prioritises the parking needs of vulnerable and disabled residents.** Specific measures have been included in the proposals outlined at Appendix A to meet the needs of individual groups including designated disabled parking bays, commitment to offer a minimum amount of disabled parking and where to adjust disabled bays to meet physical needs. In addition, permitting and permissions proposals detailed at Appendix B include measures to ensure specific groups such as OAPs, Disabled and those suffering from long term illnesses/conditions are protected from charges, wherever possible, and can access parking for carers.
- h) **A scheme that provides the enforcement options that both meets customer needs and that supports the greenest borough agenda, including: -**
- **Rules to encourage a reduction in vehicles per household.** Households with 2 or more vehicles will be charged for permits to park the second and subsequent vehicles, with charges based on emission levels.
 - **Rules to promote a reduction in carbon emitting journeys per household.** All permits will be provided on an emissions basis as detailed in the permitting and permissions proposals at Appendix B.
 - **Anti-fraud measures, particularly around permit tampering and reselling.** In line with Haringey Council's new permitting arrangements, resident permits will be virtual to ensure that they cannot be tampered with. Restrictions will be placed on the number of visitor permits that can be used daily. Event day restrictions will include measures to prevent reselling and fraud.
 - **Rules to stop non-residents and businesses abusing the parking.** Specific measures have been included in the proposals outlined at Appendix A to address abuse by non-residents and businesses. In addition, the permitting and permissions proposals at Appendix B provide access to parking for legitimate business service delivery to residents.
 - **A wider range of enforcement times that cover peak usage periods.** The estate parking management scheme proposals at Appendix A provide for a wider range of enforcement times designed to cover peak usage and specific issues such as Tottenham Hotspur Stadium event days.
 - **A wider range of enforcement options that address antisocial activities, including the abandonment of vehicles on estates.** The estate parking management scheme proposals at Appendix A recommend a TMO based scheme with access to the full range of enforcement options available to Haringey Parking Services.

9. Resident consultation and engagement

- 9.1** In July 2019, Cabinet approved a proposal to consult all affected residents on the future of estate parking. For Secure tenants, the consultation represented a formal consultation under Section 105 of the Housing Act 1985.
- 9.2** The approved consultation exercise was carried out in Autumn 2019 over a 10 week period with all affected residents on estates receiving a postal questionnaire. Over 12500 households and stakeholders were consulted and 1287 valid responses were received providing a statistically strong data set for analysis.
- 9.3** To better understand the consultation results, further engagement was undertaken via five Saturday daytime resident workshops in February and March 2020. Two further Saturday workshops were planned to present the initial proposals to residents, but these could not proceed due to the Covid-19 lockdown. To address this, Homes for Haringey held two online sessions via Microsoft Teams in September 2020.
- 9.4** The full results and details of the consultation and engagement exercises are presented at Appendix C (Estate Parking Review - Consultation and Engagement). The responses have been considered in forming the proposals as set out above and summarised below.
- Respondents agreed there is a problem with the current management of parking on estates which should be improved. The proposals outlined at 7.5 detail the plan to improve parking management and enforcement.
 - Opinions varied on the best solution for managing parking with majority support for keeping the current scheme despite the issues. Subsequent engagement identified support for retaining the current scheme was linked to concerns that any new scheme would result in high permit charges. The financial concerns of residents have been considered with the proposals for households to be able to access one free permit dependent on emissions level.
 - Respondents did indicate their support for ensuring those who used parking contributed to the management costs but did not support the introduction of direct charges for permits, preferring subsidies from rent and service charges. As outlined at 5.2, alternative means of ensuring parking management and enforcement are financed fairly, other than limited direct permit charges were considered and discounted.
 - Stakeholders indicated that some groups should be protected from the financial impact of any charges or subsidies. These included Old Aged Pensioners, Disabled residents and those with long term limiting illnesses/conditions. Specific measures have been included to ensure these residents and any carers are able to access permits either for free or at preferential rates. In addition, the proposals include measures to both increase the number of disabled parking bays and introduce designated parking bays.

10. Implementing the New Estate Parking Management Scheme

- 10.1** Appendix D provides a summary delivery road map and high level risk register.
- 10.2** The new scheme will start to be introduced to estates in Quarter 1 of 2021/22 with the first estates going live in Quarter 2 at the earliest and full roll out will take approximately 18 months to complete.
- 10.3** The programme timeline expects the proposed reverse Service Level agreement will be designed and in place before the end of the 2020/21 financial year.
- 10.4** The new scheme will be piloted on six estates across the borough from the start of financial year 2021/22. The pilot will involve all the sites receiving each stage of

implementation including all the required consultations, surveys and site improvements. The scheme will then be operated on each site for a period of 3 months.

10.5 It is envisaged that the pilots will take 9 months to complete but work to start rolling out the scheme to other estates will start as soon as the lessons learned from initial implementations can be applied.

10.6 Implementation of the new controls on individual estates will be subject to both a formal consultation and informal consultation exercise. This will ensure that affected residents are aware of the proposals and can influence the local rules to meet needs and address onsite issues, wherever possible.

11. Contribution to strategic outcomes

Priority 1 (Housing) of the Borough Plan 2019-23

- Outcome 3: To drive up the quality of housing for everyone.

Priority 3 (Place) of the Borough Plan 2019-23

- Outcome 9: A healthier, active, and greener place
- Outcome 10: A cleaner, accessible, and attractive place

Priority 5 (Your Council) priority of the Borough Plan 2019-23

- Outcome 17: A council that engages effectively with its residents and businesses.
- Outcome 18: Residents get the right information and advice first time and find it easy to interact digitally.
- Outcome 20: We will be a council that uses its resources in a sustainable way to prioritise the needs of the most vulnerable residents.

12. Finance

12.1 The current Estate Controlled Parking Scheme (ECPS) became harder to enforce with the introduction of the Protection of Freedoms of Act 2012.

12.2 This meant that it was not generating enough revenue to cover the cost of the scheme. The HRA has been subsidising the cost of operation of the scheme.

12.3 There are two potential income streams being considered in this new scheme. Permits & fee incomes estimated to generate £0.354m per annum and Enforcement Incomes via Penalty charge notices (PCN) estimated to generate £0.430m per annum. This represents a total forecast income of £0.784m per annum.

12.4 It is estimated that the cost of implementing this scheme will be £0.215m (capital) £0.155m (revenue). This represents a total cost of implementation of £0.370m.

12.5 The annual cost of day to day operations of the scheme is split between GF and HRA as enforcement services will be carried out in the GF. Thus, the enforcement incomes will accrue to the GF.

12.6 Income estimates are based on the same collection level of 67% as the Council parking service team. However, there is a risk that if the demand is reduced by 20%, the net surplus generated will not be able to cover the capital sum invested and cost of capital over the 7 year period but does in longer term.

12.7 The capital investment in the scheme will be funded from the HRA capital budget. This is subject to approval of the HRA 2021/22 budget/MTFS 2021-26 by full council in February 2021. The draw-down of the capital ask is subject to approval and due governance process.

12.8 The cost of enforcement will be funded from the Environment and Neighbourhood parking budget, while the parking operations cost will be funded from the HRA revenue budget. Both budgets subject to approval by full council in February 2021

13. Procurement

13.1 Strategic Procurement note the recommendations of the report to introduce a new estate parking management scheme. The recommendations do not cover the procurement of external services and Strategic Procurement do not have any concerns about the recommendation of this report.

14. Legal

The Assistant Director of Corporate Governance has been consulted in the drafting of this report.

14.2 The proposals are on a matter of housing management. All secure tenants likely to be substantially affected by the proposals are required (by s105 of the Housing Act 1985) to be consulted in accordance with the Council's arrangements

14.3 Those arrangements require:-

- Provision of sufficient information to understand the proposals
 - In writing by providing an Information Pack (including the Arrangements).
 - By a dedicated webpage on the Haringey website.
 - By holding at least one meeting.
- Arrangements for comment by providing:-
 - A feedback form.
 - An email address.
 - A postal address.
 - A telephone number.
- Publishing a date by when secure tenants should make their views known.

14.4 Before making a final decision, the Council will consider and take conscientious account of all representations made in accordance with the Arrangements.

14.5 Details of compliance with these requirements are set out in the body of the report as are further Legal comments.

14.6 There are no procurement implications to the proposals.

14.7 There is no legal reason why the Cabinet should not take the decisions recommended by this report.

15. Equality

- 15.1 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.
- 15.2 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 apply to the first part of the duty.
- 15.3 The equality implications of policy changes arising from the proposals have been considered and a Full Equalities Impact Assessment undertaken prior to Cabinet considering these proposals.
- 15.4 No direct or indirect negative impacts are anticipated for people who share the protected characteristics and the new scheme includes provision to meet the specific parking needs of groups including older people, disabled people, people with conditions that limit their mobility, and people with caring needs.
- 15.5 The new scheme is informed by an inclusive consultation with affected residents. The results of this consultation have been assessed for ways in which responses vary across different groups of people and are set out in detail in the Equalities Impact Assessment.

16. Use of Appendices

- Appendix A.** Draft Estate Carparks and Roads Parking Management Scheme
Appendix B. Financial assessment and permit proposal
Appendix C. Estate Parking Review - Consultation and Engagement
Appendix D. Summary delivery plan and high level risk register (see overleaf)
Appendix E. Equalities Impact Assessment
Appendix F. List of Estate Controlled Parking Schemes by Ward

17. Local Government (Access to Information) Act 1985

- Equality Act 2010 - www.legislation.gov.uk/ukpga/2010/15/contents
- Housing Act 1985 - www.legislation.gov.uk/ukpga/1985/68/contents
- Local Government Act 1972 - www.legislation.gov.uk/ukpga/1972/70/contents
- Local Government & Housing Act 1989 - www.legislation.gov.uk/ukpga/1989/42/contents
- Protection Of Freedoms Act 2012 - www.legislation.gov.uk/ukpga/2012/9/contents/enacted
- Public Contract Regulations 2015 - www.legislation.gov.uk/uksi/2015/102/contents
- Road Traffic Regulation Act 1984 - www.legislation.gov.uk/ukpga/1984/27/contents

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Homes for Haringey

ESTATE CAR PARKS AND ROADS PARKING MANAGEMENT SCHEME

DRAFT

MAIN AUTHOR:	G Segel	AUTHORISED BY:	Cabinet
OWNED BY (TEAM/DEPT):	Housing Management	ISSUE NO:	01
EFFECTIVE FROM:	05/04/2021	NEXT REVIEW DATE:	01/09/25
CONSULTATION			
EQIA REQUIRED?	Yes	EQIA COMPLETED	NO
SECTION:	Estate Management	APPLIES TO:	Car parks/roads
PAGE:	1 OF 11		

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1.0 INTRODUCTION

- 1.1 This scheme sets out the policy for how Haringey Council and Homes for Haringey manage parking in estate roads and car parks.
- 1.2 This scheme sets how both organisations will control the usage of estate parking to ensure residents get full benefit of available parking whilst access is maintained for emergency services and essential service delivery.
- 1.3 In addition, this scheme sets out the commitment to supporting the transport objectives in Haringey’s Climate Change Action Plan and Borough Plan.

2.0 RESIDENTS’ RESPONSIBILITIES

- 2.1 Residents must accept responsibility for their actions and those of their household members/visitors in accordance with their Tenancy Agreement, Lease or Licence Agreement.
- 2.2 Relevant clauses from both the standard tenancy agreement and lease are included at Appendix C.

3.0 HARINGEY COUNCIL AND HOMES FOR HARINGEY RESPONSIBILITIES

- 3.1 Haringey Council, as the landlord, and Homes for Haringey, as the managing agent, have a duty to ensure access routes are kept clear.

4.0 BACKGROUND LEGISLATION AND GUIDANCE

- 4.1 Haringey Council and Homes for Haringey are aware of their legal obligations and will seek to deliver services in accordance with these at all times. The relevant legislation includes the following:

- Local Government Act 1972
- Refuse Disposal (Amenity) Act 1978
- Road Traffic Regulation Act 1984
- Housing Act 1985
- The Local Authorities Traffic Orders Regulations 1996
- Traffic Management Act 2004
- Housing Act 2004

5.0 CONTRIBUTING TO GREENEST BOROUGH OBJECTIVES

- 5.1 Homes for Haringey and Haringey Council have established the following shared environmental aims for estate parking management to contribute towards the Haringey Climate Change Action Plan:

- Reduce carbon emitting vehicle ownership by estate residents.
- Reduce the number of estate households owning multiple vehicles.
- Generate income to invest in sustainable travel options for estate residents.
- Reduce carbon emitting vehicle journeys to our estates by staff/contractors.

- 5.2 In addition, this scheme has been written in support of Haringey Council’s Priorities set out in the Borough Plan 2019-23, as follows.

- **Priority 1:** We will work together to drive up the quality of housing for everyone
- **Priority 3:** A healthier, active, and greener place. A cleaner, accessible, and attractive place.

- **Priority 5:** A council that engages effectively with its residents and businesses. We will be a council that uses its resources in a sustainable way to prioritise the needs of the most vulnerable residents.

6.0 RIGHT TO CONSULTATION AND NOTIFICATION OF THE INTRODUCTION OR AMENDMENT OF LOCAL ESTATE PARKING RULES

- 6.1 Affected residents will have the right to consultation before local estate parking rules are introduced.
- 6.2 Haringey Council and Homes for Haringey will have due regard to the outcome of any consultation when introducing or amending local estate parking rules.
- 6.3 Affected residents will have the right to notification before local estate parking rules are introduced or amended.
- 6.4 Where a statutory or legislative right to consultation exists Haringey Council and Homes for Haringey will ensure that consultation or notification is compliant.

7.0 SITE MAINTENANCE AND MANAGEMENT

- 7.1 Haringey Council and Homes for Haringey shall ensure that estate car parks and roads are maintained in accordance with all relevant legislation and guidance to provide a safe and suitable .
- 7.2 Haringey Council and Homes for Haringey shall ensure that sufficient resource is in place to maintain, survey, clean and manage the estate car parks and roads.

8.0 PARKING RULES

- 8.1 The rules for each estate parking scheme will consider a range of factors including resident views, local amenities, and the parking provision on the estate.
- 8.2 The standard parking rules for estate parking schemes shall include the following:
- Requirement to ensure any vehicle parking on an estate has a valid permit or permission to park including, where required, the bay (i.e. a Disabled bay).
 - Where a physical permit or permission to park is provided, to ensure it is displayed prominently in the front wind screen in such a way that it is completely legible.
 - Controls to ensure vehicles are only parked in designated parking areas (i.e. Vehicles are not parked on yellow lines or cross hatch boxes).
 - Controls to ensure emergency access/service delivery routes and ingress/egress routes are not blocked.
 - Controls to ensure that abandoned or unsafe vehicles can be removed or relocated as appropriate.

9.0 PARKING ENFORCEMENT OPERATING TIMES

- 9.1 The operating times for each estate parking scheme will consider a range of factors including resident views, local amenities, and the parking provision on the estate.
- 9.2 The standard operating hours will be Monday to Saturday 07:00am to 20:00pm and Sunday 07:00am to 13:00pm.

10.0 EVENT DAY ENFORCEMENT OPERATING TIMES AND RULES

- 10.1 Some estates are within close vicinity of venues which hold large scale public events such as Tottenham Hotspur Stadium, Alexandra Palace, and Finsbury Park.
- 10.2 Estates in the vicinity of venues can be impacted on event days by the public seeking to drive to the event and park in the local area.
- 10.3 Extended operating hours can be offered to these estates on event days up to a maximum of Monday to Sunday 07:00am to 22:00pm.
- 10.4 Additional parking rules can be offered to these estates on event days and can be agreed with the estates. An example would be additional rules to require a vehicle to display an estate disabled parking permit when using a disabled bay, rather than the normal rule which includes blue and companion badge holders.

11.0 ENFORCEMENT (PARKING CONTRAVENTIONS)

- 11.1 The primary means of enforcement of parking will be via issuance of Penalty Charge Notices (P.C.N. or Parking ticket) by Haringey Council's Civil Enforcement Officers (C.E.O. or Parking warden).
- 11.2 Haringey Council and Homes for Haringey reserve the right to utilise additional enforcement means including clamping, towing, and impounding of vehicles where required
- 11.3 All enforcement action will be taken in accordance with and in compliance of relevant legislation, industry best practice and statutory requirements.

12.0 GRACE PERIODS (PARKING CONTRAVENTIONS)

- 12.1 Haringey Council and Homes for Haringey shall observe a minimum grace period before commencing enforcement action, unless there is a clear health & safety risk caused by the parking contravention.

13.0 PERMITS OR PERMISSION TO PARKS

- 13.1 Haringey Council will offer a range of permits or permissions to park to accommodate the needs of residents, their visitors and essential service delivery.
- 13.2 The available permits, permissions to park and permissions to utilise roads/car parks will be set out in accompanying document.

14.0 CHARGES FOR PERMITS OR PERMISSION TO PARKS

- 14.1 In all instances, Haringey Council will strive to ensure charges to residents for permits are avoided where possible and set at the lowest rates otherwise.
- 14.2 Where charges apply reductions and discounts will be offered in the following instances:
 - Low/zero emission vehicles
 - Vehicles kept by Old Aged pensioners, Disabled individuals and/or those with long term limiting illnesses/conditions.
 - Vehicles kept by Discretionary Carers
 - Fleet vehicles of Haringey Council and Homes for Haringey

14.3 Any charges will be set annually to achieve the objectives of this scheme and will be subject to consultation with affected residents and approval via Haringey Council's Fees and Charges setting policy and procedure.

15.0 RESIDENT PERMITS

15.1 Each resident household shall be eligible to apply for at least one resident parking permit for a vehicle that is registered to that address and in the name of a household member.

15.2 Where the household has a leased vehicle, they may apply for their resident parking permit for that vehicle on presentation of a lease to that address and in the name of a household member.

15.3 Where the household is provided with a vehicle by an employer, they may apply for their resident parking permit for that vehicle on presentation of a letter detailing the vehicle provision on the employer's official headed paper.

16.0 VISITOR PARKING

16.1 Homes for Haringey and Haringey Council shall offer a range of options for visitor parking including short stay, weekend and long stay permits.

16.2 **Short stay** – Households will be able to source hourly and daily permits so their visitors can use any available parking.

16.3 **Weekend** – Each household will be eligible for three weekend visitor permits in any rolling 12 month period.

16.4 **Long Stay** – Each household will be eligible for one 2week long stay visitor permit in any rolling 12 month period.

16.5 **Additional allocation** - Where the household includes an individual who has a disability, long term limiting illness/condition or an OAP they will be eligible for six weekend and two week-long stay visitor permits in any rolling 12 month period.

16.6 **Discretionary allocation** – On application, Homes for Haringey and Haringey Council may agree to offer additional visitor permits on a discretionary basis where a household demonstrates an exceptional need.

16.7 **Event day** – A range of event visitor permits with rules and fees applied to discourage reselling and cover the costs of additional enforcement.

17.0 REGISTERED CARERS PERMITS

17.1 Registered carers will be eligible to apply for permits on submission of proof they are delivering services to individuals residing on Haringey Council owned Housing estates.

18.0 DISCRETIONARY CARERS PERMITS

18.1 A discretionary permit can be issued to non-registered carers on application. Each application will be considered on a case by case basis in which the individual will be expected to demonstrate the requirement to park to deliver the care they are providing.

18.2 Haringey Council reserves the right to offer applicants an alternative to a discretionary permit (i.e. visitor permits).

19.0 TRADE AND CONTRACTOR PERMITS (HARINGEY COUNCIL/HOMES FOR HARINGEY)

- 19.1 Contractor permits are issued for the purpose of facilitating the delivery of essential services to residents, they are not issued to facilitate commuting.
- 19.2 Contractor permits will usually be issued to any term or programme contractor appointed to deliver services to our estates.
- 19.3 Haringey Council reserves the right to restrict the use of contractors permits on any given estate or to request a permit be returned where it is felt the contractor no longer has a need or is using the permit to park inappropriately.
- 19.4 Each business unit will be charged for the permits they issue to their contractors.
- 19.5 The purpose of charging for trade and contractor parking permits is as follows:-
 - To encourage services to ensure permits are only issued to contractors where absolutely required to deliver essential services for the benefit of residents.
 - To encourage contractors to ensure they use vehicles with the lowest environmental impact possible and reduce unnecessary carbon emitting vehicle journeys to housing estates.

20.0 TRADE AND CONTRACTOR PERMITS (PRIVATE)

- 20.1 Individual residents may require a Contractor to deliver a service to them in their home and may apply to Haringey Council for a permit to allow their contractor to park for the duration of the works.
- 20.2 Haringey Council reserves the right to restrict the use of contractors' permits on any given estate or to request a permit be returned where it is felt the contractor no longer has a need or is using the permit to park inappropriately.
- 20.3 Residents will be charged for the permits they issue to their contractors but may use their annual long stay visitor permit allocation for this purpose as well (see section 17.0).
- 20.4 The purpose of charging for trade and contractor parking permits is as follows:-
 - To encourage private residents to ensure permits are only issued to contractors where absolutely required.
 - To encourage contractors to ensure they use vehicles with the lowest environmental impact possible and reduce unnecessary vehicle journeys to housing estates.

21.0 HARINGEY COUNCIL AND HOMES FOR HARINGEY STAFF PERMITS

- 21.1 Staff permits are issued for the purpose of facilitating the delivery of essential services to residents, they are not issued to facilitate commuting.
- 21.2 Staff permits will usually only be issued to essential car users and/or branded vehicles. Permits for any other vehicles/staff will be considered on a case by case basis in which the relevant business unit will be expected to demonstrate a service delivery requirement.
- 21.3 Haringey Council reserves the right to restrict the use of staff permits on any given estate or to request a permit be returned where it is felt the staff member no longer has a need or is using the permit to park inappropriately.
- 21.4 Each business unit will be charged for the permits they issue to their staff/vehicles.

- 21.5 The purpose of charging for staff parking permits is as follows:-
- To encourage Services to ensure permits are only issued to staff where absolutely required to deliver essential services for the benefit of residents.
 - To encourage Services to ensure they use vehicles with the lowest environmental impact possible and reduce unnecessary carbon emitting vehicle journeys to housing estates.

22.0 DISABLED PERMITS, BAYS AND PARKING RULES

- 22.1 **Disabled permits** – Homes for Haringey and Haringey Council will offer a disabled estate parking permit.
- 22.2 **Designated Disabled parking bays** – Subject to availability of parking bays, Homes for Haringey and Haringey Council will provide on application a designated disabled parking bay for the use of a specific resident. The criteria for a successful application shall match the criteria on the public highway.
- 22.3 **Disabled parking bay allocation** – In all estate car parks with 10 or more parking bays, Homes for Haringey and Haringey Council shall seek to provide at least 10% of bays for disabled use, inclusive of any designated bays.
- 22.4 **Disabled parking rules** – Designated disabled parking bays are for the exclusive use of the specified resident who will be provided with a specific badge which must be displayed at all times in the vehicle whilst it is parked in the bay. Other disabled bays may be occupied by any vehicle displaying a valid permit in accordance with the local parking rules.

23.0 MOTORBIKE PARKING

- 23.1 Motorbikes and mopeds are required to have a valid permit to park on any estate with a controlled parking scheme.
- 23.2 Keepers of motorbikes and mopeds will be able to access permits on the same basis as keepers of cars and other vehicles (see section 16.0).
- 23.3 Where possible, Homes for Haringey and Haringey Council will seek to provide specific motorbike/moped parking with secure locking posts/anchors.

24.0 HOUSEHOLDS WITH MULTIPLE VEHICLES

- 24.1 It is recognised that some households are larger than others and can compromise more vehicle owners and/or drivers. It is also essential that every household has the opportunity to use the limited parking available.
- 24.2 Each individual registered as a household member will normally be given the opportunity to apply for a permit for one vehicle unless the ratio of parking spaces to properties is such that additional restrictions are deemed necessary.
- 24.3 The application of rules to limit the number of vehicles per household will be considered on an estate by estate basis and will consider the ratio of parking spaces to properties.
- 24.4 On application, Homes for Haringey and Haringey Council may agree to waive the charge for second or subsequent vehicles on a discretionary basis where a household demonstrates an exceptional need. Each case will be assessed on its merits.

25.0 OVERSIZED OR COMMERCIAL VEHICLES PARKING

- 25.1 It is recognised that some household members require larger vehicles for their work or to accommodate their physical/mobility requirements. However, some car parks and estate roads cannot safely accommodate commercial and oversized vehicles.
- 25.2 The application of rules to limit parking for commercial/oversized vehicles will be considered on an estate by estate basis and will consider the ratio of parking spaces to properties and the layout of the car parks and estate roads.
- 25.3 In accordance with the terms of the standard secure tenancy agreement, anyone wishing to park an oversized, heavy goods or commercial vehicle, including a caravan or trailer, will be required to seek and receive permission from Haringey Council first.

26.0 ALLOWING FREEHOLDERS/HOUSING ASSOCIATIONS TO USE ESTATE PARKING

- 26.1 Some estates include Freehold and/or Housing Association properties which can only be accessed via the estate roads and car parks.
- 26.2 In some instances, these properties do not have their own parking provision or have a very limited provision .
- 26.3 Where these properties form part of an estate, Haringey Council tenants and leaseholders will be consulted on the possibility of sharing parking. If our residents are in agreement, Homes for Haringey and Haringey Council will seek to establish a sharing agreement to include a reasonable contribution towards the upkeep and management of the parking.

27.0 ABANDONED VEHICLES

- 27.1 Haringey Council will consider a vehicle abandoned if it does not have valid road tax, and where required, a current MOT certificate. Haringey Council will seek to remove abandoned vehicles.
- 27.2 Failure to ensure a vehicle has valid road tax, and where required, a current MOT certificate will render any permit invalid.
- 27.3 A vehicle deemed abandoned will be served an appropriate warning notice giving the keeper a fixed period to rectify the situation. If the vehicle remains on site without valid road tax or an MOT after the notice has expired, the vehicle will be removed and retained for 28 days, after such time it will be disposed of.
- 27.4 The keeper of the vehicle may apply to have an abandoned vehicle returned after it has been removed provided, they do so within 28 days of its removal and pay the reasonable costs the Council has incurred for the removal and storage.

28.0 VEHICLES WITH STATUTORY OFF-ROAD NOTICES (SORN)

- 28.1 Any SORN vehicle will be deemed abandoned if found parked on an estate without Haringey Council having first granted permission for it to park there.
- 28.2 Please note Haringey Council will only grant permission to store a SORN vehicle on an estate in exceptional circumstances. If permission is granted to keep a SORN vehicle on the estate all other parking rules will apply, including the requirement for a valid permit.

29.0 FOREIGN REGISTERED VEHICLES

- 29.1 The keeper of a vehicle registered outside of the United Kingdom will be required to present documents proving ownership, insurance, registration at an address on the estate and, where applicable, proof of the equivalent MOT & Road tax for the country of registration.
- 29.2 The DVLA usually requires vehicles registered outside of the United Kingdom (UK) to be re-registered in the UK if they remain for longer than 6 months. Haringey Council will usually only offer one 6 month permit to a foreign registered, provided it meets the criteria outlined at 30.1, with the expectation that the owner will register the vehicle in the UK within that period if they wish to keep it on the estate.

30.0 UNSAFE VEHICLES

- 30.1 A vehicle can be deemed unsafe for a variety of reasons including, but not limited to, overloading, leaking fuel/oil, and parking in such a way as it represents a danger or blocks emergency access routes.
- 30.2 Failure to ensure a vehicle is safe to drive and/or parked safely will render any permit invalid.
- 30.3 Haringey Council reserves the right to relocate or remove vehicles deemed unsafe and to recharge the keeper of the vehicle for any undue costs incurred as a result.

31.0 PARKING SUSPENSIONS, SKIP LICENSES AND ROAD CLOSURES

- 31.1 Contractors, utilities, and service providers will be able to apply for a range of suspensions, skip/material licenses and road closures as required.
- 31.2 Approved applications will be subject to an administration and license fee to cover the costs of processing and providing the service.
- 31.3 On application, a “lift and shift” service will be provided on the first day of the suspension/closure/license to ensure any vehicles not removed by their keepers can be safely relocated. This service will be subject to an additional charge.

32.0 BICYCLE STORAGE/PARKING

- 32.1 Bicycles will not be required to have a valid permit to park on any estate with a controlled parking scheme
- 32.2 Where possible, Homes for Haringey and Haringey Council will seek to provide specific bicycle parking with weatherproof secure locking posts/anchors.

33.0 ELECTRIC VEHICLE CHARGING POINTS

- 33.1 Where possible, Homes for Haringey and Haringey Council will seek to provide Electric Vehicle Charging points, including designating parking bays for Electric Vehicle parking only.

34.0 APPEALS

- 34.1 Haringey Council and Homes for Haringey shall operate an appeals process in compliance with all relevant statutory and legislative requirements and best practice guidelines.

34.2 Any appeals process shall be separate from feedback and complaint processes.

35.0 COMPLAINTS RELATING TO THIS SCHEME

35.1 A specific complaint process does not exist in relation to this scheme and these will be addressed in accordance with either Haringey Council's and/or Homes for Haringey's Feedback and complaint policies.

36.0 AMENDING THE POLICY

36.1 The policy may be amended with the approval of the Executive team of Homes for Haringey.

36.2 Where relevant proposed changes will be subject to Equalities Impact Assessment.

APPENDIX B. FINANCIAL ASSESSMENT INCLUDING PERMITTING AND PERMISSIONS TO PARK PROPOSALS

1. Introduction

This document provides details of the financial assessment undertaken to ensure the proposed new scheme can cover day to day operating costs, achieve a payback period in the medium term and remain sustainable-over the long term.

The current Estate Controlled Parking Scheme was designed to be financed entirely from enforcement income but that is no longer sustainable due to changes in legislation and government guidance. This has resulted in a requirement to subsidise the scheme via the Housing Revenue Account. In developing the proposal to replace the Estate Controlled Parking Scheme (ECPS), the estate parking review considered the need to develop a proposal that allows for long term financial sustainability with the ability to derive income fairly from those who use the service.

In accordance with the objectives of the review, the proposals seek to reduce the need for charges. The assessments indicated that in all instances, some form of charge or subsidy from service users is required to ensure the scheme can cover both day to day and implementation roll out costs. Where a charge is necessary the proposals aim to set them at a reasonable level, and no more than the charges levied for the equivalent controlled parking zone service.

The assessment suggests if demand is maintained, the scheme will both cover day to day managements costs and achieve payback within 4 years of completing roll out or 5 years from project start (see table 5 below). The assessment also considered a possible 20% reduction in demand that suggests the scheme can still cover day to day managements costs, but a payback period could increase dramatically. If income is insufficient to either cover operating costs or achieve a reasonable payback the permit or enforcement charges would be reviewed via the Councils annual fees and charges setting process.

The scheme is expected to generate net revenue of £149k for the Housing Revenue Account from 2025/26 onwards and £78k for the Parking Account of the General Fund from 2023/24 onwards, dependant on demand. In the medium term the intention is that any surplus is used to recover the investment costs of setting up the new scheme, including signage, line marking, consultations etc. Once payback period is achieved, it is proposed to utilise any surplus generated to invest in estate improvements to support sustainable transport and modal transport shift to zero emission transport. Investment should include bicycle hangars, bike schemes, car clubs, and electric vehicle charging points.

2. Financial objectives of the Estate Parking Management review

The financial objectives of the review approved by Haringey Council's Cabinet in July 2019 were to ensure any new estate parking management scheme:

- a) A scheme that does not place a financial burden on residents that do not use it.
- b) A scheme that can be operated in-house by Haringey Council Parking Services.
- c) An enforceable and financially viable scheme, self-financing where possible.
- d) Where charges are necessary aim to set them at a reasonable level and no more than the charges levied of controlled parking zones.
- e) A scheme capable of generating net revenue, wherever possible.
- f) A solution that prioritises the parking needs of vulnerable and disabled residents

3. Financial issues with the current Estate Controlled Parking Scheme

The current Estate Controlled Parking Scheme was designed to be financed entirely from enforcement income. As illustrated at Table 1, over the last 3 financial years the net spend has

increased steadily since the introduction of the Protection of Freedoms Act 2012 and is no longer able to generate sufficient income to cover the full operational costs, including the Wing contract.

Table 1. 3year annual net spend on the current Estate Controlled Parking Scheme

	Spend	Income	Shortfall
2017-18	£343,623.00	£253,646.00	£89,977.00
2018-19	£339,059.00	£239,138.00	£99,921.00
2019-20	£392,810.00	£279,950.00	£150,360.00

4. Summary- Financial projection of the current and proposed scheme in Housing Revenue Account 2020-21 to 2024-25

Table 2 provides the detailed financial assessment. From 2023-24 the annual cost to the Housing Revenue Account of Estate parking management are estimated at just over £191.5k but will fluctuate in the interim as the new scheme is rolled out but the current one continued to maintain estate parking enforcement. These costings are based on 5years of day to day running costs associated with the current Estate Controlled Parking Scheme.

Table 2. Estimated day to day operating costs of the current and proposed scheme 2021-22 to 2024-25

It is expected that the proposed scheme will run concurrently with the current scheme for a period of two more financial years (2021/22 and 2022/23) to allow for some estate parking management to continue whilst the new scheme is rolled out.

	2020-21 Current Scheme	2021-22 Both Schemes	2022-23 Both Schemes	2023-24 Proposed scheme	2024-25 Proposed scheme
Cost					
Management	£22,500.0	£23,175.0	£20,250.0	£22,500.0	£23,062.5
Scratch cards Printing	£15,000.0	£13,800.0	£11,000.0	£10,000.0	£10,250.0
Processing	£0.0	£30,690.0	£46,500.0	£93,000.0	£95,325.0
Administration	£46,500.0	£49,380.0	£44,100.0	£51,000.0	£52,275.0
Legal advice	£0.0	£1,650.0	£2,500.0	£5,000.0	£5,125.0
Signage maintenance	£0.0	£3,300.0	£5,000.0	£10,000.0	£10,250.0
Enforcement	£347,000.0	£242,900.0	£138,800.0	£0.0	£0.0
Total	£431,000.0	£364,895.0	£268,150.0	£191,500.0	£196,287.5
Permit and Fee income					
1st Resident	£0.0	£0.0	£0.0	£0.0	£0.0
OAP/Disabled	£0.0	£0.0	£0.0	£0.0	£0.0
2nd/High emission	£0.0	£6,000.0	£21,500.0	£47,000.0	£48,175.0
Carers permit	£0.0	£250.0	£1,000.0	£3,000.0	£3,075.0
Replacement	£0.0	£400.0	£1,500.0	£4,000.0	£4,100.0
Visitor 1 hour	£0.0	£4,250.0	£16,000.0	£34,000.0	£34,850.0
Visitor daily	£0.0	£600.0	£2,000.0	£5,000.0	£5,125.0
Visitor long stay	£0.0	£800.0	£3,000.0	£7,000.0	£7,175.0
Fleet permit	£0.0	£500.0	£2,000.0	£5,000.0	£5,125.0

	2020-21 Current Scheme	2021-22 Both Schemes	2022-23 Both Schemes	Proposed Scheme	Proposed Scheme
Staff permit	£0.0	£2,000.0	£7,000.0	£16,000.0	£16,400.0
Team permit	£0.0	£10,250.0	£37,000.0	£77,000.0	£78,925.0
Team scratch card	£0.0	£500.0	£1,000.0	£3,500.0	£3,587.5
Business Premises	£0.0	£100.0	£4,000.0	£9,000.0	£9,225.0
Contractors	£0.0	£18,000.0	£61,000.0	£130,000.0	£133,250.0
Skip and material	£0.0	£600.0	£1,000.0	£5,000.0	£5,125.0
Parking Suspensions	£0.0	£1,000.0	£4,000.0	£9,000.0	£9,225.0
Total	£0.0	£45,250.0	£162,000.0	£354,500.0	£363,362.5
Enforcement Income					
Total	£280,000.0	£196,000.0	£112,000.0	£0.0	£0.0
Net Revenue (Deficit)	-£151,000.0	-£123,645.0	-£5,850.0	£163,000.0	£167,075.0
Capital Roll out cost					
Project Support	£0.0	£8,500.0	£16,500.0	£0.0	£0.0
Signage	£0.0	£28,500.0	£56,500.0	£0.0	£0.0
Legal Advice	£0.0	£1,750.0	£3,250.0	£0.0	£0.0
Site Improvements	£0.0	£33,500.0	£66,500.0	£0.0	£0.0
Sub Total	£0.0	£72,250.0	£142,750.0	£0.0	£0.0
Revenue Roll out cost					
Communications	£0.0	£6,750.0	£13,250.0	£0.0	£0.0
Project Support	£0.0	£8,500.0	£16,500.0	£0.0	£0.0
Training	£0.0	£3,500.0	£6,500.0	£0.0	£0.0
IT	£0.0	£11,500.0	£23,500.0	£0.0	£0.0
Consultation	£0.0	£16,750.0	£33,250.0	£0.0	£0.0
Legal Advice	£0.0	£5,000.0	£10,000.0	£0.0	£0.0
Sub Total	£0.0	£52,000.0	£103,000.0	£0.0	£0.0
Net Surplus/(Deficit)	2020-21	2021-22	2022-23	2023-24	2024-25
Current Scheme	£151,000.0	£105,700.0	£60,400.0	£0.0	£0.0
Proposed Scheme	£0.0	£142,195.0	£179,500.0	£163,000.0	£167,075.0
Total	£151,000.0	£247,895.0	£239,900.0	£163,000.0	£167,075.0
	2020-21	2021-22	2022-23	2023-24	2024-25
Existing Budget	£145,500.0	£0.0	£0.0	£0.0	£0.0
Estimated Spend Old	£431,000.0	£301,700.0	£172,400.0	£0.0	£0.0
Estimated Spend New	£0.0	£187,445.0	£198,750.0	£191,500.0	£196,287.5
Estimated Income Old	£280,000.0	£196,000.0	£112,000.0	£0.0	£0.0
Estimated Income New	£0.0	£45,250.0	£162,000.0	£354,500.0	£363,362.5
HRA Surplus/(Deficit)	£5,500.0	£247,895.0	£97,150.0	£163,000.0	£167,075.0

	2020-21 Current Scheme	2021-22 Both Schemes	2022-23 Both Schemes	Proposed Scheme	Proposed Scheme
	2023-24	2024-25	2025-26	2026-27	2027-28
HRA deficit 2020-23	-£350,545.0	£187,545.0	£20,470.0	£0.0	£0.0
Net revenue	£163,000.0	£167,075.0	£169,581.1	£172,124.8	£174,706.7
Net Surplus/(Deficit)	-£187,545.0	-£20,470.0	£149,111.1	£172,124.8	£174,706.7

The new scheme becomes self-financing in 2027/28 (after paying back all Capital/Revenue costs over 6 years)

5. Financial Projection of Proposed Scheme in General Fund

As the new estate parking scheme will be a statutory scheme it will generate enforcement income. However, enforcement income is not an income stream that falls with the definition of the Housing Revenue Account and will therefore be collected by the General Fund, which will also incur the cost of collecting the income. As outlined in Table 4 below, from completion of roll out (2023-24) the annual cost to the General Fund of Estate parking enforcement, appeals and administration are estimated at just over £354k with income from enforcement estimated at £430k. In addition, the table illustrates that from start of roll out in year 2021-22 onwards the scheme is forecasted to generate sufficient income to cover operating costs incurred by the general fund. These costings are based on 5 years of day to day running costs associated with the current Estate Controlled Parking Scheme and suggest the General Fund will cover all costs incurred.

Table 4. Financial project of costs and income to the General Fund.

	2020-21	2021-22	2022-23	2023-24	2024-25
Costs					
Appeals and processing	£0.0	£6,000.0	£24,000.0	£48,000.0	£49,200.0
Parking IT and Administration	£0.0	£5,000.0	£18,000.0	£36,000.0	£36,900.0
Enforcement	£0.0	£20,000.0	£145,750.0	£270,000.0	£276,750.0
Total	£0.0	£31,000.0	£187,750.0	£354,000.0	£362,850.0
Enforcement Income					
PCN (Serious contraventions)	£0.0	£40,000.0	£158,500.0	£350,000.0	£358,750.0
PCN (Less serious contraventions)	£0.0	£10,000.0	£39,000.0	£80,500.0	£82,512.5
Total	£0.0	£50,000.0	£197,500.0	£430,500.0	£441,262.5
Net Revenue Generated	£0.0	£19,000.0	£9,750.0	£76,500.0	£78,412.5
Existing Budget	£0.0	£0.0	£0.0	£0.0	£0.0
Estimated Spend	£0.0	£31,000.0	£187,750.0	£354,000.0	£362,850.0
Estimated Income	£0.0	£50,000.0	£197,500.0	£430,500.0	£441,262.5
General Fund Surplus/(Deficit)	£0.0	£19,000.0	£9,750.0	£76,500.0	£78,412.5

6. Financing the project to develop and implement the new Estate Controlled Parking Scheme from the Housing Revenue Account

Table 5 below provides a summary of the estimated roll out costs with Tables 6 & 7 outlining the expected payback period, based on nil or 20% reduction in demand.

- a) As outlined at Table 5, the estate parking budget is operating at a small deficit which will increase in years 2021/22 and 2022/23 as the HRA finances the roll out of the new scheme whilst maintaining partial enforcement of the old scheme.
- b) From project start in 2021/22 it is estimated the scheme will payback by year 6 (2025/26).
- c) If demand or income falls by 20% the payback period could increase to 8 plus years.
- d) Thereafter annual income is expected to cover costs and achieve a small net revenue.
- e) The existing estate works capital fund of £1.627m will be used for the majority of roll out site improvements to ensure road surfaces etc. are up to standard.
- f) In financial years 2021/22 and 2022/23, additional capital funding of £215k and revenue budget of £155K will be sought for direct costs associated with rolling the scheme out.
- g) Implementation and roll out costs will be subject to the normal business planning and budget setting process.

Table 5. Capital and Revenue roll out costs and Net Surplus/Deficit to the Housing Revenue Account

HRA roll out costs	2020-21	2021-22	2022-23	2023-24	2024-25
Capital Roll out cost					
Project Support	£0.00	£8,500.00	£16,500.00	£0.00	£0.00
Signage	£0.00	£28,500.00	£56,500.00	£0.00	£0.00
Legal Advice	£0.00	£1,750.00	£3,250.00	£0.00	£0.00
Site Improvements	£0.00	£33,500.00	£66,500.00	£0.00	£0.00
Sub Total	£0.00	£72,250.00	£142,750.00	£0.00	£0.00
Revenue Roll out cost					
Communications	£0.00	£6,750.00	£13,250.00	£0.00	£0.00
Project Support	£0.00	£8,500.00	£16,500.00	£0.00	£0.00
Training	£0.00	£3,500.00	£6,500.00	£0.00	£0.00
IT	£0.00	£11,500.00	£23,500.00	£0.00	£0.00
Consultation	£0.00	£16,750.00	£33,250.00	£0.00	£0.00
Legal Advice	£0.00	£5,000.00	£10,000.00	£0.00	£0.00
Sub Total	£0.00	£52,000.00	£103,000.00	£0.00	£0.00
Net Surplus/(Deficit)	2020-21	2021-22	2022-23	2023-24	2024-25
Current Scheme	-£151,000.0	-£105,700.0	-£60,400.0	£0.00	£0.00
Proposed Scheme	£0.00	-£142,195.0	-£179,500.0	£163,000.0	£167,075.0
Total	-£151,000.0	-£247,895.0	-£239,900.0	£163,000.0	£167,075.0
Existing Budget	£145,500.0	£0.00	£0.00	£0.00	£0.00
Estimated Spend old	£431,000.0	£301,700.00	£172,400.00	£0.00	£0.00
Estimated Spend new	£0.0	£187,445.00	£198,750.00	£191,500.0	£196,287.5
Estimated Income old	£280,000.0	£196,000.00	£112,000.00	£0.00	£0.00
Estimated Income new	£0.0	£45,250.00	£162,000.00	£354,500.0	£363,362.5
HRA Surplus/(Deficit)	-£5,500.0	-£247,895.00	-£97,150.00	£163,000.0	£167,075.0

Table 6. Housing Revenue Account Payback period (assumes no reduction in demand from residents and other stakeholders).

Assuming nil reduction in demand, the new scheme becomes self-financing in 2025/26 (after paying back all Capital/Revenue costs over 5 years)

	2023-24	2024-25	2025-26	2026-27	2027-28

HRA deficit 2020/21-22/23	-£350,545.0	£187,545.0	£20,470.0	£0.0	£0.0
Net revenue	£163,000.0	£167,075.0	£169,581.1	£172,124.8	£174,706.7
Net Surplus/(Deficit)	-£187,545.0	-£20,470.0	£149,111.1	£172,124.8	£174,706.7

Table 7. Housing Revenue Account Payback period (assumes a 20% reduction in permit demand and enforcement income).

Assuming 20% reduction in demand, the new scheme becomes self-financing in 2026/27 (after paying back all Capital/Revenue costs over 6 years)

	2023-24	2024-25	2025-26	2026-27	2027-28
Permit & Fee Income	£283,600.0	£287,854.0	£292,171.8	£296,554.4	£301,002.7
Management cost	£191,500.0	£196,287.5	£199,231.8	£202,220.3	£205,253.6
Net revenue	£92,100.0	£91,566.5	£92,940.0	£94,334.1	£95,749.1
Deficit 2020-21 to 2022-23	£350,545.0	£258,445.0	£166,878.5	£73,938.5	£0.0
Net Surplus/(Deficit)	-£258,445.0	-£166,878.5	-£73,938.5	£20,395.6	£95,749.1

7. Permit and permissions to park proposal

7.1 The proposal outlined at paragraphs 5.2-5.5 include proposals for limited permit charges. Alternative options were explored, in response to the consultation where 50.5% of respondents indicated they were opposed to the introduction of permit charges, with 40.6% indicating a preference for subsidies from rent and Service charges. Options considered including the following.

- i. **Offering a free service to all end users** - The option has been considered and discounted because the scheme would not generate enough income to self-finance. In addition, this option would not allow the implementation of rules designed to reduce emissions and the number of carbon emitting vehicles.
- ii. **Introducing a service charge to be paid by all residents** - The option has been considered and discounted because a service charge could not be levied on all potentially affected residents, including business tenants, freeholders, and sub-lessees. In addition, some leasehold agreements did not contain the clauses necessary to introduce a service charge of the type required. Therefore, a service charge could not be levied on all service users and would not address the underlying issue of tenants unfairly subsidising services for other, potentially more financially able, groups.
- iii. **Introducing permit charges for some groups (i.e. Freeholders and Sub-Lessees) and subsidies for other groups (i.e. Tenants and Leaseholders)** – This option has been considered and deemed impractical. As detailed above, it may not be possible to introduce a service charge for all leaseholders, requiring different leaseholders to be charged in different ways. In addition, the different offer for each group would require a manual verification process to prevent application fraud. The additional administrative costs could render any new scheme financially unviable.

7.2 Resident permits

A key concern for residents is the potential financial impact of a new scheme. In addition, many estates offer a low ratio of parking spaces to properties which means many residents hold permits for our estates and the CPZ to ensure they can park. However, it is essential the proposals ensure any scheme is financed properly and fairly as well as incentivising behaviours to tackle the

current climate emergency. The recommendations outlined below include measures to address resident concerns and achieve the financial and climate change objectives of the estate parking review.

- In accordance with current Haringey Council policy it is recommended that all charges be based on the emission level of the vehicle.
- Households will be offered one free resident parking permit for any vehicle with average carbon emissions, currently set at 140 CO2 g/km.
- Any resident who is an Old Aged Pensioner (as defined by Government), disabled or suffering from a long-term limiting illness/condition will be offered one free permit, regardless of emissions category.
- To encourage residents to move to lower emission vehicles there will be a permit charge for all vehicles above the average emissions category.
- To encourage residents to reduce the number of vehicles on estates there will be an emission based permit charge for second and subsequent vehicles.
- Carers will be offered one discounted permit, equivalent to the administration cost of issuing a permit. All other permits will be charged on an emissions basis.
- Drivers of low emission vehicles will be offered one discounted permit, equivalent to the administration cost of issuing a permit.
- It is recommended that the costs of any chargeable resident permits be set as low as possible, approximately 50% of the equivalent Controlled Parking Scheme permits for a first vehicle
- If accepted, the average annual charge for a resident parking permit, for households with 2 or more vehicles will be £45.

Table 8. Proposed resident and carers permits and permissions.

First resident permit per household- CO2 Emission Band

Up to 140 CO2 g/km including electric vehicles Free

141 CO2 g/km and above £45.00

First resident per household - Engine size Band (For vehicles registered prior to March 2001 or where emissions unknown)

Not over 1549cc Free

1550cc and above £45.00

First resident permit per household (OAP or Disabled or Long term limiting illness/condition) Free

Carers permit - CO2 Emission Band

Up to 140 CO2 g/km including electric vehicles £12.00

141 CO2 g/km and above £45.00

Carers permit - Engine size Band (For vehicles registered prior to March 2001 or where emissions unknown)

Not over 1549cc £12.00

1550cc and above £45.00

Second or subsequent resident/discretionary carers permit per household - CO2 Emission Band

Up to 100 CO2 g/km including electric vehicles £12.00

101-110 CO2 g/km £20.00

111-120 CO2 g/km £25.00

121-130 CO2 g/km £35.00

131-140 CO2 g/km £45.00

141-150 CO2 g/km £55.00

151-165 CO2 g/km £65.00

166-175 CO2 g/km £75.00
 176-185 CO2 g/km £85.00
 186-200 CO2 g/km £105.00
 201-225 CO2 g/km £125.00
 226-255 CO2 g/km £145.00
 Over 255 CO2 g/km £165.00

**Second or subsequent resident/carers permit per household - Engine size Band
 (For vehicles registered prior to March 2001 or where emissions unknown)**

Not over 1549cc £35.00
 Over 1550cc to 3000cc £65.00
 3001cc and above £165.00

Diesel Vehicle Emission Surcharge

Up to 140 CO2 g/km £10.00
 141 CO2 g/km and above £20.00

Courtesy Car Permits (One per resident per annum)

Courtesy Car £12.00

Temporary permits (One per resident per annum)

One Month £12.00

Change of vehicle and replacement permits

Changing vehicle/vehicle registration mark or lost permit £12.00

7.3 Visitor parking proposal

The results of consultation indicate residents' requirements to ensure any new scheme allow legitimate visitors to use available parking but also ensure only service users pay for the costs of parking management. In relation to visitor parking is the potential financial impact of any new scheme. The recommendations outlined below include measures to meet resident needs whilst achieving the financial objectives of the estate parking review.

- A range of visitor parking options will include hourly, daily, weekend and fortnightly.
- Short stay visitor parking on event days will be subject to a surcharge to reflect additional enforcement costs and to discourage reselling for profit.
- Long stay permits (weekend and 2 week) will be subject to a processing charge equivalent to the admin cost (current estimate £12).
- Event day charges are set to cover the additional enforcement costs and prevent abuse by those currently reselling visitor permits for profit.
- Residents will be able to arrange visitor parking online or via mobile app, encouraging channel shift, and reducing the need to plan in advance.
- To support those residents who cannot use online applications the current option for scratch cards and paper permits will be maintained

Table 9. Proposed Visitor short and long stay permits, including event day.

Short stay visitor parking online (Except event days)

1-2hours (per hour) £0.80
 3 or more hours (per hour) £1.00
 Sunday after 13:00 Free
 Bank Holidays Free

Short stay visitor parking scratch cards

One hour (up to 2hour stay) £0.80

Daily (Except event days)

Per day £3.00

Weekend

£12.00

2 weeks

£12.00

7.4 Haringey Council and Homes for Haringey

Service delivery requires visiting estates but not every service requires a vehicle journey. In addition, only essential vehicle users should be guaranteed access to parking on estates. The proposals are to introduce charges to encourage all departments across both organisations to review both the use of vehicles by staff and the emissions of those vehicles.

- **Fleet vehicles** – Will receive preferential rates with discounts for low emission vehicles to promote sustainable travel. **Average charges will be £20 per year.**
- **Team permits** – A range of scratch cards and shared “any vehicle” permits will be available to allow teams access to parking for service delivery whilst reducing the number of individual staff permits.
- **Staff permits** - Individual permits will be charged on an emission basis to encourage transition to sustainable travel and team options. Applications will be accepted from essential vehicle users. All other applications will be subject to a business case. **Average charge £60 per year.**

Table 10. Proposed Staff and fleet permits and permissions to park.**Haringey Council or Homes for Haringey Branded Vehicle (including Veolia)**

Up to 100 CO2 g/km including electric vehicles £12.00

Over 101 CO2 g/km £20.00

Individual Staff permit - CO2 Emission Band

Up to 100 CO2 g/km including electric vehicles £20.00

101-110 CO2 g/km £30.00

111-120 CO2 g/km £40.00

121-130 CO2 g/km £60.00

131-140 CO2 g/km £80.00

141-150 CO2 g/km £100.00

151-165 CO2 g/km £120.00

166-175 CO2 g/km £140.00

176-185 CO2 g/km £160.00

186-200 CO2 g/km £200.00

201-225 CO2 g/km £240.00

226-255 CO2 g/km £280.00

Over 255 CO2 g/km £320.00

Individual Staff permit - Engine size Band (For vehicles registered prior to March 2001 or where emissions unknown)

Not over 1549cc £60.00

Over 1550cc to 3000cc £120.00

3001cc and above £320.00

Transferable Permit - Max 10 permits per department/service per year £380.00**Scratch Cards - Max 300 scratch card sheets per department/service per year**

£5.00 each

7.5 Businesses

Various businesses, traders and contractors need to visit and park on our estate in order to deliver services to residents. Abuse of parking by businesses is an ongoing issue and a concern

for residents, the proposals will allow business access to parking but also encourage them to reassess whether that is required.

- **Traders** – Businesses with premises on estates will be eligible for an emission based permit. **The average charge will be £160 per year.**
- **Contractors and Businesses** – Will be eligible for a specific permit subject to an emission based charge. **The average charge will be £320 per year.**
- **Parking Suspensions, Skips and road closures** – Will be subject to admin fees to cover the work of facilitating them. **The average charge will be £90 per week.**

Table 11. Proposed Business & Contractor permits and permissions to park.

Business premises tenant - specific estate

CO2 Emission Band

Up to 100 CO2 g/km including electric vehicles £100

101-110 CO2 g/km £120

111-120 CO2 g/km £140

121-130 CO2 g/km £160

131-140 CO2 g/km £180

141-150 CO2 g/km £200

151-165 CO2 g/km £220

166-175 CO2 g/km £240

176-185 CO2 g/km £260

186-200 CO2 g/km £280

201-225 CO2 g/km £300

226-255 CO2 g/km £320

Over 255 CO2 g/km £340

Engine size Band (For vehicles registered prior to March 2001 or where emissions unknown)

Not over 1549cc £160

Over 1550cc to 3000cc £220

3001cc and above £340

Any Estate Contractor and Utility Permit Price

CO2 Emission Band

Up to 100 CO2 g/km including electric vehicles £200

101-110 CO2 g/km £240

111-120 CO2 g/km £280

121-130 CO2 g/km £320

131-140 CO2 g/km £360

141-150 CO2 g/km £400

151-165 CO2 g/km £440

166-175 CO2 g/km £480

176-185 CO2 g/km £520

186-200 CO2 g/km £560

201-225 CO2 g/km £600

226-255 CO2 g/km £640

Over 255 CO2 g/km £680

Engine size Band (For vehicles registered prior to March 2001 or where emissions unknown)

Not over 1549cc £320

Over 1550cc to 3000cc £440

3001cc and above £680

Table 12. Proposed fees for parking suspensions, road closures, and skips.**Parking Suspensions****Administration fee** £50.00**Daily fee per parking space** £15.00**Cancellation fee** £50.00**Enforcement** (Lift and shift 1 x vehicle on day one of the suspension) £250.00**Road or Car park closures price****Administration fee** (To process the application and install suspension boards on site) £100.00**Daily fee per closure** £500.00**Cancellation fee** (If the suspension has been processed and suspension boards installed on site) £100.00**Skip and building materials licence price****Skip** (Place one skip per complete or part week) £90.00**Building materials** (Place building materials per complete or part week) £90.00**Skip & Building materials** (Place both a skip and building materials per complete or part week) £100.00**8. Enforcement**

It is recommended that the new estate parking management scheme adopt the current enforcement penalties utilised by Haringey Council to enforce Traffic Management Orders on the Public Highway. The current Parking Charge Notice fine for breaches of the ECPS is £100, if paid within 28days, which is then reduced to £60 if the fine is paid within 14days. The estimated annual income from enforcement action based on these fees as detailed in table 14 is between £395k. This is based on the projection that Haringey Parking Services will achieve collections rates of approx. 67% in line with their performance with Controlled parking zones.

Table 13. Estimated annual enforcement income**Penalty charge notice (PCN) fine**

PCN paid within 14days £60.00

PCN paid within 28days £100.00

PCNs per annum

PCN paid within 14days 6,500

PCN paid within 28days 2,000

Collection (based on 67% collection rate as explained above)

PCN paid within 14days £261,300.00

PCN paid within 28days £134,000.00

Total **£395,300.00****Table 14. Estimated annual enforcement income****PCNs per annum**

PCN paid within 14days 6,500

PCN paid within 28days 2,000

Collection (based on 67% collection rate as explained above)

PCN paid within 14days £261,300.00

PCN paid within 28days

£134,000.00

Total

£395,300.00

Appendix C. Resident and stakeholder consultation and engagement

1. In July 2019, Cabinet approved a proposal to consult all affected residents on the future of estate parking.
2. For Secure tenants the consultation represented a formal consultation under Section 105 of the Housing Act 1985 and the consultation pack was designed in accordance with the requirements of Haringey Council's Section 105 arrangements and outlined the following:-
 - The rationale for the proposal including the issues with the current scheme.
 - The proposal to develop a new scheme.
 - The preferred option for a new scheme as outlined at section 8 above.
 - The alternative options detailed at section 5 and the issues identified with each.
 - What we are seeking from residents in response to the consultation.
 - How resident responses will be used to design the final proposal.
3. The approved consultation exercise was carried out Autumn 2019 over a 10 week period with all affected residents on estates receiving a postal questionnaire. In addition to the postal questionnaires, residents were able to respond online and onsite at roadshows, libraries, receptions, and resident association meetings. The consultation pack was offered in a range of community languages and methods (including large Print, Braille, and easy words/ pictures) to ensure all affected residents had an equal opportunity to respond. The exercise was publicised via Homes Zone, the Haringey Council and Homes for Haringey websites and via posters in receptions of both blocks and service centres.
4. Over 12500 households and stakeholders were consulted and 1287 valid responses were received providing a statistically strong data set for analysis. Equalities analysis of the results did not identify any significant variance by area or group, aside from a preference for daytime enforcement amongst older responders. Resident responses to the consultation are summarised as follows:-
 - There is a problem with parking on estates and not enough parking spaces.
 - We do not manage parking well and the current scheme is ineffective
 - We should improve parking management, but opinions varied on the best solution with majority support for keeping the current scheme despite the issues.
 - Opinions were split regard financing parking management between subsidies from rent/service charges and charging those who use the parking.
 - There was not support for charging directly for permits but if charges or subsidies are introduced, Old Aged Pensioner and Disabled residents should be protected.
 - Parking should be for the benefit of residents, their visitors, and any service providers, we should not seek to rent spaces privately.
 - A wider range of enforcement times and controls is required.
5. To better understand the consultation results, further engagement was undertaken via five Saturday daytime resident workshops in February and March 2020. Over 50 residents attended the sessions to ask questions, view the consultation results and clarify the concerns and needs of residents. The attendees were as follows:
 - Support for the current scheme was caused by concerns a new one would lead to the same permit charges as Controlled parking zones.
 - The possible financial impact on residents is a significant issue which any scheme should be designed to mitigate.
 - Any new scheme must tackle permit tampering, non-residents/businesses parking, abandoned vehicles, and car parks being used for ASB/crime
 - Offer online access to permits and visitor parking.
 - Encourage households with multiple vehicles to consider the needs of others

- Promote greener travel by offering bicycle parking and electric car charging.
- We need to offer designated parking for disabled residents and motorbike users.
- A wider range of enforcement times is needed to cover peak usage periods.

6. Two further Saturday workshops were planned to present the initial proposals to residents, but these could not proceed due to the Covid-19 lockdown. To address this, Homes for Haringey held two online sessions via Microsoft Teams on Wednesday 16th and Thursday 17th September 2020. 20 residents attended the two sessions, receiving a presentation of the proposals which was followed by a question and answer session. The attendees made the following additional suggestions and queries:-

- Pilot the proposals to ensure that they operate correctly.
- Do not rely on this new scheme, use wider enforcement powers to combat Anti-Social Behaviour (ASB).
- Ensure residents are consulted before the new scheme is introduced.
- Ensure charges for any permits are reduced or removed wherever possible.
- Promote greener travel by offering bicycle parking and electric car charging.
- We need to offer designated parking for disabled residents and motorbike users.
- A wider range of enforcement times is needed to cover peak usage periods.

7. The draft proposals were presented to the Homes for Haringey Board in September 2020. A number of questions were raised by both board members and residents. A summary of the questions and responses provided are outlined below at Section 9.

8. Estate parking consultation 2019 results

Section 1 – Is there a problem with parking on your estate

Question 1. Do you feel that there is a problem with parking on your estate?

Yes	55.8%
No	35.5%
Don't know	8.6%

Question 2. Do you feel there is usually enough parking on your estates for residents and visitors?

Yes	39.8%
No	52.4%
Don't know	7.8%

Question 3. How well do you feel we manage the parking on your estate??

Very well	9.7%
Well	18.4%
Neither well nor badly	34.7%
Badly	19.2%
Very badly	18.0%

Section 2 – Should the management of parking on estates be improved

Question 4. Do you agree that we should try to improve the way we manage parking on your estate?

Strongly agree	38.8%
agree	25.5%
Neither agree nor disagree	16.8%
Disagree	8.6%
Strongly disagree	10.2%

Question 5. What do you think would be the best way to manage estate parking going forward?

Traffic management orders	17.6%
Keep the current Estate Controlled Parking Scheme	37.2%
Remove all parking controls	7.2%
Turn estate roads and carparks into public roads	1.2%
Automated controls like CCTV and barrier gates	18.6%
Other (Please see Section 5 for other responses)	17.2%

Section 3 – What is important when managing parking

Question 6. Please tell us who you think should be able to park on your estates?

Residents and their households	40.1%
Visitors such as friends and family	29.7%
Carers such as medical professionals	24.2%
Other (Please see Section 5 for other responses)	6.0%

Question 7. Please tell us when you feel it is most important to manage parking on your estate?

Weekdays	36.0%
Weekends	22.6%
Evening/Nights	21.2%
All the time	20.2%

Question 8. What are the biggest parking problems on estates?

Lack of parking spaces in the daytime	39.6%
Lack of parking spaces in the evening or at night	10.7%
Lack of parking spaces at the weekend	11.8%
Non-Residents taking all the parking	16.3%
Businesses & their customers taking all the parking	6.2%
Households with multiple vehicles taking all the parking	10.9%
Delivery vans and trade vehicles left on estates	7.6%
Abandoned, dumped & unlicensed vehicles left on estates	9.2%
Other(Please see Section 5 for other responses)	9.1%

Section 4 – How should parking management be funded

Question 9. Do you agree only those people who use estate parking should pay for it (i.e. by paying for permits) or should the costs continue to be subsidised from rent and service charges?

Only those who use the service should pay	36.0%
Subsidies from rent and service charges	40.6%
Don't know	12.6%
Other(Please see Section 5 for other responses)	10.8%

Question 10. Do you agree permit charges should be introduced to help improve parking management?

Strongly agree	14.2%
Agree	15.7%
Neither agree nor disagree	18.5%
Disagree	15.1%
Strongly disagree	35.4%

Question 11. Which groups of residents should not have to pay for parking, if charges are introduced?

Those with disabilities or long term illnesses & conditions	39.6%
Old Aged pensioners	31.0%
Every should have to pay if they want to use the parking	17.5%
Other(Please see Section 5 for other responses)	15.0%

Section 5 – Open text responses to questions with “Other” options

Question 5. What do you think would be the best way to manage estate parking going forward?

Most of the suggestions and responses reinforced the pre-set responses but one theme did emerge.

Support for using the Traffic management Orders to manage estate parking “controlled parking zone controls (CPZ)” should not be interpreted as support for transferring estate roads to the public highway, but for a ‘CPZ model’ which could be applied on Homes for Haringey managed estates.

Other responses included

Keep the current scheme but add automated barriers	51 (26% of other response)
Keep the current scheme but stop ASB and Drug dealing	41 (21%)
Use CPZ controls but add automated barriers	27 (14%)
Increase the number of parking bays	20 (10%)
Better enforcement needed as an active deterrent	16 (8%)
Use CCTV to help enforcement	12 (6%)
Reduce multi-car households	4 (2%)

Question 6. Please tell us who you think should be able to park on your estates?

150 responders indicated an “other” response to question 6 and most of their comments suggested that officers, contractors, and tradespeople, should be allowed to park when providing a service for residents

Question 8. What are the biggest parking problems on estates?

244 responders indicated an “other” response to question 8 with a range of comments and suggestions which are summarised below.

- Abandoned and dumped vehicles/caravans/campervans
- ASB, drug taking, drug dealing and crime in the car park
- Not enough parking spaces in the car park/Car park too few spaces available
- Blue badge stealing
- Car vandalism
- Church, gym and support centre and community centre attendees
- Delivery vans regularly park obstructively on Double Yellow lines
- Double parked cars
- Parking on yellow lines, cross hatch boxes and in front of dropped kerbs
- Business owners and customers
- Fly tipping, rubbish dumping and people doing drugs
- Haringey Council/Homes for Haringey cars, vans and staff in our parking
- Households with multiple vehicles
- Lack of visitor parking and permits but visitors also take up too many spaces.
- Paying for a service we don't use
- Event day attendees at Tottenham Hotspur Stadium
- Pressure from non-residents trying to avoid paying for CPZ parking.
- Non-residents parking after 6.30pm, residents at work in the day can't park
- None, please leave it alone
- Not being able to park in an area where there is space
- Not enough disabled parking spaces
- Parents/teachers going to schools and nurseries.
- Parking on pavements, in front of garages, blocking access or across driveways
- Parking for residents only is the issue.
- People parking anywhere they like
- People parking in residents' drives without permission

People turn up and sit in car all day
Police and Taxi drivers parking on estates
Trade and delivery vehicles left parked overnight
Traveller and others park here

Question 9. Do you agree only those people who use estate parking should pay for it (i.e. by paying for permits) or should the costs continue to be subsidised from rent and service charges?

96 responders indicated an “other” response to question 8 with a range of comments and suggestions which are summarised below.

All residents benefit, even if they don't park, as their visitors can
Any parking controls will cost, and residents will pay for it.
Anyone who doesn't use the service should get a discount or not pay.
Ban cars and install bike sheds
Car park is part of the estate and does not need extra management
Continue as is, do not change the rules or the charges
Continue to subsidise parking management from rent
Council tax pays for services, parking should be free
How will you prevent those who don't contribute using the parking
Do not introduce any charges or subsidies
Do not turn the estate roads into public ones
Each household to have 1 free parking permit
Everyone should pay because everyone has visitors, family, services etc.
Free for residents
Free permits for residents but others should pay such as visitors and family
Freeholders have not paid into the above so why change things now
Haringey Council and police have neglected the estate
Haringey Council should CPZ profits to cover costs of estate parking
If a charge is introduced the permit should allow parking in other areas for shopping and visiting friends/family
If people don't use the service, they shouldn't subsidise it for others.
if there are changes for parking, reduce rent and service charges
It should be free for everyone
Many estate costs are shared, this should be no different
Only multicar households should pay for permits
Paying for parking will not stop ASB
Rent and Service charges pay for services, parking should be free
Road tax pays for the upkeep of the roads, parking should be free
Take away the parking restrictions
Taxes should cover the cost of all services
This is all about making money
If you buy a CPZ and an estate permits you get a discount
Use enforcement income to pay for parking management
Visitor permits should be paid for
We don't use estate parking we pay for a CPZ permit to park on the street.
We don't have a car, why should we have to pay

Question 11. Which groups of residents should not have to pay for parking, if charges are introduced?

202 responders indicated an “other” response to question 11 with a range of comments which are summarised as “No-one should have to pay”.

Section 5 – Equalities monitoring questions**Question 16. Does anyone in your household have a disability or long-term illness/condition?**

Yes	39%
No	56%
Not stated/Prefer not to say	4%

Question 17. How old are you?

Under 20	<1%
20-34	10%
34-49	29%
50-64	32%
65+	25%
Not stated/Prefer not to say	4%

Question 18. What is your sex?

Male	44%
Female	50%
Not stated/Prefer not to say	6%

Question 19. Does your gender differ from your birth sex?

Yes	1%
No	85%
Not stated/Prefer not to say	14%

Question 20. What is your sexual orientation?

Heterosexual	63%
Bi-Sexual	<1%
Gay	<1%
Lesbian	<1%
Not stated/Prefer not to say	35%

Question 21. What is your Religion?

Buddhist	0.5%
Christian	32%
Hindhu	0%
Jewish	0%
Muslim	9%
Rastafarian	1%
No religion	27%
Don't know	3%
Not stated/Prefer not to say	21%
Other	7%

Question 21. What is your Ethnicity or Ethnic group?

Asian/ Asian British	6%
Black/ Black British	21%
Chinese	2%
Mixed heritage	2%
White British	27%
White Other	18%
Other	1%
Not stated/Prefer not to say	23%

Resident Questions

Q1. Does the Board agree that they should reject any charging for estate parking permits given that residents rejected this option in the recent consultation?

- A. Homes for Haringey, including the Board, can make a proposal to Haringey Council's Cabinet. It is not in our power to set Council policy. As outlined below our current proposal is for each Household to receive one free permit for any vehicle that is at or below the average emissions threshold.

In developing the proposals, Homes for Haringey and Haringey Council have been mindful of the responses received to last year's consultation on the future of estate parking. When asked to consider the issue of financing estate parking management fairly, 36% of respondents indicated only those who use the service should pay for it with 40.6% stating the service should be subsidised from rent and service charges. In addition, 50.5% did not agree that permit charges should be introduced to improve estate parking management.

The proposal meets the request of residents to maintain some free to the end user permits whilst addressing the underlying issue of financing parking management fairly. It is a viable and deliverable solution which can be applied to all the various types of residents with a right to use estate parking. The offer is achievable and provides a scheme with the potential to self-finance both day to day running costs and, over the medium term, set up costs.

Alternative options were explored based on the outcome of the consultation including the following.

1. Introducing a service charge - Unfortunately, a service charge could not be levied on all potentially affected residents, including business tenants, freeholders, and sub-lessees. In addition, some agreements did not contain the clauses necessary to introduce a service charge of this type. Therefore, a service charge would not address the underlying issue of tenants unfairly subsidising services for other groups.
2. Introducing permit charges for some groups (i.e. Freeholders and Sub-Lessees) and subsidies for other groups (i.e. Tenants and Leaseholders) – This has been considered and deemed impractical. As detailed above, it may not be possible to introduce a service charge for all leaseholders, requiring different leaseholders to be charged in different ways. To prevent application fraud, manual document and ID checks would be required at both property and household level. The administrative costs of manually verifying every application could render any new scheme financially unviable.

Homes for Haringey Board member questions

Q2. Why does Homes for Haringey and Haringey Council propose to offer any free parking when most Councils/Housing Associations make a charge?

- A. Benchmarking indicates most boroughs that provide estate parking management do make some form of charge. Homes for Haringey and Haringey Council are seeking to improve estate parking management whilst ensuring the service is financed fairly, financially viable and contributes to tackling the Climate Emergency. The financial assessment indicates the proposals will meet those objectives and deliver value for residents.

Q3. Haringey Council are currently seeking approval to increase permit charges for CPZ permits despite receiving a negative response to a consultation on their proposal. The rationale is the need to reduce vehicles and carbon

emitting journeys to address the current climate emergency. Homes for Haringey also need to take action to address the climate emergency. Why aren't we proposing the same?

- A. The proposal is for each household to receive one free permit for any vehicle at or below the average emissions category. Any household with 2 or more vehicles will be charged on an emissions basis for the second and subsequent vehicles. Homes for Haringey and Haringey Council believe the proposal will tackle the climate emergency by encouraging households to consider both the number of vehicles and the emissions of each vehicle. The experience of introducing CPZs on the public highway suggests we can expect a 20-30% reduction in vehicles on estates when the new scheme is introduced.

Haringey Council has already benefited from the introduction of CPZs and is now seeking to make further reductions in both vehicles on the highway and carbon emitting journeys. Similarly, Homes for Haringey and Haringey Council are seeking to achieve improvements on estates with these proposals but reserve the right to propose further changes in the future, subject to impact assessment, if needed.

Q4. Will LBH Parking Services offer longer enforcement times including 24hours if required?

- A. As standard, LBH Parking Services can already offer longer enforcement times but longer enforcement times mean more visits and higher operating costs. However, there may be a need for short term exercises to address issues such as ASB and vehicles blocking emergency access routes. LBH Parking Services will consider their ability to offer targeted 24 hour enforcement on estate roads and car parks to ensure emergency access routes are maintained. In addition, where necessary the double yellow lines, yellow boxes and other controls that can be enforced 24hours a day will be considered on estate roads and car parks.

Q5. Why are we protecting residents over the state pension age from charges, financial analysis suggests they may be better off than some working age groups?

- A. The results of resident consultation indicated that they feel this group should be protected. However, this proposal will be assessed during the Equalities Impact Assessment required for the Cabinet report and adjusted, as necessary.

Additional response 20/11 – The proposal to offer residents over the state pension age one free permit per household regardless of emissions category of the vehicle was considered as part of the Equality Impact Assessment (EQIA). The EQIA identified that as a group resident of Social Housing who are over the state pension age have less disposable income than those in the general population and are more likely to be in financial distress. In addition, those over the state pension age are more likely to be on a fixed income with less ability to manage additional expenditure or to change their vehicle. Offering additional support to this group is in line with Council policy on other fees including library fines, gym charges etc.

Q6. As above for disabled/long term limiting illness?

- A. Whilst residents over the state pension age may "choose" to keep a vehicle a disabled blue badge holder is likely to "require" their vehicle and may require a specific vehicle with a higher emission level (i.e. a people carried with a tail lift). In addition, introducing a charge will place an additional financial burden on a group that is known to be under financial pressure already. It is for these

reasons that it has been deemed appropriate to offer this group additional protection against the potential for new charges to have a negative impact.

Q7. The range of permits on offer seems complex, can it be simplified?

- A. The range of options in the proposal are designed to meet the requirements and needs presented to us by residents and stakeholders but it may be possible to simplify the proposal.

Q8. Why are we charging for staff permits, including fleet vehicles?

- A. The proposal to introduce charges for fleet vehicles is designed to cover administrative costs and encourage services to review their vehicle requirements with a view to reducing carbon emitting vehicle journeys to estates. The proposal to introduce emissions based charges for all other staff permits is designed to reduce non-essential carbon emitting journeys to our estates. In addition, these proposals are designed to reduce the amount of staff vehicles parking on estates to ensure residents get the maximum benefit from available parking.



Homes for Haringey

Parking & Projects Team

48 Station Road

Wood Green

London

N22 7TY

30 August 2019

020 8489 5611

Mr & Mrs Example Tenants
1 The Block
1 The Street
London

Customer Care line:**E-mail address:** estate.parking@homesforharingey.org

Dear Mr & Mrs Example Tenants,

ESTATE PARKING CONSULTATION – REGARDING THE PARKING AT THE ESTATE AFFECTING 1 THE BLOCK, 1 THE STREET.

We are writing to you about proposals to change the way we manage parking on all estates to make it better and fairer for all residents, including you and your family.

You tell us that estate parking is important but the way we manage it can improve. We know the current parking controls aren't fair because your rent and service charges subsidise the running costs even if you don't use the parking. We believe only those people who use the service should fund the costs of managing parking.

In the future, we want parking to meet your needs, wherever possible, but we can't do that unless we know what is important to you and what you would like us to do. We are therefore consulting all residents on affected estates. For our secure tenants, this is a statutory consultation in accordance with section 105 of the Housing Act 1985. So please take a few minutes to fill in this consultation to tell us how we should manage parking on all estates in the future.

Our preferred option is to manage parking using the same powers as Controlled Parking Zones on public roads (called Traffic Management Orders). To find out why we need to change the way we manage estate parking and what we are proposing please see our Frequently Asked Questions section included in this pack.

To have your say, please fill out the attached consultation form and return it to us in the pre-paid self-addressed envelope by midnight on Friday 25 October 2019 to Freepost RTSY-CHLE-ERZA, Estate parking consultation, Homes for Haringey, 48 Station Road, Wood Green, London N22 7TY.

You can also complete this consultation online by midnight on Friday 25 October 2019 on our website at: www.homesforharingey.org/parkingconsultation.

Yours sincerely,

Sean McLaughlin
Sean McLaughlin

Managing Director

11111



Translation and interpreting services

This is an important letter about your home, from Homes for Haringey.
To get a free copy in your own language, please complete and return the form.

 Albanian

Kjo është një letër e rëndësishme mbi shtëpinë tuaj, nga Homes for Haringey. Për të marrë një kopje falas në gjuhën tuaj, ju lutem plotësoni dhe ktheni formularin.

 Arabic

هذه رسالة مهمة بشأن منزلك مرسله من قبل "مساكن هارينجيه". للحصول على نسخة مجانية بلغتك الأصلية، الرجاء أملء الاستمارة وارجعها.

 Bengali

এটা আপনার ঘরের ব্যাপারে হোমস ফর হ্যারিংজে-র কাছ থেকে একটা জরুরী চিঠি। এটা আপনার নিজের ভাষায় পেতে চাইলে, দয়া করে এই ফর্মটা ভর্তি করুন আর ফেরত পাঠান।

 Cantonese

這是來自夏靈基家園(Homes for Haringey) 的一封信關於你房屋的重要信函。若需一份使用你的母語擬寫的免費副本，請填寫並寄回本表格。

 French

Voici une lettre importante de "Homes for Haringey" concernant votre logement. Pour en obtenir un exemplaire gratuit dans votre langue, veuillez remplir et nous renvoyer le coupon.

 Greek

Η σημαντική αυτή επιστολή αφορά το σπίτι σας και είναι από τον οργανισμό «Homes for Haringey» (Κατοικίες για το Χάριγκεϋ). Αν θέλετε δωρεάν αντίγραφο στη δική σας γλώσσα, παρακαλούμε συμπληρώστε και επιστρέψτε τη φόρμα.

 Kurdish

Ev name girîng e û li ser mala we ya ku Homes for Haringey daye we ye. Ji bo kopîyeke wê bi zimanê we, ji kerema xwe formê tije bikin û bi şûn ve bişînin.

 Portuguese

Essa é uma carta importante sobre seu lar, de Homes for Haringey (Lares para Haringey). Para obter uma cópia gratuita em sua própria língua, por favor complete e retorne o formulário.

 Somali

Tani waa warqad muhiim ah oo ku saabsan guri-gaaga, taas oo ka socota Homes for Haringey. Si aad u hesho koobbi lacag la'aan ah oo luqaddaada ku qoran, fadlan buuxi oo soo celi foomka.

 Turkish

Bu, Homes for Haringey adlı kurumdan, evinize ilişkin önemli bir mektuptur. Kendi dilinizde ücretsiz bir kopyası için lütfen formu doldurup gönderiniz.

Please tell us if you would like a copy of this letter in another language that is not listed above or in any of the following formats, and send the form to the Freepost address below.

 In large print

 On CD-ROM

 On audio tape

 In Braille

 In another language

Which language? _____



Name: _____

Address: _____

Telephone: _____

Email: _____

Please return to: Freepost RTSY-CHLE-ERZA, Estate parking consultation, Homes for Haringey, 48 Station Road, Wood Green, London N22 7TY



Homes for Haringey uses recycled paper as part of its commitment to improving the environment.



ESTATE PARKING CONSULTATION 2019 - FREQUENTLY ASKED QUESTIONS

What is wrong with the current way of managing parking on our estates?

1. The scheme cannot pay for itself anymore, which means rents and service charges subsidise the costs even if you do not use the parking, which isn't fair.
2. The current parking controls are over 20 years old and can't deal with the problems on estates now, such as non-residents using all the parking.
3. The scheme is no longer effective because new legislation including the Protection of Freedoms Act 2012 prevents us from clamping or towing vehicles.
4. There are some changes in Government policy on how councils can manage parking arrangements on housing estate land.

Why are we consulting you?

We are consulting you because we plan to change the way we manage parking to make it better and fairer for all residents including you, your family and your visitors. In accordance with section 105 of the Housing Act 1985 we are required to consult all secure tenants and it is our policy to consult all affected residents before changing the way we make any changes affecting the management of our estates.

What do we want you to do?

We want you to tell us three things: how you think parking should be managed, what you think about our proposals and what else you would like us to consider.

What do we propose to do to improve the management of estate parking?

- The Government advises councils to control estate parking with the same powers used to manage Controlled Parking Zones (CPZs) on public roads.
- This would mean introducing Traffic Management Orders under the Road Traffic Regulation Act 1984 using Haringey Council's own in-house Parking Service.
- Managing parking in this way offers the powers required to improve enforcement, offer a range of parking control times, encourage the use of greener vehicles and promote alternative types of transport.
- It would allow us to ensure only the people who use the service contribute towards the costs of controlling estate parking, by charging for permits.
- We believe this is the best solution available and is our preferred option.

What other options are there for managing estate parking?

1. Keep the current Estate Controlled Parking Scheme. As explained above this scheme isn't effective and has to be subsidised from rent and service charges.
2. Remove all parking controls. Residents tell us that managing parking for their benefit is important, so we do not think removing all parking controls is what you want.
3. Turn all housing roads and car parks into public roads. This is an expensive option requiring Government approval and would still require CPZs to control parking.
4. Install automated controls (i.e. CCTV or barrier gates). This is a very expensive option which isn't always effective and one that is not suitable for all our estates.

Will visitors such as family, friends and carers still be able to park?

We currently offer visitor parking and have no plans to stop offering this service.

If we have to charge people for parking what will they have to pay?

Haringey Council and Homes for Haringey have not made any decision yet but if charges are introduced, it will be to cover the costs of managing parking. We will ensure that charges are as

low as possible and not more than the cost of parking on public roads with Controlled Parking Zones (CPZs).

What do we propose to do to improve parking for vulnerable residents?

Haringey Council and Homes for Haringey will ensure any new scheme prioritises parking for disabled residents as well as ensuring residents who are disabled or over the state pension age have access to free or subsidised parking.

Are there any other improvements and changes we would like to make?

Yes, we hope any new scheme will allow us to improve lots of things, including:

- Online and mobile applications for permits and visitor parking.
- A wider range of operating hours to cover the peak parking times.

Will we consult you before any changes are made to parking on your estate?

Yes, before we introduce any parking management schemes, we always consult residents on each estate to make sure controls are needed. We will also work with residents to introduce rules and operating times to manage the issues on each estate.

Can residents get involved with designing the estate parking management?

Yes, we want to create a resident parking panel to help us design the new estate parking management policy. If you are interested in being involved, please fill in the section at the end of the attached consultation form and we will contact you.

What will we do with what you tell us?

What you tell us now will be used to design the new estate parking management policy which Haringey Council's Cabinet will consider early in 2020.

What will we do with any personal information you provide? .

As a social landlord we try to tailor services to meet the needs of our residents to make sure no-one is disadvantaged. Therefore, we need to collect equalities information as part of this consultation. It will only be used when analysing the responses to this consultation and we only use information for the reason it was collected. No-one will be identified using the information they have provided. If you are not comfortable answering a question, please move onto the next one.

How can I have my say?

To have your say please fill out the attached consultation form and return it to us in the pre-paid self-addressed envelope to Freepost RTSY-CHLE-ERZA, Estate parking consultation, Homes for Haringey, 48 Station Road, Wood Green, London N22 7TY. You can also have your say online by completing this consultation on our website at:

www.homesforharingey.org/parkingconsultation. To ensure your views are considered please respond by no later than midnight on Friday 25 October 2019.

I have more questions, can I talk to someone?

Yes, you can contact our customer service team on 020 8489 5611 or email us at estate.parking@homesforharingey.org. We will also be attending every resident association meeting and resident event held before the consultation closing date. You can also find out more and have your say by attending one of our drop-in sessions:

- | | |
|--|--|
| 3:30-7:30pm Monday 23rd September | Project 2020, Off Road Hub, Kenneth Robbins House, Northumberland Park Gr, N17 0QA. |
| 3:30-7:30pm Wednesday 9th October | Civic Centre, High Rd, Wood Green N22 8LE. |
| 3:30-7:30pm Wednesday 16th October | Civic Centre, High Rd, Wood Green N22 8LE. |

ESTATE PARKING CONSULTATION 2019

11111

We plan to change the way we manage parking to make it better and fairer. The current parking controls aren't fair because rents and service charges subsidise running costs even if you don't use parking. We believe only those people who use the service should contribute towards the cost of managing parking. Our preferred option is to introduce controls using the same powers which manage Controlled Parking Zones on public roads (called Traffic Management Orders). We can't do that unless we know what you think and want us to do, so please help by taking a few minutes to fill in this consultation.

1. Do you feel that there is a problem with parking on your estate?

Yes

No

Don't know

2. Do you feel there is usually enough parking on your estates for residents and visitors?

Yes

No

Don't know

3. How well do you feel we manage the parking on your estate?

Very well

Well

Neither well nor badly

Badly

Very badly

4. Do you agree that we should try to improve the way we manage parking on your estate?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

5. What do you think would be the best way to manage estate parking going forward?

- Controlled Parking Zones like those used on public roads
- Keeping the current parking scheme considering the issues detailed above
- Remove all parking controls
- Turning estate roads and car parks into public roads
- Automated parking controls like CCTV and barrier gates
- Other (Please specify)

6. Please tell us who you think should be able to park on your estates?

- Residents and their household
- Visitors such as friends and family
- Carers such as medical professionals
- Other (Please specify)

7. Please tell us when you feel it is most important to manage parking on your estate?

Weekdays

Weekends

Evening/Nights

All the time

8. Please tell us which of the following parking problems affect your estate?

- Lack of parking spaces in the daytime
- Lack of parking spaces in the evening or at night
- Lack of parking spaces at the weekend
- Non-residents taking all the parking
- Businesses and their customers taking all the parking
- Households with multiple vehicles taking all the parking
- Delivery vans and trade vehicles left on estates
- Abandoned, dumped and unlicensed vehicles left on estates
- Other (Please specify)

9. Do you agree only those people who use estate parking should pay for it (i.e. by paying for permits) or should the costs continue to be subsidised from rent and service charges?

- Only those who use the service should pay the costs of managing parking
- The costs of managing parking should be subsidised from rent and service charges
- Don't know
- Other (Please specify)

10. Do you agree permit charges should be introduced to help improve parking management?

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

11. If charges are introduced, which groups of residents should not have to pay for parking?

Residents with disabilities or long-term illness and conditions

Old aged pensioners

Everyone should have to pay if they want to use the parking

Other (Please specify)

12. Including you, how many people usually live in your home?

13. How many vehicles do you and your household own or use regularly?

14. Please use this space to make additional comments or suggestions?

15. If you would be interested in being more involved in improving estate parking, possibly as part of a resident parking panel, please give us your name and contact details below?

16. Does anyone in your household have a disability or long-term illness/condition?

Yes No Don't know Prefer not to say

17. How old are you?

Under 20 20-34 35-49 50-64 65 or over

18. What is your sex?

Male Female Prefer not to say

19. Does your gender differ from your birth sex?

Yes No Don't know Prefer not to say

20. What is your sexual orientation?

Heterosexual Bi-Sexual Gay Lesbian Prefer not to say

21. What is your Religion?

Buddhist Christian Hindu Jewish Muslim Rastafarian

No Religion Don't know Other (Please specify)

22. What is your Ethnicity or Ethnic group?

Asian Asian British Black African Black British Black Caribbean Chinese

Mixed White & Black African Mixed White & Black Caribbean Mixed White & Asian

White British White Other Other (Please specify)

Thank you for taking the time to respond to this consultation. Please return it to us by Midnight on Friday 25 October 2019 using the enclosed pre-paid envelope to Freepost RTSY-CHLE-ERZA, Estate parking consultation, Homes for Haringey, 48 Station Road, Wood Green, London N22 7TY

APPENDIX B - PUBLICITY POSTER PLACED ON ESTATE NOTICE BOARDS

HAVE YOUR SAY ON THE FUTURE OF ESTATE PARKING

Homes for Haringey plans to change the way we manage parking to make it better for residents.

Respond to our consultation to ensure your views are heard at www.homesforharingey.org/parkingconsultation or come to one of our drop-in sessions (3.30-7.30pm) to find out more about our proposals and why we need to make changes:

- » **Monday 23 September** - Project 2020, Off Road Hub, Kenneth Robbins House, Northumberland Grove, N17 0QA
- » **Wednesday 9 October** - Civic Centre, High Road, Wood Green N22 8LE
- » **Wednesday 16 October** - Civic Centre, High Road, Wood Green N22 8LE

Tell us your
views by
midnight on
Friday 25
October 2019



Homes for Haringey



HAVE YOUR SAY ON THE FUTURE OF ESTATE PARKING

Homes for Haringey plans to change the way we manage parking to make it better for residents.

We are offering all residents the chance to work with us to develop the new parking scheme. Come to one of our resident parking workshops to help us create a new estate parking scheme that meets your needs

You can find out more at see the results of the consultation at www.homesforharingey.org/parkingconsultation

Workshop Dates

Saturday	22/02/2020	10am -2pm
Saturday	29/02/2020	11am - 3pm
Saturday	07/03/2020	10am -2pm
Saturday	21/03/2020	10am -2pm
Saturday	28/03/2020	11am - 3pm
Saturday	04/04/2020	10am -2pm
Saturday	11/04/2020	11am - 3pm

All the workshops will be held at:

Milton Road Community Centre Milton Road
Duckett's Green
Tottenham
London N15 3DS



Homes for Haringey



HAVE YOUR SAY ON THE FUTURE OF ESTATE PARKING

Homes for Haringey plans to change the way we manage parking to make it better for you.

Last year we consulted with you to find out how we could improve estate parking. Earlier this year we held workshops so our residents could help us develop proposals for a new estate parking scheme based on that consultation. We are now offering you the chance to attend a workshop to review the proposals before they are submitted for approval in November.

To find out more about our plans please visit
www.homesforharingey.org/parkingconsultation

Workshop Dates

Wednesday 16 September 2020 6pm – 8pm
Thursday 17 September 2020 6pm – 8pm

All the workshops will be held online.

To register to attend please email
estate.parking@homesforharingey.org or
call 0208 489 3539 no later than
5pm Friday 11 September 2020.

Once you have registered to attend,
you will be sent joining instructions



Homes for Haringey



Appendix D – Summary delivery plan and high level risk register

Table 1. New estate parking management scheme summary roadmap 2020-22

1. Policy approval	Q3 2020/21
2. Surveys and Site Mapping	Q4 2020/21
3. Service Design, cost, and SLA	Q4 2020/21
4. Procedure and Systems phase 1	Q1 2021/22
5. Pilot sites identified	Q1 2021/22
6. TMO Stage 1 consultation approval	Q1 2021/22
7. Briefing and Training	Q1 2021/22
8. Procedure and Systems phase 2	Q1 2021/22
9. TMO Stage 2 consultation approval	Q2 2021/22
10. TMO notices approval	Q2 2021/22
11. Site Work (Signage, Line Marking etc.)	Q2 2021/22
12. Information and Notice	Q2 2021/22
13. Pilot sites launched	Q3 2021/22
14. Pilot site review	Q3 2021/22
15. Process review	Q3 2021/22
16. Roll out plan approved	Q3 2021/22
17. Roll out	Q3 2021/22 – Q4 2022/23

Table 2. Summary of the current high-level risk register

1. IT systems will not be able to support the recommended changes	– Impact High Probability Medium
2. Resources are not released or are withdrawn, due to competing demands	– Impact High Probability Medium
3. Implemented solutions will not deliver the expected business benefits	– Impact High Probability Medium
4. Legislative/regulatory changes affect policy	– Impact Medium Probability Medium
5. Budget restraints will render improvements undeliverable	– Impact High Probability Medium
6. Related projects delay implementation or don't deliver improvements affecting delivery	– Impact High Probability High
7. Organisational changes impact on service delivery	– Impact High Probability Medium
8. The performance of contractors affects ability to meet core targets	– Impact High Probability High
9. Annual leave/unplanned absence negatively impacts on delivery	– Impact Medium Probability Medium
10. Decision making bodies decline to approve request or support recommendations.	– Impact High Probability Medium
11. Consultation returns a negative response to proposals	– Impact Medium Probability High
12. Specialist resources are not available to undertake the work required	– Impact Medium Probability Low

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 protected 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	Council Housing Estate Parking changes
Service area	Homes for Haringey
Officer completing assessment	Gethin Segel
Equalities/ HR Advisor	Hugh Smith
Cabinet meeting date (if applicable)	8 th December 2020
Director/Assistant Director	David Joyce, Director of Housing, Regeneration & Planning

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*

A new estate parking management scheme based on powers provided to Local Authorities under the Road Traffic Regulation Act 1984 to be run by Haringey Council's own In-House Parking Service. The new scheme will amend the rules and charges associated with permissions to use the available parking on housing estates.

The proposals will affect anyone residing on a Haringey Council housing estate with an Estate Controlled Parking Scheme who wishes to make use of the available parking. The proposals will affect residents regardless of tenure, gender, age, disability, race, ethnicity, sexual orientation, religious belief, pregnancy, or marital status.

The proposals will be considered by Haringey Council's Cabinet in December.

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	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	Not applicable
Gender Reassignment	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	Not applicable
Age	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the	Not applicable

	wider population Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	
Disability	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	Not applicable
Race & Ethnicity	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	Not applicable
Sexual Orientation	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	Not applicable
Religion or Belief (or No Belief)	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	Not applicable
Pregnancy & Maternity	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	Not applicable
Marriage and Civil Partnership	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	Not applicable

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?

Explain how you will overcome this within the proposal.

Further information on how to do data analysis can be found in the guidance.

Access to Haringey Council housing is subject to an allocations policy governed by central legislation dictating the priority access to housing. As a result, certain groups are over-represented in the Homes for Haringey client base when compared with general wider population, this includes lone parents of working age, those with disabilities/long term limiting conditions and old age pensioners. The details of the client base are summarised below.

Sex – Females are over-represented in the Tenancy client base in comparison with the general population of both Haringey and London in general (64% of Tenants versus 50% in the general population). Due to the allocation of social housing this includes the female client base of Homes for Haringey includes a significant number of lone single parents of working age.

Gender reassignment – Homes for Haringey and Haringey Council do not hold accurate records of gender reassignment within either the general population or the Tenancy client base.

Age – A number of age groups are over-represented in the Tenancy client base in comparison with the general population of both Haringey and London in general. These include those over the state pension (27% of Tenants versus 8% in the general population) and those of working age (71% vs 63%).

Disability - The number of tenants presenting as having a disability or condition that limits their daily activities is slightly higher than the wider population of Haringey and London (17% vs 14%).

Race & Ethnicity – Both White British and White other are under-represented in the tenant population in comparison with the wider population of Haringey (39% vs 60%). This is reflected in the BAME tenant population with Asian, Asian British and Mixed Heritage groups all over-represented in the tenant population in comparison with the wider population. However, those of Black and Black British ethnicity are the largest tenant client group representing almost twice the level as in the wider population (34% vs 18%).

Sexual Orientation – Homes for Haringey and Haringey Council do not hold data on the sexual orientation of Tenants. During the consultation, 63% of respondents indicated they were Heterosexual versus 35% not responding. Less than 1% indicated they were Bi-Sexual, Gay or Lesbian respectively which is below the London population of 3%.

Religion – Homes for Haringey and Haringey Council do not hold data on the religion of Tenants. During the consultation, respondents indicated the following: 32% Christian (Versus 45% in Haringey), 27% No religion (25%) and 9% Muslim (14%). With a further

24% indicating they did not know or would prefer not to say, versus 9% of the wider population of Haringey.

Pregnancy & Maternity - Homes for Haringey and Haringey Council do not hold data on the pregnancy and/or maternity status of Tenants.

Marriage & Civil Partnership - Homes for Haringey and Haringey Council do not hold data on the marriage and/or civil partnership status of Tenants. Data on the wider population of Haringey indicates a higher proportion of couples in a registered same sex civil partnership than England and London. 0.6% (or 1,191 residents), compared to 0.2% for England and 0.4% for London

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

The proposals have been subject to formal Statutory consultation compliant with S105 of the Housing Act 1985 for all secure tenants. In addition, all other estate residents with the right to use estate parking with a current estate controlled parking scheme were formally consulted. Over 12500 households received the consultation documents with 1287 valid responses received. Consultation documents were provided both online and in paper format in a variety of formats including major languages, braille, large print and easy word and pictures.

Formal consultation was supported by engagement events during the consultation period and a series of resident parking workshops subsequent to the consultation exercise. Over 50 residents and stakeholders attended the events. Translation and interpretation services were offered at engagement events.

If Cabinet approve the new estate parking scheme, implementation on individual estates will be subject to a two stage consultation process supported by engagement. These consultation and engagement exercises will be supported with the same format, translation and interpretation offer as the exercises described above to ensure equal access.

With all formal consultation Haringey Council and Homes for Haringey are required to take account of the views of respondents, amending and mitigating proposals wherever possible.

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?

Please refer to separate document for details of the consultation and engagement exercise undertaken - Appendix C Estate Parking Review - Consultation and Engagement.

Resident responses to the consultation are summarised as follows:-

- There is a problem with parking on estates and not enough parking spaces.
- We do not manage parking well and the current scheme is ineffective
- We should improve parking management, but opinions varied on the best solution with majority support for keeping the current scheme despite the issues.
- Opinions were split regard financing parking management between subsidies from rent/service charges and charging those who use the parking.
- There was not support for charging directly for permits but if charges or subsidies are introduced, Old Aged Pensioner and Disabled residents should be protected.
- Parking should be for the benefit of residents, their visitors, and any service providers, we should not seek to rent spaces privately.
- A wider range of enforcement times and controls is required.
- Results indicated that older respondents felt that parking should be managed during weekdays whilst working age respondents indicated a preference of parking to be controlled evenings, overnight and at weekends.

Resident engagement workshops revealed the following:-

- Support for the current scheme was caused by concerns a new one would lead to the same permit charges as Controlled parking zones.
- The possible financial impact on residents is a significant issue which any scheme should be designed to mitigate.
- Any new scheme must tackle permit tampering, non-residents/businesses parking, abandoned vehicles, and car parks being used for ASB/crime
- Offer online access to permits and visitor parking.
- Encourage households with multiple vehicles to consider the needs of others
- Promote greener travel by offering bicycle parking and electric car charging.
- We need to offer designated parking for disabled residents and motorbike users.
- A wider range of enforcement times is needed to cover peak usage periods.
- Pilot the proposals to ensure that they operate correctly.
- Do not rely on this new scheme, use wider enforcement powers to combat Anti-Social Behaviour (ASB).
- Ensure residents are consulted before the new scheme is introduced.
- Ensure charges for any permits are reduced or removed wherever possible.
- Promote greener travel by offering bicycle parking and electric car charging.
- We need to offer designated parking for disabled residents and motorbike users.
- A wider range of enforcement times is needed to cover peak usage periods.

The views and concerns of residents presented either during the consultation or subsequent engagement have been reflected in the proposals wherever possible. Where it has not been possible to meet the specific requirements of resident's proposals have been adjusted to mitigate any negative impacts.

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 EqlA guidance

- All residents of estates with a controlled parking scheme who wish to use the parking will be equally affected by the proposals.
- Tenants who do not reside on an estate with controlled parking schemes will no longer subsidise the scheme.
- Specific measures are included to ensure potential financial impact are mitigated on households which include a member who is either an OAP, disabled, suffering from a long term limiting illness/condition or have a requirement for carers.
- The ability to offer designated parking spaces will improve parking offer for residents who are disabled or suffering from a long term limiting illness/condition and meet the criteria for a disabled parking bay.

Sex

Homes for Haringey’s Tenant client group is governed by legislation and policy controlling access to social housing. As a result, in comparison with the general population of Haringey, women are overrepresented in the Tenant client group. Data on the wider population suggests that Leaseholders, Private Renters and Freeholders residing on Homes for Haringey managed estates have a similar gender representation to the wider population.

The new scheme will apply to all residents who have a right to use the available parking on estates regardless of tenure. Therefore, it is anticipated that the proposal will not have a disproportionate impact on the service users in this protected characteristic.

The new scheme will address an unfair contribution currently being made from Rent paid by tenants who do not reside on a Homes for Haringey managed estate. The proposals are designed to ensure better management of parking for the benefit of all estate residents at a lower cost than offered to the general population using parking in Controlled parking zones. As women are over-represented in the tenant client group the proposals will address a negative impact on women tenants who do not reside on an estate with a controlled parking scheme. To ensure lone parents on low incomes who reside on an estate with a controlled parking scheme are not negatively impacted the proposals provide for each household to apply for one free permit provided the vehicle is at or below the average emissions threshold (this should ensure 60% of vehicles are eligible for a free permit).

Positive	x	Negative		Neutral impact		Unknown Impact	
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Gender Reassignment

We do not hold data on the number of people who are seeking, receiving, or have received gender reassignment surgery, and there is not national data collected for this protected characteristic. The Equality and Human Rights Commission estimate that there is between 300,000 and 500,000 transgender people in the UK .

At this stage, we do not have any data to suggest that this group would be any more or less likely than the rest of the general population or Homes for Haringey customer base to be affected by the proposal. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic.

Positive		Negative		Neutral impact		Unknown Impact	x
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Age

Haringey has a relatively young population with a quarter of the population under the age of 20, and 91% of the population aged under 65 (89% London and 83% England). 38% of the borough’s population is aged 25-39 higher than the London. The Borough has a higher proportion of young adults and a smaller proportion of older people than in the rest of London. There are more children living in the East of our borough than in the west.

Homes for Haringey do not hold data on the characteristics of private renters, leaseholders, and Freeholders of properties and/or garages. At this stage, we do not have any data to suggest that young people would be any more or less likely than the rest of the population to be affected by the proposal. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic.

All estate residents who are over the state pension age will be eligible to receive one free permit regardless of the emissions category of their vehicle. The offer to Estate residents who are over the state pension age is made in recognition of the fixed nature of their income making it harder for this group to manage new expenditure or purchase new items to comply with changing guidelines. In addition, residents of social housing who are over the state pension age are identified as a group with more financial difficulty in comparison with the general population. The offer is consistent with charging policies applied by other services including gyms, leisure facilities and libraries.

Estate residents of any age will be eligible to receive one free permit per household provided the vehicle is below the average emissions level.

The proposals reflect the results of the consultation where older respondents indicated a preference for parking to be managed during weekdays whilst working age respondents indicated a preference of parking to be controlled evenings, overnight and at weekends. Standard Operational hours are provided within the policy along with a commitment to consult local estates on the specific operating hours of their scheme and adjust them accordingly.

Positive	x	Negative		Neutral impact		Unknown Impact	
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Disability

Homes for Haringey’s client group is governed by legislation and policy controlling access to social housing. As a result, in comparison with the general population of Haringey, individuals with disabilities are overrepresented in the client group.

Individuals who are either disabled or suffering from a long term limiting illness/condition will benefit from a measure designed to mitigate any negative financial impacts including access to one free permit regardless of the emissions category of their vehicle.

The proposals contain measures to assist those who require formal and informal care support to access permits for their carers at preferential rates, equivalent to the administrative cost of process an application.

Any estate resident with a disability or suffering from a long term limiting illness/condition which effects their mobility can apply for a general use parking bay to be converted to a disabled one where there is insufficient available for their use. Individual users will be able to apply for a designated disabled parking bay for their exclusive use on the same criteria as Haringey Council apply to Disabled parking bays on the Highway. In addition, where an estate has 10 parking spaces or more both organisations will seek to designate a minimum of 10% as disabled parking bays, including any designated bays.

Positive	x	Negative		Neutral impact		Unknown Impact	
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Race and Ethnicity

Homes for Haringey do not hold data on the characteristics of private renters and freeholders. At this stage, we do not have any data to suggest that BAME individuals or groups would be any more or less likely than the rest of the population to be affected by the proposal. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic.

Homes for Haringey’s client group is governed by legislation and policy controlling access to social housing. As a result, in comparison with the general population of Haringey, BAME individuals are overrepresented in the client group. At this stage, although BAME groups are overrepresented in the client group there is no evidence to suggest they would be disadvantaged by the proposals. The proposals are designed to ensure better management of parking for the benefit of all estate residents at a lower cost than offered to the general population using parking in Controlled parking zones. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic.

Positive		Negative		Neutral impact	x	Unknown Impact	
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Sexual Orientation

We do not hold ward or borough level data on sexual orientation, and it is not collected nationally through the census. However, the ONS estimates that 3.7% of Haringey’s population is lesbian, gay, or bisexual (LGB), which is the 15th largest LGB community in the country¹.

At this stage, we do not have any data to suggest that this group would be any more or less likely than the rest of the population to be affected by the proposal. The proposals are designed to ensure better management of parking for the benefit of all estate residents at a lower cost than offered to the general population using parking in Controlled parking zones. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic.

1

<https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/articles/subnationalsexualidentityestimates/uk2013to2015#introduction>

Positive		Negative		Neutral impact		Unknown Impact	x
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Religion or Belief

Haringey is one of the most religiously diverse places in the UK. The most common religion was Christianity, accounting for 45% of residents, less than London (48.4%) and less than England (59.4%). The next most common religions were Muslim (14.3%) – higher than London (12.3%) - and Jewish (3%). Haringey had a lower percentage of residents who were Hindu (1.8%) and Sikh (0.3%) than London (5.0% and 1.5%, respectively). A quarter of Haringey residents stated that they did not have a religion, higher than London (20.7%).

We do not have local data regarding the representation of this protected group among private renters and freeholders. At this stage, we do not have any data to suggest that individuals from minority religious groups would be any more or less likely than the rest of the population to be affected by the proposal. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic.

Positive		Negative		Neutral impact		Unknown Impact	x
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Pregnancy and Maternity

The number of children born to Haringey residents has been increasing year on year since 2002 in line with the London and England trend. The birth rate (births per 1000 of the population) in Haringey has been consistently higher than London in this period until 2008 and is now level with London. In 2012 there were 4,209 births in Haringey.

Homes for Haringey do not hold data on the characteristics of private renters and freeholders. At this stage, we do not have any data to suggest that pregnant women or those with young children would be any more or less likely than the rest of the population to be affected by the proposal. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic.

Positive		Negative		Neutral impact		Unknown Impact	x
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Marriage and Civil Partnership

We do not hold local data on the numbers of tenants or private renters who are married or in civil partnerships. Should it be established that there are any tenants or private renters in a civil partnership, it is anticipated that the proposal will not have a disproportionate impact on either people in marriages or in civil partnerships. As long as individuals are registered as members of the household, they will be eligible to apply for use of available parking on the same basis as any other household members regardless of Marital or civil partnership status.

Positive		Negative		Neutral impact	x	Unknown Impact	
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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?

The proposals are not going to result in any direct/indirect discrimination for any group that shares the relevant protected characteristics

The proposals are a step to meet the specific parking needs of relevant protected groups such as older people, disabled people and those with long term limiting illnesses/conditions.

It is not anticipated that the proposals will have an impact on good community relations

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. <u>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.</u>	Yes
Adjust the proposal: the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality. Clearly <u>set out below</u> 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
<i>Not applicable</i>			

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.

Not applicable

6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:

Permitting and permissions to park will be subject to annual review, including equalities impact screening.

7. Authorisation

EqlA approved by  Tracey Downie, Director of Housing Management, Homes for Haringey.	Date 12/11/2020
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8. Publication

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

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

Haringey Council Tenancy equalities profile

Gender

- Female = 10852 (64%)
- Male = 6079 (36%)
- Gender reassignment = unknown
- Gender neutral = unknown

Age

- 0-24 = 210 (1%)
- 25-34 = 1168 (7%)
- 35-44 = 2277 (13%)
- 45-54 = 4123 (24%)
- 55-64 = 4528 (27%)
- 65-80 = 3569 (21%)
- 81+ = 1074 (6%)
- Unknown = 123 (<1%)

Disability

- No = 4933 (29%)
- Yes = 2917 (17%)
- Unknown = 9222 (54%)

Ethnicity

- Asian/Asian British = 844 (5%)
- Black/Black British = 5791 (34%)
- Chinese = 81 (<1%)
- Mixed Heritage = 228 (1%)
- White British = 3031 (18%)
- White Other = 3616 (21%)
- Other = 1257 (7%)
- Unknown = 2224 (13%)

Financial inclusion

- Currently in receipt of full or partial Housing benefit = 7361 (43%)
- Currently in receipt of Universal Credit = 2795 (16%)
- Not in receipt of a state benefit (excluding state pension) = 4434 (26%)
- Unknown = 2482 (14%)

Appendix F List of estates and blocks covered by the current Estate Controlled Parking Scheme.

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
1	18	Albert Close	Albert Close	N22	Alexandra
1	6	Charter Court	Charter Court	N22	Alexandra
1	20	Barnes Court	Barnes Court	N22	Bounds Green
83	84	Trinity Road	Barnes Court	N22	Bounds Green
1	26	Basil Spence House	Basil Spence House/Joyce Butler House	N22	Bounds Green
1	26	Joyce Butler House	Basil Spence House/Joyce Butler House	N22	Bounds Green
N/A		Bounds Green Court	Bounds Green Court	N22	Bounds Green
68	70E	Clarence Rd No.9	Clarence Road (sheltered)	N22	Bounds Green
39	41	Clarence Road (Odds only)	Clarence Road (sheltered)	N22	Bounds Green
1	18	Clarence Road No.43	Clarence Road (sheltered)	N22	Bounds Green
1	85	John Keats House	Commerce Road	N22	Bounds Green
5	59	Nightingale Road(odds only)	Commerce Road	N22	Bounds Green
1	85	Thomas Hardy House	Commerce Road	N22	Bounds Green
1	60	Commerce Road	Commerce Road (Commercial spaces)	N22	Bounds Green
1	24	Grasmere Court	Grasmere Court	N22	Bounds Green
1	85	Finsbury House	Partridge Way	N22	Bounds Green
1	85	Newbury House	Partridge Way	N22	Bounds Green
2	70	Partridge Way (Evens only)	Partridge Way	N22	Bounds Green
1	12	Portree Close	Portree Close	N22	Bounds Green
1	18	Park Court	Tredegar Road	N11	Bounds Green
1	44	Tredegar Road	Tredegar Road	N11	Bounds Green
1	25	Howfield Place	Howfield / Steeles / St Loys	N17	Bruce Grove
51	73	St Loys Road (Odds)	Howfield / Steeles / St Loys	N17	Bruce Grove
5	19	Steeles Road (Odds only)	Howfield / Steeles / St Loys	N17	Bruce Grove
1	186	Millicent Fawcett Court	Millicent Fawcett Court	N17	Bruce Grove
N/A		St Margarets Road	St Margarets Rd	N15	Bruce Grove
1	19	Colwick Close	Colwick Close	N6	Crouch End
1	19	Colwick Close	Colwick Close	N6	Crouch End

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
127A	127C	Hornsey Lane	Colwick Close	N6	Crouch End
129	129	Hornsey Lane	Colwick Close	N6	Crouch End
127A	133C	Hornsey Lane	Colwick Close	N6	Crouch End
1	37	Garton House	Garton House	N6	Crouch End
61	87A	Park Road (Odds only)	Park Road	N8	Crouch End
1	42	Tudor Close	Tudor Close	N6	Highgate
2	152	Birkbeck Road (Evens only)	Birkbeck Road	N8	Hornsey
1	32	Grove House Road	Grove House Road	N8	Hornsey
51	119	Lightfoot Road (Odds only)	Lightfoot Road	N8	Hornsey
1	38	Mildura Court	Mildura Court	N8	Hornsey
1	24	Miles Road	Miles Road	N8	Hornsey
1	14	Moselle Close	Moselle Close	N8	Hornsey
42	86	Newland Road	Newland Road	N8	Hornsey
1	47	Stokley Court	Stokley Court (sheltered)	N8	Hornsey
1	17	Beattock Rise	Beattock Rise	N10	Muswell Hill
1	44	Cranley Dene Court	Cranley Dene Court (sheltered)	N10	Muswell Hill
1	26	Kelland Close	Kelland Close	N8	Muswell Hill
9	37	New Road	New Road	N8	Muswell Hill
1	20	Alfred Findley House	Alfred Findley House (sheltered)	N22	Noel Park
1	32	Coldham Court	Coldham Court	N22	Noel Park
1	11	Gardner Court	Gardiner Court	N22	Noel Park
1	34	Jack Barnett Way	Jack Barnett Way	N22	Noel Park
65	142	Jack Barnett Way	Mayes Road	N22	Noel Park
120	166	Parkland Road (Evens only)	Parkland Road 1	N22	Noel Park
20	108	Parkland Road	Parkland Road 2	N22	Noel Park
1	47	Pelham Road	Pelham Estate	N22	Noel Park
1	229	The Sandlings	The Sandlings	N22	Noel Park
681	703a	Lordship Lane N22, (odds only)	Vincent Square	N22	Noel Park
1	38	Vincent Square N22	Vincent Square	N22	Noel Park
1	6	Northumberland Park No.127	127 Northumberland Park	N17	Northumberland Park

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
42	62	Church Road	Church Road	N17	Northumberland Park
42	62	Church Road	Church Road	N17	Northumberland Park
1	22	Concord House	Concord House/ Coombes House	N17	Northumberland Park
2	29	Coombes House	Concord House/ Coombes House	N17	Northumberland Park
N/A		Bromley Rd Insight Haringey	Coombes House (sheltered)	N17	Northumberland Park
2	29	Coombes House	Coombes House (sheltered)	N17	Northumberland Park
28	84	Lindales, The	Cooperage Close/The Lindales	N17	Northumberland Park
1	19	Cooperage Close	Cooperage Close/The Lindales (sheltered)	N17	Northumberland Park
1	27	Lindales, The	Cooperage Close/The Lindales (sheltered)	N17	Northumberland Park
1	60	Fiske Court	Fiske Court	N17	Northumberland Park
11	166	Church Road	James Place/Church Road	N17	Northumberland Park
1	43	James Place	James Place/Church Road	N17	Northumberland Park
21	only	Jansons Road	Jansons Road/Philip Lane	N15	Northumberland Park
61	79	Phillip Lane (Odds only)	Jansons Road/Philip Lane	N15	Northumberland Park
1	7	Lancaster Close	Lancaster Close	N17	Northumberland Park
1	60	Charles House	Love Lane Estate	N17	Northumberland Park
1	60	Ermine House	Love Lane Estate	N17	Northumberland Park
3	89	Whitehall Street	Love Lane Estate	N17	Northumberland Park
1	60	Moselle House	Love Lane Estate	N17	Northumberland Park
2	28	Orchard Place	Love Lane Estate	N17	Northumberland Park
9	39	White Hart Lane (Odds only)	Love Lane Estate	N17	Northumberland Park
2	16	Alnwick House	Northumberland Park	N17	Northumberland Park
1	16	Bamburgh House	Northumberland Park	N17	Northumberland Park
1	16	Bellingham House	Northumberland Park	N17	Northumberland Park
1	97	Blaydon Close	Northumberland Park	N17	Northumberland Park
1	55	Charles Bradlaugh House	Northumberland Park	N17	Northumberland Park
1	16	Cheviot House	Northumberland Park	N17	Northumberland Park
1	16	Corbridge House	Northumberland Park	N17	Northumberland Park
1	73	Haynes Close	Northumberland Park	N17	Northumberland Park
1	128	Kenneth Robbins House	Northumberland Park	N17	Northumberland Park

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
1	34	Northumberland Grove	Northumberland Park	N17	Northumberland Park
129	234	Northumberland Park	Northumberland Park	N17	Northumberland Park
1	58	Robert Burns House	Northumberland Park	N17	Northumberland Park
1	42	Morpeth Walk	Northumberland Park	N17	Northumberland Park
1	94	Rothbury Walk	Northumberland Park	N17	Northumberland Park
1	255	Waverley Road	Northumberland Park	N17	Northumberland Park
1	14	Whittingham House	Northumberland Park	N17	Northumberland Park
1	56	Scotswood Walk	Scotswood Walk	N17	Northumberland Park
1	67	Altair Close	Stellar/Altair	N17	Northumberland Park
1	102	Stellar House	Stellar/Altair	N17	Northumberland Park
2	26	Gretton Road	Tenterden/Headcorn/Gretton	N17	Northumberland Park
1	35	Headcorn Road	Tenterden/Headcorn/Gretton	N17	Northumberland Park
8	92	Tenterden Road	Tenterden/Headcorn/Gretton	N17	Northumberland Park
1	19	Thornley Close	Thornley Close	N17	Northumberland Park
1	60	Trulock Court	Trulock Court	N17	Northumberland Park
13	17	Woodmead (garages)	Woodmead	N17	Northumberland Park
304	320	Hermitage Rd (Evens only)	304-320 Hermitage Rd	N15	Seven Sisters
1	60	Eckington House	Eckington House	N15	Seven Sisters
(21)34	56	Ermine Road	Ermine Road	N15	Seven Sisters
1	40	Bournes House	Frederick Messer Estate	N15	Seven Sisters
1	16	Canfield House	Frederick Messer Estate	N15	Seven Sisters
1	24	Hatchfield House	Frederick Messer Estate	N15	Seven Sisters
1	27	Henrietta House	Frederick Messer Estate	N15	Seven Sisters
1	133	Oatfield House	Frederick Messer Estate	N15	Seven Sisters
1	133	Twyford House	Frederick Messer Estate	N15	Seven Sisters
25	39	Grovelands Road (Odds only)	Grovelands Road	N15	Seven Sisters
1	60	Leabank View	Lemsford close/Leabank View	N15	Seven Sisters
1	34	Lemsford Close	Lemsford close/Leabank View	N15	Seven Sisters
1	24	Osman Close	Osman Close	N15	Seven Sisters
1	203	Plevna Crescent	Plevna Crescent	N15	Seven Sisters

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
		Sherboro Road	Sherboro Road	N15	Seven Sisters
1	24	Tewksbury Close	Tewkesbury Close	N15	Seven Sisters
2	240	Tiverton Road (evens only)	Tiverton Road	N15	Seven Sisters
N/A		Crescent, The	Westcott Close (sheltered)	N15	Seven Sisters
1	31	Eastbourne Road (Odds only)	Westcott Close (sheltered)	N15	Seven Sisters
2	24	St Ann's Road	Westcott Close (sheltered)	N15	Seven Sisters
26	26	St Ann's Road	Westcott Close (sheltered)	N15	Seven Sisters
41	85	The Crescent (Odds only)	Westcott Close (sheltered)	N15	Seven Sisters
1	24	Westcott Close	Westcott Close (sheltered)	N15	Seven Sisters
1	90	Albany Close	Albany Close	N15	St Anns
1	40	Appleby Close	Appleby Close	N15	St Anns
2	72	Penrith Road (Evens only)	Appleby Close	N15	St Anns
1	26	Caradon Way	Caradon Way	N15	St Anns
1	46	Chedworth House	Caradon Way	N15	St Anns
2	90	Culross Close	Culross Close	N15	St Anns
1	168	Edgecot Grove	Edgecot Grove	N15	St Anns
1	33	Gresley Close	Gresley Close	N15	St Anns
1	27	Hallam Road	Hallam Road	N15	St Anns
N/A		Helston Court	Helston Court	N22	St Anns
1	59	Culvert Rd (Odds only)	Victoria / Kerswell	N15	St Anns
2	50	Kerswell Close (evens only)	Victoria / Kerswell	N15	St Anns
1	35	Kerswell Close (Odds only)	Victoria / Kerswell	N15	St Anns
543	593	Seven Sisters Rd (Odds only)	Victoria / Kerswell	N15	St Anns
2	162	Victoria crescent (evens only)	Victoria / Kerswell	N15	St Anns
1	147	Chettle Court	Chettle Court	N8	Stroud Green
1	3	Connaught Lodge	Connaught Lodge Garage Forecourt	N4	Stroud Green
104	108	Lancaster Road (evens only)	Lancaster Road	N4	Stroud Green
86	102	Lancaster Road (evens only)	Lancaster Road	N4	Stroud Green
76	84	Lancaster Road (evens only)	Lancaster Road	N4	Stroud Green
1	30	Mount View Road	Mount View Road	N4	Stroud Green

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
6	10A	Mount View Road	Mount View Road	N4	Stroud Green
1	17	Norman Court	Norman Court	N4	Stroud Green
1	8	Fenstanton	Stroud Green Estate 1	N4	Stroud Green
1	24	Hutton Court	Stroud Green Estate 1	N4	Stroud Green
1	16	Lawson Court	Stroud Green Estate 1	N4	Stroud Green
1	16	Wiltshire Court	Stroud Green Estate 1	N4	Stroud Green
1	8	Wisbech	Stroud Green Estate 1	N4	Stroud Green
2	16	Brackenbury	Stroud Green Estate 2	N4	Stroud Green
1	16	Marquis Court	Stroud Green Estate 2	N4	Stroud Green
1	16	Nichols Close	Stroud Green Estate 2	N4	Stroud Green
1	24	Wall Court	Stroud Green Estate 2	N4	Stroud Green
95	97	Woodstock Road	Woodstock Road	N4	Stroud Green
1	6A	Ashmount Road	Ashmount Road (sheltered)	N15	Tottenham Green
1	50	Blenheim Rise	Blenheim Rise	N15	Tottenham Green
N/A		High Rd	Blenheim Rise	N15	Tottenham Green
62	156	Broad Lane (off Victoria Road)	Broad Lane	N15	Tottenham Green
1	36	Brunel Walk	Brunel Walk	N15	Tottenham Green
1	36	Brunel Walk	Brunel Walk	N15	Tottenham Green
12	28	Clyde Road (evens only)	Clyde Road	N15	Tottenham Green
1	48	Cordell House	Cordell House	N15	Tottenham Green
10	24	Walton Rd (evens only)	Cordell House	N15	Tottenham Green
46	50	Dorset Road (evens only)	Dorset Road	N15	Tottenham Green
31	45	Dorset Road (Odds only)	Dorset Road	N15	Tottenham Green
1	1H	Earlsmead Road	Earlsmead Road (sheltered)	N15	Tottenham Green
1A	1E	Grove Park Road	Grove Park Road	N15	Tottenham Green
130	160	High Cross Road (Evens only)	High Cross Road	N17	Tottenham Green
141	195	High Cross Road (Odds only)	High Cross Road	N17	Tottenham Green
107	119	High Cross Road (Odds only)	High Cross Road	N17	Tottenham Green
1	20	Lawrence Cl & Growland Rd	Lawrence Close	N15	Tottenham Green
1	64	Lomond Close	Lomond Close	N15	Tottenham Green

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
2	72	Markfield House (Evens only)	Markfield House	N15	Tottenham Green
1	16	Pagin House	Pagin House	N15	Tottenham Green
1	36	Portland Road	Portland Road	N15	Tottenham Green
32	32	West Green Road	West Green Road	N15	Tottenham Green
1	20	Redlands	Redlands	N15	Tottenham Green
1	111	Russell Road	Russell Road	N15	Tottenham Green
10	34	Colsterworth Road	Saltram Close	N15	Tottenham Green
1	84	Saltram Close	Saltram Close	N15	Tottenham Green
1	11	Antill Rd (Odds only)	Sophia / 1-11 Antill (odds)	N15	Tottenham Green
1	34	Sophia House (Sheltered)	Sophia / 1-11 Antill (odds)	N15	Tottenham Green
2	27	St Peters House	St Peters House	N15	Tottenham Green
1	20	Stainby Road	Stainby Road	N15	Tottenham Green
1	63	Stamford Close	Stamford Close	N15	Tottenham Green
641	641	Seven Sisters Road (Evens only)	Stonebridge Estate	N15	Tottenham Green
673	673	Seven Sisters Road (Evens only)	Stonebridge Estate	N15	Tottenham Green
778	818	Seven Sisters Road (Evens only)	Stonebridge Estate	N15	Tottenham Green
1	150	Stonebridge Road	Stonebridge Estate	N15	Tottenham Green
151	203	Stonebridge Road	Stonebridge Estate (sheltered)	N15	Tottenham Green
1	24	Talbot Close	Talbot Close (sheltered)	N15	Tottenham Green
1	10	Tenby Close	Tenby Close	N15	Tottenham Green
1	83	Turner Avenue	Turner Avenue	N15	Tottenham Green
1	11	Watts Close	Watts Close	N15	Tottenham Green
1	69	Arundel Court	Arundel Court	N17	Tottenham Hale
1	44	Ashdowne Court	Ashdowne Court	N17	Tottenham Hale
1	57	Baldwyne Court	Baldwyne Court	N17	Tottenham Hale
1	32	Chesnut Road	Chesnut Estate	N17	Tottenham Hale
1	72	Fairbanks Road	Chesnut Estate	N17	Tottenham Hale
1	140	Hamilton Close	Chesnut Estate	N17	Tottenham Hale
1	16	Reynardsons Court	Chesnut Estate	N17	Tottenham Hale
1	11	Rycroft Way	Chesnut Estate	N17	Tottenham Hale

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
1	80	Tamar Way	Chesnut Estate	N17	Tottenham Hale
1	27	Clements House	Clements House (sheltered)	N17	Tottenham Hale
1	113	Armadale Close	Ferry Lane	N17	Tottenham Hale
2	84	Erskine Crescent	Ferry Lane	N17	Tottenham Hale
2	6	Erskine Crescent (evens only)	Ferry Lane	N17	Tottenham Hale
85	179	Erskine Crescent	Ferry Lane	N17	Tottenham Hale
1	24	Gosport Walk	Ferry Lane	N17	Tottenham Hale
1	16	Jarrow Road	Ferry Lane	N17	Tottenham Hale
17	42	Jarrow Road	Ferry Lane	N17	Tottenham Hale
1	118	Kessock Close	Ferry Lane	N17	Tottenham Hale
1	16	Queensferry Walk	Ferry Lane	N17	Tottenham Hale
1	145	Reedham Close	Ferry Lane	N17	Tottenham Hale
147	223	Reedham Close (odds only)	Ferry Lane	N17	Tottenham Hale
1	22	Runcorn Close	Ferry Lane	N17	Tottenham Hale
1	10	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
17	20	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
29	65	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
77	79	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
100	101	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
114	137	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
11	16	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
21	28	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
66	76	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
80	99	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
102	113	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
86	117	Erskine Cres	Ferry lane garage forecourt permits	N17	Tottenham Hale
1	86	Reedham Close	Ferry lane garage forecourt permits	N17	Tottenham Hale
1	15	Lansdowne Road No.44	Lansdowne Road	N17	Tottenham Hale
N/A		Malvern & Dawlish Road	Malvern / Dawlish alleyway	N17	Tottenham Hale
103	161	Park View Road estate	Park View Road estate	N17	Tottenham Hale

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
113	189	Reed Road	Reed Road	N17	Tottenham Hale
14	24	St Mary's Close (evens only)	St Mary's Close	N17	Tottenham Hale
1	58	Whitbread Close	Whitbread Close	N17	Tottenham Hale
1A	11	Langham Road	1-11 Langham Road	N15	West Green
1	7	Langham Road	1-11 Langham Road	N15	West Green
N/A		Broadwater Farm	Broadwater Farm	N17	West Green
1	60	Ivatt Way	Ivatt Way	N17	West Green
1	20	Barker House	Milton Road/Willow Walk	N15	West Green
1	28	Ben Tillet House	Milton Road/Willow Walk	N15	West Green
1	18	Miller House	Milton Road/Willow Walk	N15	West Green
1	13	Willow Walk (Odds & evens)	Milton Road/Willow Walk	N15	West Green
1	61	Milton Road	Milton Road/Willow Walk	N15	West Green
52	82	Fenton Lodge	Fenton Lodge	N17	White Hart Lane
18a	56a	Great Cambridge Road	Great Cambridge Road	N17	White Hart Lane
23	31	Great Cambridge Road	Great Cambridge Road	N17	White Hart Lane
1	37	Larkspur Close	Larkspur Close	N17	White Hart Lane
N/A		Roseland Close	Roseland Close	N17	White Hart Lane
1	112	The Weymarks	The Weymarks	N17	White Hart Lane
1	60	Topham Square (access road)	Topham Square	N17	White Hart Lane
1	15	Albert Vittoria House	Albert Vittoria House	N22	Woodside
1	80	Bracknell Close	Bracknell Close	N22	Woodside
201	222	Bracknell Close	Bracknell Close	N22	Woodside
215	220	Bracknell Close	Bracknell Close	N22	Woodside
81	145	Bracknell Close	Bracknell Close (sheltered)	N22	Woodside
28	38	garage area	Granville Road	N22	Woodside
1	21	Irving Court	Irving Court	N22	Woodside
21	27	Kings Road	Kings Road	N22	Woodside
2	107	Pellatt Grove	Pellatt Grove	N22	Woodside
1	32	Sandra Close	Sandra Close	N22	Woodside
N/A		Williams Grove Garage Area	Williams Grove	N22	Woodside

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
1	85	Elizabeth Blackwell House	Winkfield Road (Progress Way)	N22	Woodside
1	85	George Lansbury House	Winkfield Road (Progress Way)	N22	Woodside
1	8	Robert Owen House	Winkfield Road (Progress Way)	N22	Woodside
66	94	White Hart Lane N22	Winkfield Road (Progress Way)	N22	Woodside
1	8	Winkfield Road No.55	Winkfield Road (Progress Way)	N22	Woodside

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Report for: Cabinet 16 January 2024

Title: Housing Annual Report 2022-23

Report

authorised by : David Joyce, Director Placemaking and Housing

Lead Officer: Jahedur Rahman, Operational Director of Housing Services and Building Safety

Ward(s) affected: All

Report for Key/

Non Key Decision: Non Key

1. Describe the issue under consideration

1.1 The Housing Annual Report for 2022-23 is the first produced by the Council since the service was brought back in house in June 2022.

1.2 The housing service has been through a period of significant change, and on a journey of improvement since it was insourced in June 2022. In January 2023, it self-referred to the Regulator of Social Housing and was found to be in breach of two parts of the Home Standard in March 2023. It has been subject to a Regulatory Notice since then which remains “live” till March 2024 or until full compliance is achieved. In April 2023 a Housing Improvement Plan was agreed by the Council to address and resolve the issues raised, and to grasp the opportunity to improve services for the benefit of our residents and tenants.

1.3 The Housing Annual report gives an overview of the Service’s performance between 2022 and 2023 in relation to the Regulator’s consumer standards for social housing: Home (‘providing good quality, decent homes’); Neighbourhood and Community (‘supporting neighbourhoods and communities’); Tenancy (‘providing good tenancy services’); and Tenant Involvement and Communities (involving and empowering residents). It notes achievements, indicates where progress has been made – and also where there is more work to be done.

2 Cabinet Member Introduction

2.1 Good quality, affordable and sustainable homes are essential for good quality, healthy, happy and secure lives. They are also key to our ability as a place to respond to broader challenges such as the cost of living crisis and sustainability. That’s why the standard of the 20,000 homes the council manages is so important.

2.2 The Annual Report for 2022-23 provides a retrospective view of our performance since we brought housing services back in house, and our progress against our

commitments to improve it. It describes our progress in respect of compliance with fire and electrical safety standards; the support we've provided to tenants through the cost of living crisis; and our involvement of residents in the key decisions along our improvement journey, which I am especially proud of.

- 2.3 At the same time, we still have significant challenges, and it is important that we are open and transparent about these. We know there is more to do to tackle our repairs backlog; damp and mould issues and boost tenant satisfaction and we are determined to improve in these areas in the coming year.

3 Recommendations

- 3.1 Cabinet notes and approves the Housing Annual Report 2022-23 attached as Appendix 1 so that it can be made available to tenants and leaseholders on the Council's website.

4 Reasons for decision

- 4.1 It is essential that the Council is transparent about the landlord services it provides to tenants and leaseholders; explains the work it is doing to improve its services; and how it is spending the money it receives from tenants' rents.

5 Alternative options considered

- 5.1 As a social landlord, we are obliged to produce an Annual Report by the Housing Regulator so an alternative option was not considered.

6 Background information

- 6.1 On 7 December 2021, Cabinet resolved that the Council's housing service which was then provided by Homes for Haringey ("HfH") should be brought back in-house and delegated authority to officers to deal with the detailed implementation process. It was agreed that the transfer would take place on 1 June 2022.
- 6.2 Following the findings of the external health check after the Council brought the service back in-house, the Council made a self-referral to the RSH in January 2023. The RSH responded in March 2023 to confirm that they had concluded that the Council had breached two parts of the Home Standard:
- Part 1.1 (a) of the Home Standard says that registered providers shall:
(a) ensure that tenants' homes meet the standard set out in section five of the Government's Decent Homes Guidance and continue to maintain their homes to at least this standard.
 - Part 1.2 (b) of the Home Standard says that registered providers shall:
(b) meet all applicable statutory requirements that provide for the health and safety of the occupants in their homes.
- 6.3 Since identifying the issues the Council has embarked on implementing a Housing Services Improvement Plan, agreed at Cabinet in April 2023. Since the

self-referral, the Operational Director of Housing Services and Building Safety and Director of Placemaking and Housing have been meeting on a monthly basis with the Regulator to monitor the Council's progress and provide the appropriate level of assurance that our improvement plans are on track. Additionally, our Chief Executive-chaired Housing Services Improvement Board, which includes representation from both Council administration and opposition councillors, provides additional levels of scrutiny and monitoring.

- 6.4 The Annual Report provides our tenants and leaseholders with an update on our performance in relation to the Regulator of Social Housing (RSH) standards (as outlined in paragraph 1.3). This includes the considerable progress we have made towards full compliance with safety standards; the measures we have put in place to tackle damp and mould and our repairs backlog; and the numbers of homes we have made decent (in support of the statutory decent homes standard). It gives examples of the work we have been doing to engage and support our communities through delivery of tenant surgeries, community events, our major regeneration schemes and the ways we've embedded resident engagement into delivery (in support of the Tenant Involvement and Communities standard). It also describes the support our tenancy management team has given throughout the cost of living crisis and the work we have underway to improve tenant satisfaction.
- 6.5 Our complaints handling data; statistical data on our performance; our tenant satisfaction data (which is low and needs improvement) are all set out in the Report, along with a breakdown of the ways we have allocated our budget over the year.

7.0 Regulator of Social Housing

- 7.1 The RSH is the government body tasked with overseeing the regulation of the social housing sector, regulating both local authority and housing association landlords, collectively known as Registered Providers (RPs). The RSH adopts an assurance-based co-regulation approach. This means that the local authority executive, usually the cabinet, in local authority landlords, or the board of the housing association are responsible for ensuring they comply with the regulatory standards set by RSH.
- 7.2 All registered providers of social housing (including Councils) are subject to the consumer standards and the RSH will intervene if these are breached and there is a significant risk of serious detriment to tenants or potential tenants.
- 7.3 The RSH expects the Council to have systems such as audit, risk management and performance monitoring in place that allow the early identification of problems and take effective action to resolve them.
- 7.4 Where appropriate the RSH expects providers to self-refer. The Council's approach has been to acknowledge failure and take responsibility for urgent improvement. The Council is working very closely with the RSH to achieve the necessary improvements.

8. Contribution to the Corporate Delivery Plan 2022-2024 High level Strategic outcomes’?

8.1 The Report describes the Housing Service’s contribution to Theme 5 of the Corporate Delivery Plan: Homes for the Future - our vision of a borough where everyone has a safe, sustainable, stable and affordable home.

9. Carbon and Climate Change

The housing service is contributing to the council’s net zero ambitions by improving the energy efficiency and sustainability of its existing stock, principally through its major works activities. We are also encouraging greening projects on its estates that improve biodiversity. Examples of these activities are noted in the report.

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

Finance

10.1 The Housing annual report is an update report on housing activities during the year. There is no direct financial implication arising from this report.

Procurement

10.2 Strategic Procurement notes the contents of this report and confirms there are no procurement related matters preventing Cabinet from approving the recommendation stated in paragraph 3 above.

Head of Legal & Governance

10.3 Head of Legal & Governance

10.3.1 The Head of Legal and Governance has been consulted in the drafting of this report and comments as follows:

10.3.2 The RSH has statutory responsibility for setting and enforcing housing standards in the social housing sector, including local authority housing.

10.3.3 As a registered provider of Social Housing, the Council is required to comply with the consumer standards set by the RSH, these include the Home Standard.

10.3.4 Section 198A of the Housing and Regeneration Act 2008 enables the RSH to use its regulatory and enforcement powers if a registered provider such as the council has failed to meet a consumer standard.

- 10.3.5 Following the Council's self-referral, the RSH issued a Regulatory Notice having been satisfied that the Council breached parts 1.1 and 1.2 of the Home Standard and that there was potential for serious detriment to Haringey's tenants.
- 10.3.6 The RSH has taken the co-regulation approach and is working with the Council as it seeks to remedy these breaches. It will need assurance that the Council is rectifying the issues identified. Where it is not satisfied, the RSH has a range of enforcement powers including imposing penalties, awarding compensation to tenants and (under s269A Housing and Regeneration Act 2008) censure of employees where there has been mismanagement.
- 10.3.7 The Housing Ombudsman has gained new powers under the Social Housing (Regulation) Act 2023 (not all of which is yet in force), allowing it to not only address individual complaints about housing services, but also to extend fairness and protection to residents and to make orders that are binding, rather than recommendations.
- 10.3.8 The Head of Legal and Governance (Monitoring Officer) confirms that there are no legal reasons preventing approval of the recommendations in this report.

Equality

- 10.5 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.
- 10.6 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 apply to the first part of the duty.
- 10.7 Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 10.8 This decision is not expected to have any direct positive or negative equality impact. It does, however, indirectly contribute to Haringey Council's housing improvement plan. Black people, disabled people, women and those from a low socioeconomic background are overrepresented in our social housing stock, so it is expected that this report will have an indirect positive impact on those who share protected characteristics.

11. Use of Appendices

Appendix 1 – Housing Annual Report 2022-23

12. Background Papers

7 December 2021 - Decision on the Council's proposal to bring Homes for Haringey (HfH) in-house – [link here](#)

7 July 2022 – Proposals for Resident Engagement and Participation following the Insourcing of Homes for Haringey – [link here](#)
– link here

18 April 2023 - Housing Services Improvement Plan and Compliance Assurance Statement – [link here](#)

HOUSING ANNUAL REPORT

2022 - 23



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FOREWORD

A safe, sustainable, stable and affordable home is essential for a good quality of life; the foundation for good health, wellbeing and financial stability.

Good quality homes also underpin Haringey's ability as a place to respond to the climate emergency, to the cost-of-living crisis, to tackling inequality and to build strong communities.

That's why the standard of the homes and housing services we provide to our 20,000 council tenants and leaseholders is so important to the council.

We brought our housing services back under the direct control of the council in 2022, knowing that we were falling short of the standards our residents deserved.

Following two independent reviews of our service we agreed a detailed Improvement Plan in April 2023, backed by £5million extra funding to ensure all our homes comply with safety and decent homes standards, and to improve the responsiveness of our services.

We are continuing to work closely and positively with the Housing Regulator and the Housing Ombudsman who are monitoring each stage of our journey.

We have significant challenges but, as this Annual Review shows, we are making progress. And I am especially proud that we have been able to involve residents in all the key decisions we've made along the way – in line with the Haringey Deal.

One of our key achievements is the development of a new engagement framework. This will ensure we continue to strengthen your voices and build your feedback into every aspect of our service, helping us meet the challenges of present – and provide the best possible homes for the future – together.

Sarah Williams

Cllr Sarah Williams
Cabinet Member for Housing Services,
Private Renters and Planning

WELCOME TO OUR ANNUAL RESIDENTS REPORT FOR 2022/23



It has been a year of great change and great challenge for the service as it has adjusted to being part of the council and has striven

to provide you with better homes and better services.

We are gradually seeing improvements. For example, we have made strides in making our homes safer over the past year; we are getting to grips with our repairs backlog and damp and mould issues across our homes.

We have also reorganised as a service since we came back under the management of the council: agreeing our improvement plan; putting the governance in place to ensure we are monitoring and delivering against our targets; building the capacity of our team and setting in place new training and processes to support our frontline teams and team culture.

The priorities we have set ourselves in response to the findings from the Housing Ombudsman include:

- dramatically improving our management of repairs, damp and mould – and we have invested £2.8million to expand our team so we can respond to you more quickly

- improving our data management so we can be more efficient
- updating our approach to safeguarding, vulnerable residents, and tackling unreasonable behaviour
- updating our complaints handling process and compensation policy for tenants as well as improving leaseholder complaints handling
- improving customer services, supporting systems and the use of new technology
- improving our resident engagement so that we can build long lasting solutions together

This report updates on these priorities and next steps. It also captures the work we have been doing to support our communities on the ground – particularly with the cost of living crisis.

Please read on to find out more about the changes we've been making and what we plan to do next – and please stay involved and shape our plans in the coming year.

Jahedur Rahman

Jahedur Rahman
Operational Director, Housing Service and Building Safety


HARINGEY HOUSING IN 2022/23 BY NUMBERS



£5M
additional investment in housing services agreed in April 2023



£2M
equivalent social value delivered through resident involvement




14,338
Carbon monoxide alarms installed

768 tenants supported with their Housing benefit claims, generating



£1,630,996
of payments

3,739




hours of volunteering organised



4,469
Electrical Safety Inspections completed


14
new repairs operatives recruited



55,000
repairs completed



250



survey responses received to Housing Improvement Plan

100%
fire risk assessments achieved



476
homes made decent



Major works carried out on
1436 homes



PROVIDING GOOD QUALITY, DECENT HOMES



INTRODUCTION

Every resident deserves a home that meets the highest possible standards: safe, warm and comfortable with well-maintained communal areas and facilities.

The external assessments we received in this area made difficult reading with only 70% of our homes meeting the benchmark 'Decent Home' standard. While our management of gas safety, lift safety, asbestos management and water safety was deemed 'fair' or 'good', we were issued a notice by the Housing Regulator to improve our management of fire and electrical safety.

OUR JOURNEY OF IMPROVEMENT

Our Housing Improvement Plan, which was agreed in April 2023, sets out to rectify these issues and we are meeting regularly with the Housing Regulator and Housing Ombudsman (the organisations set up by the

Government to regulate and monitor landlords' performance) to review progress.

Keeping residents safe is our top priority and since March we have:

- completed all **802 fire risk assessments**
- installed **14,338 carbon monoxide alarms**
All our properties have been compliant since April 2023
- completed **4,469 electrical safety inspections**
- completed over **16,000 smoke/heat detector installations/replacements**
- closed **4,407 fire risk actions** of the 8,378 reported to the regulator

Good progress is also being made on electrical safety. Now **77% of domestic properties have electrical installation condition reports** and we are on track to complete them all by December 2023.

OVERVIEW OF MAJOR WORKS

During 2022/23, planned investment works were carried out to 1,436 homes. We brought 476 homes up to the 'decent homes' standard, moving us towards our target of 100% of homes being made decent by 2028.



864 homes benefitted from internal works such as **new kitchens, bathrooms, electrics, smoke alarms and heating.**

We completed **44 kitchen** and **80 bathroom refurbishments** on the Broadwater Farm estate and more will follow in coming months. Watch the video to see what they look like!



432 homes benefitted from external works such as **new roofs, windows, front doors, and external and communal decorations.**

140 homes benefitted from a **mix of both internal and external works.**



Landscaping and playground works completed at Imperial Wharf

REDUCING OUR BACKLOG OF REPAIRS

We carry out **55,000 repairs** a year in response to residents' requests. We have taken on extra staff to increase our capacity and reduce the backlog of repairs that built up as a result of covid. We have also reviewed our logistics and will be speeding up our response to certain types of repair.

DAMP AND MOULD

The tragic death of Awaab Ishak in Rochdale in late 2022 rightly resulted in a renewed focus on damp and mould and the need to resolve outstanding issues.

In response to requests from the Regulator in late 2022 and in March 23, we carried an extensive review of our data to identify high priority (category 1) cases and have resolved to tackle them within three months. We have also put the following measures in place:

- a new damp and mould handling policy
- a dedicated hotline 020 8489 5611 and email address dampandmould@haringey.gov.uk and additional face to face surgeries to encourage reporting
- a new decant policy to support affected households
- improved training for frontline staff to enable them to spot problems when they go into residents' homes
- promotion of information and reporting options in our resident magazine, website and social channels
- improved joined up working with other council departments

NEXT STEPS

- recruit more operatives and suppliers to build capacity
- ongoing learning from complaints
- simplify our complaints process to make it as simple and accessible as possible
- bringing the additional 600 properties where we're on site back to standard

PERFORMANCE FIGURES

98% of emergency and out of office repairs completed to deadline

90% of repairs fixed right first time

83% satisfaction with last repair

SUPPORTING NEIGHBOURHOODS AND COMMUNITIES

As a landlord we're committed to building strong communities and ensuring that our neighbourhoods and communities are safe, clean and well maintained. This involves tackling anti-social behaviour, promoting wellbeing and ensuring shared spaces are well-maintained and environmentally friendly.



LOVE LANE ESTATE

This is the biggest regeneration programme in Haringey's history. It took a major step forward in March 2023 with work getting underway to deliver 500 council homes and a new beginning for the community in Tottenham.

Work began on the first 61 council homes, designed with and for existing residents on the Love Lane Estate, in an area west of the railway

line provisionally called Whitehall Mews.

It followed confirmation that the initial payment of £90m plus funding package secured from the GLA has been handed over to the council.

The redevelopment will deliver on residents' priorities for better facilities including a new park, public square, refurbished community hub and world-class library and learning centre, and bring £10m of funding for social and economic programmes for the community.

In September 2021, tenants and leaseholders at the Tottenham estate backed council plans for the estate, following the first-ever ballot of its kind in the borough. An extensive engagement exercise delivered a resident-led, placemaking set of proposals on which residents were asked to vote. The council's planning sub-committee granted planning permission for the redevelopment in July last year.

More than 3,500 jobs and 1,500 training opportunities will be created, and a council team assembled to ensure local people have the skills for the new jobs.

BROADWATER FARM



On Broadwater Farm, engagement work has continued about our masterplan for the estate, which will see £230million invested in next 5-7 years; demolition of 250 homes that will be replaced by 294 and over 800 existing homes made more energy efficient features.

Our regular surgeries on a range of issues including repairs, income, jobs and skills and ASB has proven very popular with residents and enabled us to provide a more joined up response to their needs.

Our new community garden at Debden Terrace has been a great success, bringing neighbours together to grow organic food .



NORTHUMBERLAND PARK COMMUNITY PLACEMAKING PLAN

Our team at the Neighbourhood Resource Centre have established regular surgeries and drop-in sessions for residents and provided



a single point of contact for repairs and for tenancy services in the area. Two new resident associations have been setup and a consultation carried out on building safety. Community safety walks have also been arranged to encourage well-being and tackle social isolation.

PERFORMANCE FIGURES

97% of estates had excellent or pass-rated internal areas

91% 91 % of estates had excellent or pass-rated external areas

89% 89% of estates had excellent or pass-rated green spaces

INVOLVING AND EMPOWERING RESIDENTS

We are very keen to involve residents in shaping our services and how we spend our money, in line with the Haringey Deal. We are very grateful to the residents who have contributed to our change programme and shaped our priorities over recent months. We are also delighted that just over 50 people have stepped forward to provide us with ongoing feedback as part of our new engagement structure.

THE ROLE OF THE RESIDENT SCRUTINY PANEL

A Resident Scrutiny Panel of 11 people advised on the needs of tenants, leaseholders, supported housing tenants and tenants' associations throughout the review of the housing service. They fed back on improvements to service delivery, opportunities to join up with other council services and to strengthen the residents' voice.

The Resident Scrutiny Panel was adopted by the Council's Cabinet as part of housing's engagement structure in July 2022 and continues to provide customer insight through service reviews, service specific surveys, mystery shopping and consultations.

It has since been renamed and is now known as Resident Advisory Panel (RAP). Between April 2022 and March 2023, the RAP provided a review on responsive and major works and mystery shopping for Estate Services and the Supported Housing Service using a mix of surveys, focus groups interviews, depth interviews and site visits.

Haringey Council supports and encourages change for its residents and the wider community. It's satisfying to be part of that change to make positive steps in order to make tangible differences ... All in all, resident volunteering gives a real sense of accomplishment and achievement.

THE ROLE OF THE CUSTOMER CORE GROUP

Over 2022/23, our Customer Core Group, has worked with senior colleagues on a range performance monitoring, policy development and service improvements. Areas they have covered include engagement, customer experienced, lettings standards, engagement around building safety, repairs, training and damp and mould.



Empowering and gaining knowledge are words that come to mind, when thinking about my years [I'm in my 30th year] as an involved resident. Having the opportunity to make a difference, not just by talking - but by actions.



The Group also supported a number of estate-wide communications initiatives and the rollout of High-speed Broadband.

TRAINING

During the period April 22 – March 23 we delivered nine training sessions for residents and attracted 97 participants.

THE BENEFITS OF RESIDENT INVOLVEMENT

Resident involvement over the last year generated over £2million in social value. Over the year our residents contributed 3739 hours through meetings, focus groups and community activities.

“I have done over fifteen training sessions with the resident engagement team. I have found the training sessions very educational ... Also, it has built a lot of confidence in me - you meet other people and add to your learning.” A resident

Resident Associations were also supported to access over £12,000 to support their activities by our team.

NEXT STEPS

In autumn 2023 we will be teaming up with community partners the Phoenix Project to deliver a bespoke, Chartered Institute of Housing-accredited training scheme for residents. It will introduce them to housing management and equip them to get more involved in shaping our services.



HARINGEY COMMUNITY FOODBIX

An example of social value in action is the Haringey Community Foodbox, which is run by our engagement team with support from volunteers. In the year ending March 2023, the service received £7,270 worth of donations, dealt with 496 referrals, distributed over £15,000-worth of food parcels and was supported by 106 hours of volunteering.

PERFORMANCE FIGURES

- 93%** of stage 1 complaints responded to in 10 working days
- 86%** of Freedom of Information requests responded to within 20 days
- 260** residents given employment and training advice

PROVIDING GOOD TENANCY SERVICES

Our tenancy team ensure tenants and leaseholders receive efficient, responsive and effective support services. They manage all aspects of the letting and rent collection process, monitor performance and complaints handling.

SUPPORTING RESIDENTS THROUGH THE COST OF LIVING

Our Financial Inclusion Team saw a spike in requests for help when the cost of living spiralled upwards in 2022. Examples of the ways they supported residents during this difficult time include:

- generating **£397,381 Housing Benefit** and **Universal Credit Housing** back payments in response to **1,763 referrals**
- completing **504 rent verifications** to enable Universal credit claimants to have their housing costs calculated and paid
- setting up **450 alternative payment** and **arrears** arrangements – equating to approximately **£409,000** - that enabled tenants to stay in their homes and avoid possession proceedings
- supporting **768 tenants** with their Housing benefit claims, generating payments of **£1,630,996** in form of reinstated payments, backdates and discretionary housing payments.
- holding money management workshops, surgeries and coffee mornings where we were able to provide **114 tenants with financial advice** and support.

In May 2022 we **challenged a claim** that had been previously incorrectly classed and closed, resulting in a back payment of nearly £20,000 to a resident's rent account. This cleared her of all arrears and put her account in credit.

In July 2022 we were able to secure a **backdated payment** of just over £9,500 for a vulnerable resident by working with the DWP to recalculate their Universal Credit housing costs.

In February 2023 we helped a tenant secure £810 grant to help with furniture after she had been rehoused. We also helped her to get her housing benefit reinstated at her new address and **cleared her arrears** on her old address.



Our finance team are here to help residents

COMPLAINTS PERFORMANCE

MANAGEMENT OF STAGE 1 COMPLAINTS IN 22/23

	Received	Answered	On time	% On time
Property services	1139	1064	1010	95%
Housing management	413	379	303	80%

STAGE 2 ESCALATIONS: 2022/23

Stage two complaint decisions made in the period (NB includes a small number of cases carried over from 2021/22)

	No of cases	% of total
Property services	179	64%
Housing management	60	22%
Upheld	102	41%
Part upheld	40	16%
Not upheld	82	33%
Review only	21	8%
Unable to reach a decision	6	2%
Total	251	100%

KEY STATISTICS

93% of day to day leaseholder charges collected

14% tenant rent and service charges currently in arrears

NEXT STEPS

We will continue to support residents with the cost of living and will be targeting advice to under occupiers who are affected by the Bedroom Tax.

Our Housing Improvement Plan sets our proposals for our Housing Service Resident Standard across all our areas of work. This includes our tenancy offer to residents and leaseholders and covers everything from the initial support we offer to new tenants to a commitment to carry out estate walkabouts and hold surgeries to improving our handling of anti-social behaviour and complaints.

See our Housing Improvement Plan for more detail by following the link at: www.haringey.gov.uk/housing/housing-strategies-policies-and-plans

TENANT SATISFACTION

We carried out a survey in November and December 2022 which included all the new tenancy management indicators to be introduced by the Ombudsman next year so we could understand our current position and use the results as a benchmark for improvement.

All tenants and leaseholders were offered the opportunity to complete the survey and a range of methods to gain feedback was used.

TENANTS

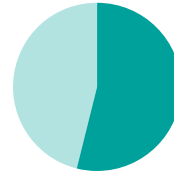


Highest levels of satisfaction for tenants include:



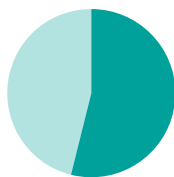
59%

Satisfaction that rent provides value for money



52%

Satisfaction with the overall quality of the home



54%

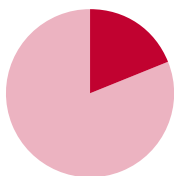
Satisfaction that communal areas are clean and well maintained



51%

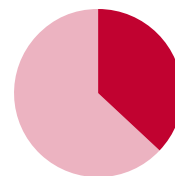
Satisfaction with the overall repairs service

Lowest levels of satisfaction for tenants include:



19%

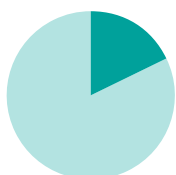
Satisfaction with the approach to handling complaints



37%

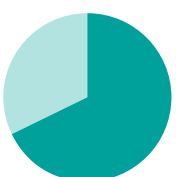
Satisfaction that the housing service listens to tenants views and acts upon them

LEASEHOLDERS



18%

of leaseholders are satisfied with the service provided by Haringey Council Housing Service



68%

are dissatisfied with the service provided by Haringey Council Housing Service

NEXT STEPS

- Workshops with residents to understand more feedback and develop key actions around the results to drive improvement by April 2024
- Development of action plan to drive up satisfaction.
- Feedback to Portfolio Member and Customer Core Group
- Development of Performance Framework for monthly monitoring and management of the performance indicators from April 2023.

HOW WE SPENT YOUR MONEY

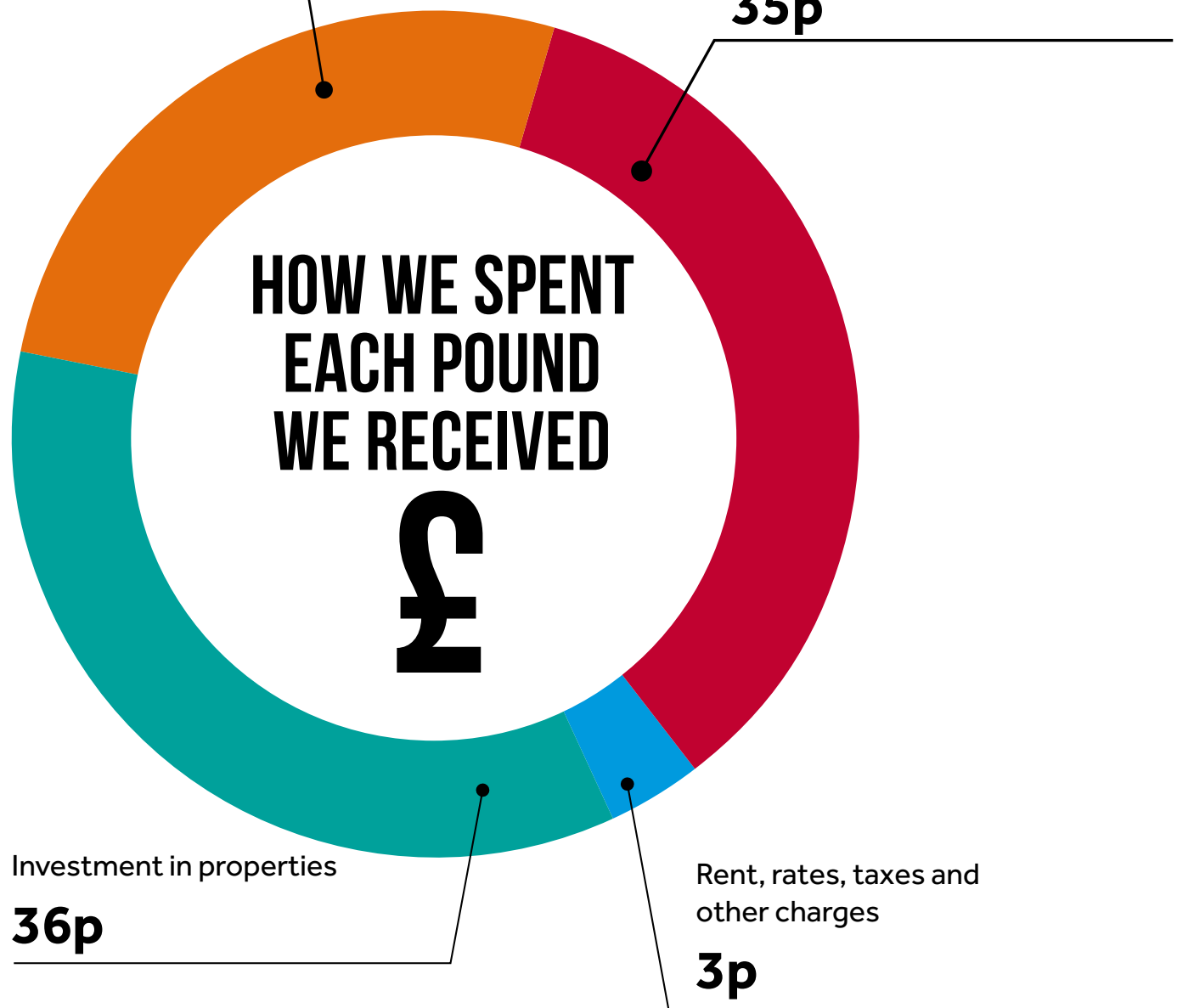
We spend all of your rent and service charge on housing services. The chart below gives a breakdown of how we spent each pound we received.

Repairs and maintenance

26p

Supervision and management
(including special services)

35p



Investment in properties

36p

Rent, rates, taxes and other charges

3p

STRUGGLING TO PAY YOUR RENT?

It is really important that you pay your rent.

Please don't suffer in silence if you are starting to struggle. Get in touch with us so that we can help you.

You may be eligible for benefits or a reduction in your council tax. Our Universal Credit and Welfare Benefit Advisors have already supported hundreds of tenants and leaseholders to claim vital benefits to enable them to manage their bills and pay their rent.

Please contact our Financial Inclusion team at



financial.inclusion@haringey.gov.uk

FOR MORE INFORMATION

See: www.haringey.gov.uk/housing

For tenancy queries and to report a repair, contact our team on:



[020 8489 5611](tel:02084895611)

Our office hours are Monday to Friday, 8am to 6pm, but you can use this number 24 hours a day, 7 days a week for an emergency repair.

Our lines accept calls using Typetalk. You can find out more about this service by contacting Action on Hearing Loss on freephone



[0800 7311 888](tel:08007311888)

or Freetext



[18001 0800 500 888](tel:180010800500888)



www.typetalk.org

If you are a leaseholder please use your Housing Online account to report repairs.

To report a damp and mould problem:



dampandmould@haringey.gov.uk



[020 8489 5611](tel:02084895611)

If you are emailing us please provide your full address including the postcode, as well as your full name and a contact phone number.

Read about how we are tackling damp and mould and our Housing Improvement Plan:



www.haringey.gov.uk/damp-and-mould



Report for: Cabinet, 16th January 2024

Title: Determination of the Council Tax premium in respect of properties occupied periodically

Report authorised by : Andy Briggs, Assistant Director of Environment and Resident Experience

Lead Officer: Andrew Mackie (Revenues Manager)
Tel: 07811421500,
Email: andrew.mackie@haringey.gov.uk

Ward(s) affected: All

Report for Key Decision: Key

1. Describe the issue under consideration

This report relates to the proposed increase in Council Tax charge for dwellings which are substantially furnished and have no resident (which are colloquially known as “second homes”). It is proposed that a 100% premium should apply in such circumstances.

2. Cabinet Member Introduction

This Council is committed to using its powers to address the causes and mitigate the effects of the London-wide housing crisis. The growing popularity of properties used as short-term holiday rentals, or second homes contributes to the shortage of long-rental properties. This drives up the cost of renting locally and worsens the circumstances of those suffering the effects of the cost-of-living crisis. This proposal will allow the Council to charge additional council tax on furnished properties that are not being lived in year-round.

This council tax premium is designed to act as an effective deterrent to keeping properties empty for any significant period, with the hope that owners of second homes will explore more socially responsible ways for their properties to provide them income.

3. Recommendations

That Cabinet recommends to Full Council that it determines that –

3.1 For any dwelling within the area of the Council if, on any day, there is no resident of that dwelling and it is substantially furnished, the following shall apply:

- i. the discount in s11(2)(a) of the Local Government and Finance Act 1992 (LGFA) shall not apply to that dwelling; and
- ii. the amount of council tax payable in respect of that dwelling and that day shall be increased by 100 percent.

4. Reasons for decision

4.1 Council Tax legislation changed allowing councils to charge a premium of up to 100% on dwellings where there is no resident, and it is substantially furnished.

4.2 Applying the 100% premium has the potential to bring additional income which would help lessen the councils funding pressures in 2025.

4.3 An increased premium may encourage those using properties in the borough as second homes to relinquish them thus becoming available to those who live in the borough on a permanent basis.

4.5 Due consideration has been given to circumstances where the reason a dwelling is empty and furnished is because it is between lets. However, the new legislation does not provide for any interim period (e.g., a two-week grace period) before the premium is applied and instead, it applies with immediate effect. Charging the premium in this type of scenario would likely incentivise the properties to be brought back into use as soon as practicable.

4.5 The Council will continue to have the means to reduce or remove Council Tax liability under section 13A (1)(c) of the Local Government Finance Act 1992 (e.g., cases where there is exceptional hardship).

5. Alternative options considered

Not applying the premium or applying it a lesser percentage

5.1 The Council could choose not to apply the premium, or to apply the premium at an amount less than 100%.

5.2 This is not proposed because the Council is under significant financial pressure to deliver a sustainable Medium Term Financial Strategy. Applying the Council Tax premium at 100% would likely generate additional income for the Council.

5.3 In addition, increasing the premium to the maximum 100% may encourage residents to bring such properties (whether used as a second home or otherwise) back into permanent residential use which could in turn lead to an increase in available housing.

6. Background information

6.1 The Levelling-up and Regeneration Act 2023 (the 2023 Act) received Royal Assent on 26th October 2023. Section 80 of the 2023 Act inserted sections 11C and 11D (which concerns dwellings occupied periodically) into the Local Government Finance Act 1992. Haringey currently applies no reduction where dwellings are occupied periodically and charges the full rate of Council Tax.

6.2 The change to the Local Government Finance Act 1992 allows a 100% Council Tax premium to be charged in cases where there is no resident of a dwelling and that dwelling is substantially furnished.

6.3 Legislation confirms that we must decide, and give notice, to charge the premium at least 1 year before the beginning of the financial year to which it relates. Therefore, to charge the premium from 1st April 2025 the Council must make its determination prior to 1st April 2024.

6.4 There are currently 479 qualifying dwellings within the borough that have been registered as having no resident and being substantially furnished for more than a year and 588 that have been registered for less than a year.

6.6 The revenues team will undertake a review of all properties currently registered as empty and furnished during the 2024/25 year in readiness for the 2025/26 year.

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

7.1 The proposal contributes to the Council's Medium Term Financial Strategy as it provides a potential income stream, which can be used to support the delivery of future services.

8. Carbon and Climate Change

N/A

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

9.1 Finance

As described in paragraphs 5.2 and 5.3, there are compelling reasons to proceed with the recommendation. This Council, like many others, is currently overspending on existing temporary accommodation budgets and the 2024/25 Budget/MTFS has had to build in additional growth to acknowledge this. Lack of supply is a key driver for this budget pressure. Additionally, the Council is under significant financial pressure both

for 2024/25 and across the remainder of the MTFS and therefore, any additional council tax raised must be welcome.

Prudently, at this point, no actual budget improvement has been assumed in the MTFS as further work must be undertaken by the revenues team to ascertain likely benefit however, accepting the recommendation now will enable the premium to be charged where found to be relevant and budgets amended at that time.

9.2 Procurement

Strategic Procurement note the contents of this report and confirm the recommendations stated in Section 3 above do not have any procurement implications.

9.3 Head of Legal & Governance

- 9.3.1 The Head of Legal & Governance has been consulted. Section 11C of the Local Government and Finance Act 1992 (LGFA) provides a power that enables the Council to determine whether a premium should be applied to those dwellings which are substantially furnished and in respect of which there is no resident. The Council may make such a determination for part or the whole of its area and may apply a premium in such percentage as it thinks fit subject to a maximum of 100 percent. The Council may also determine that the discount provided for in s11(2)(a) LGFA shall not apply to such dwellings.
- 9.3.2 Section 11C(3) LGFA provides that the Council's first determination must be made at least one year before the beginning of the financial year to which it relates. There is no statutory requirement for consultation. However, sections 11C(8) and (9) provide that where the Council makes such a determination, it must publish a notice of the determination in at least one newspaper circulating in the area and that the notice must be published before the end of the period of 21 days beginning with the date of the determination.
- 9.3.3 The Council must ensure that it has due regard to its Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 in considering whether to apply the premium and / or to maintain, change or remove the discounts.
- 9.3.4 The Head of Legal and Governance confirms that it is within the remit of Cabinet to recommend that Full Council adopts the recommendations in the 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:

- Eliminate discrimination, harassment, victimisation and other conduct prohibited by or under the Equality Act, of persons that share the characteristics protected under S4 of the Act. These include the characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex (formerly gender) and sexual orientation;
- 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.

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

10.2 The revenues team will undertake a review of all properties currently registered as empty and furnished during the 2024/25 year in readiness for the 2025/26 year.

10.3 This decision relates to the increasing the Council Tax chargeable for dwelling where there is no resident and that dwelling is substantially furnished. For those who currently have dwellings meeting these criteria and registered for Council Tax, the Council has records only of their names and the nature of the property they are inhabiting. Therefore, the protected characteristics of those individuals are currently unknown. This is because the premium relates to the circumstances of properties, rather than to the circumstances of the people.

10.4 In relation to the nature of the property, the Council can break down current properties as:

- Haringey-owned properties
- Housing Association properties
- Private and individual owned properties
- Company-owned properties

10.5 the Council holds data on individuals and groups who share protected characteristics for the borough as a whole. This information is available publicly on the Council's website:

[equalities_profile_of_haringey.pdf](#)

A comparatively small number of individuals will be liable for this premium therefore, it is not considered possible to state with any reasonable degree of certainty whether the premium will reflect the population.

10.6 It is considered reasonable to suggest that:

- It is unlikely that there would be many residents under the age of eighteen who have empty and furnished dwellings, therefore children are unlikely to be disproportionately impacted by the decision
 - There is no reason to think that any other group who share a particular protected characteristic would be overrepresented in the cohort of residents who will be impacted by this change.
- 10.7 When administering Council Tax, the Council seeks to identify vulnerabilities and respond appropriately. The Council will continue to monitor the impact of the proposed changes.
- 10.8 As part of the Council's procedures to respond appropriately to identified vulnerabilities, it promotes and implements a range of discounts, disregards and exemptions, which seek to support residents who cannot pay the full Council Tax liability. The Council will continue to promote these relief options to maximise uptake and help residents who need additional financial support.

11. Use of Appendices

None

12. Background papers

None

Report for: Cabinet 16 January 2024

Title: Council Tax Premium for Long-Term Empty Dwellings

Report authorised by: Barry Francis

Lead Officer: David Graaff david.graaff@haringey.gov.uk

Ward(s) affected: All

**Report for Key/
Non-Key Decision:** Key

1 Describe the issue under consideration

- 1.1 This report sets out the proposed reduction in time that a property can remain empty before the premium on Council Tax is charged on long-term empty dwellings.
- 1.2 This follows changes to s11B of Local Government Finance Act 1992 as the definition of long-term empty dwelling has now been amended by the Levelling-up and Regeneration Act 2023
- 1.3 It is proposed that this change will take effect from 1st April 2024.

2. Cabinet Member Introduction

London is in the grip of a housing crisis, characterised by a scarcity of affordable long-term rental properties, low health and safety standards in the private rented sector, and high barriers to home ownership. This worsening crisis, alongside the cost-of-living crisis, has driven the huge spike in homelessness.

It is estimated that in London alone there are more than 34,000 long-term empty homes – that is over half the number of London households that are currently homeless and living in temporary accommodation. In the middle of a housing crisis, there is no justification for allowing these homes to remain empty, and the Council must use all its powers to free up these homes for use.

The additional 100% council tax charge on properties that have been empty for more than one year is designed to encourage owners to act with urgency and ensure that empty buildings are brought into use in a timely manner.

2 Recommendations

That Cabinet recommends to Full Council that –

- 2.1 With effect from 1 April 2024, that a determination be made that a premium shall be applied to long term empty dwellings as defined in s11B(8) of Local Government Finance Act (LGFA) 1992 (as amended from time to time), and that the amount of council tax payable in respect of that dwelling and that day shall be increased by 100 percent.
- 2.2 That a determination be made that, if on any day a dwelling is a long-term empty dwelling, the discount in s11(2)(a) of LGFA shall not apply to that dwelling.
- 2.3 Notes that until 1 April 2024, the decision made by Full Council in January 2019 in relation to the premium payable in respect of long-term empty dwellings, shall continue in full force and effect.
- 2.4 Notes that the premium shall not apply to dwellings that are exempt under Regulations 9 and 10 of the Council Tax (Prescribed Classes of Dwellings) (England) Regulations 2003.

3 Reasons for decision

- 3.1 In January 2019 full council agreed to increase the premium charged on long-term empty dwellings from 50% to 100% from 1 April 2019.
- 3.2 At that point, a dwelling was defined as a “long-term empty dwelling” if for a continuous period of at least 2 years ending with that day it had been unoccupied, and substantially unfurnished.
- 3.3 With effect from 1 April 2024, the definition of long-term empty dwelling in s.11B(8) LGFA has been amended by section 79 of the Levelling-up and Regeneration Act 2023 to substitute “1 year” for the previous “2 years”.
- 3.4 As the definition in the legislation has changed, the Council is making a new determination to clarify that the new time period applies.

4 Alternative options considered

- 4.1 The Council has considered not making a new determination but considers that, for the avoidance of doubt, the Council should make it clear that, from 1 April 2024, the premium shall apply to dwellings that are empty for at least 1 year in line with the changed legislation.
- 4.2 The Council could choose to remove or reduce the existing premium.
- 4.3 This is not proposed because the Council is under significant financial pressure to deliver a sustainable Medium Term Financial Strategy. Removing or reducing the Council Tax premium would reduce the Council’s income.

4.4 In addition, removing or reducing the premium may reduce the incentive for residents to bring long-term empty properties back into use.

5 Background information

5.1 Since April 2013, Councils have had the power to charge a premium on long-term empty properties empty for more than 2 years. This meant that such Council Tax payers could be charged a maximum of 150% Council Tax (a premium of 50%).

5.2 The Council adopted this change and between April 2013 and 31 March 2019 charged 150% council tax on long-term empty properties.

5.3 From 01 April 2019, councils had the power to increase the premium from 50% to 100%, and thereby increase the total Council Tax payable on long-term empty dwellings from 150% to 200%.

5.4 The Council adopted this change and from 1 April 2019 has charged 200% council tax on all long-term empty properties (2 years or more).

5.5 Further changes to legislation from 1 April 2020 allowed the council the power to further increase the premium from 100% to 200% on properties empty for more than 5 years, with another increase from 1 April 2021 from 200% to 300% for properties empty for more than 10 years.

5.6 The Council adopted these changes and from 1 April 2020 has charged 300% council tax on all long-term empty properties (5 years or more) and from 1 April 2021 has charged 400% council tax on long-term empty properties (10 years or more).

5.7 There are currently 1,028 dwellings which have been empty for between twelve months and five years.

5.8 It should be noted that Regulations 9 and 10 of the Council Tax (Prescribed Classes of Dwellings) (England) Regulations 2003 provide that the following classes of dwellings are exempt from the premium –

- a dwelling which would otherwise be the sole or main residence of a member of the armed services, who is absent from the property as a result of such service
- a dwelling, which forms part of a single property that is being treated by a resident of that property as part of the main dwelling

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

6.1 The proposal contributes to the Council's Medium Term Financial Strategy as it provides a potential income stream, which can be used to support the delivery of future services.

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

7.1 Finance

The Council has applied the powers to charge premiums on long-term empty properties since April 2013 when these powers were introduced and has consistently applied subsequent premiums as and when the legislation changed. As set out in paragraph 5.4, continuing to apply allowable premiums could incentivise owners to bring properties back into use which must be welcome, given the demand for housing and shortage of supply in the Borough. Furthermore, applying the recommended premium is forecast to deliver c. £0.9m additional council tax income from April 2024 which, given the financial pressure on the Council's budget must be welcome.

7.2 Procurement

Strategic Procurement note the contents of this report and confirm the recommendations in Section 3 have no procurement related implications.

7.3 Head of Legal & Governance

The Head of Legal & Governance has been consulted and notes that s11B of the LGFA gives the Council the power to increase the amount of Council Tax payable in respect of long-term empty dwellings by up to 100%. With effect from 1 April 2024, the period of time for which a dwelling may be empty before being classed as a long-term empty dwelling, has been reduced from 2 years to 1 year.

This report recommends that Cabinet recommend that Full Council uses that power to determine that, with effect from 1 April 2024, the empty dwelling council tax premium shall apply to properties empty for 1 year or more (or such other period as may be defined in s11B(8) LGFA from time to time) and that the discount provided for in s11(2)(a) LGFA shall not apply. Any such determination must be made by Full Council.

There is no statutory requirement for consultation. However, section 11B(6) of LGFA requires that the determination be published in a local newspaper within 21 days of the determination.

The Council must ensure that it has due regard to its Public Sector Equality Duty (PSED) under s149 of the Equality Act 2010 in considering whether to apply the premium and / or to maintain, change or remove the discounts.

The Head of Legal and Governance confirms that it is within the remit of Cabinet to recommend that Full Council adopts the recommendations in the report.

Equality

The Council has a public sector equality duty under the Equality Act 2010 to have due regard to the need to:

- Eliminate discrimination, harassment, victimisation, and other conduct prohibited by or under the Equality Act, of persons that share the characteristics protected under S4 of the Act. These include the characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex (formerly gender) and sexual orientation.
- 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.

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

The decision relates to the increase of an existing Council Tax premium on long-term empty properties. For the people who currently pay the 100% premium, the Council has records only of their names and the nature of the property they are inhabiting. Therefore, the protected characteristics of those individuals are currently unknown. This is because the premium relates to the circumstances of properties in a specific time period, rather than to the circumstances of the people.

In relation to the nature of the property, the Council can break down current properties as:

- Haringey-owned vacant properties
- Housing Association properties
- Private individual-owned properties
- Company-owned properties

The Council holds data on individuals and groups who share protected characteristics for the borough as a whole. This information is available publicly on the Council's website:

www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf)

However, a comparatively small number of individuals currently pay a long-term empty property premium, therefore, it is not considered possible to state with any reasonable degree of certainty whether or not the people currently paying the existing 100% premium reflect the population as a whole.

It is considered reasonable to suggest that:

- It is unlikely that there would be many residents under the age of eighteen who have long-term empty properties, therefore children are unlikely to be disproportionately impacted by the decision

· There is no reason to think that any other group who share a particular protected characteristic would be overrepresented in the cohort of residents who will be impacted by this change.

When administering Council Tax, the Council seeks to identify vulnerabilities and respond appropriately. The Council will continue to monitor the impact of the proposed changes.

As part of the Council's procedures to respond appropriately to identified vulnerabilities, it promotes and implements a range of discounts, disregards, and exemptions, which seek to support residents who cannot pay the full Council Tax liability. The Council will continue to promote these relief options to maximise uptake and help residents who need additional financial support.

8 **Use of Appendices**

None

9 **Background papers**

[Cabinet 2019: Premium on Long-term Empty Properties](#)

[Full Council 2019: Premium on Long-term Empty Properties](#)

[Cabinet 2020: Premium on Long-term Empty Properties](#)

[Full Council 2020: Premium on Long-term Empty Properties](#)

[Local Government Finance Act 1992 s11B](#)

[Levelling-up and Regeneration Act 2023 s79](#)

Report for: Cabinet - 16 January 2024

Title: Feedback to statutory consultation on changes proposed to the Essential Service Permit scheme.

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

Lead Officer: Ann Cunningham, Head of Highways and Parking
Ann.Cunningham@haringey.gov.uk

Andrew Bourke, Parking Projects and Policy Manager
Highways and Parking
Andrew.Bourke@haringey.gov.uk

Ward(s) affected: All

Report for Key /

Non-Key Decision: Key Decision

1 Describe the issue under consideration

- 1.1 The Cabinet authorised officers to proceed to statutory consultation on changes to the Essential Service Permit (ESP) scheme in March 2023. This parking permit scheme supports those who rely on car use to deliver essential services to residents. The main users of the scheme are local authority services, NHS health professionals, charities, faith groups, and organisations that provide healthcare, counselling, or social care to Haringey residents.
- 1.2 This report sets out the results of statutory consultation and seeks Cabinet approval to implement those changes, because of unresolved and pertinent objections to those changes.

2 Cabinet Member Introduction

- 2.1 It is important that our parking permit policies evolve to support the Council's ambitions to create healthier streets, reduce harmful emissions from transport and allow a fairer distribution of the kerbside.
- 2.2 The Council is committed to supporting the delivery of essential services to our residents. While sustainable transport options will always be preferred, we recognise that car use is essential to many service providers. The review of the Essential Service Permit scheme has achieved a balance that ensures its longer-term sustainability, as demand for kerb space grows. I am pleased that foster carers are now recognised by the scheme and that arrangements for schools offer an appropriate level of flexibility to support their smooth administration.

3 Recommendations

3.1 It is recommended that Cabinet considers and approves:

- (i) Considers all feedback including objections to the proposed order, given during the 2023 consultation, as set out in Appendix 4 of this report
- (ii) that the Council shall exercise its discretion to not cause a public inquiry to be called
- (iii) an allocation of 20 parking permits to be issued to schools annually at a flat fee of £200 each, with an additional 10 available subject to a surcharge of £100 each.
- (iv) Essential Service Permits issued to Council staff being transferable ('Team') permits, with provision retained for vehicle specific permits on a needs basis.
- (v) access for regulated foster carers with children up to the age of 15 years to the subsidised ESP scheme.
- (vi) the change to charges as proposed in Appendix 1.
- (vii) the delegation of authority to the Head of Highways and Parking to take all consequent steps necessary to implement the proposed measures in recommendations 3(iii) to (vi).

4 Reasons for decision.

4.1 This scheme allows those delivering essential services to residents to park in controlled parking zones (CPZs). Schools can also access the scheme which is required to support recruitment and retention as well as the efficient operation of the school. The scheme is reviewed periodically to ensure that it remains aligned with the Councils wider transport policies.

4.2 This review sought to address residents' concerns about the impact of ESP holders parking on busy roads, without compromising the benefit of the scheme to users. The recommendations in paragraph 3.1 of this report also address the concerns raised by users in particular schools (who need more flexibility to support their wider recruitment and retention challenges) and registered foster carers (who have expressed a need for free or subsidised parking to support them when taking children to appointments). Allowing foster carers to obtain permits under the ESP scheme at the subsidised charge is considered reasonable considering the many appointments carers are required to attend when fostering.

5 Alternative options considered.

5.1 Retaining current arrangements was considered. This would fail to address the dissatisfaction with the scheme. It would also prevent foster carers accessing the scheme.

5.2 Consideration was given to excluding schools from the ESP scheme. Those permits are mainly used by teaching staff to commute to work.

- 5.3 There are growing concerns about transport-related pollution and its impact on air quality near schools. The Council has implemented 23 School Streets to address the growing concerns about transport-related air pollution around schools and the impact on children's health. ESPs for schools inevitably contribute to traffic and congestion and the associated impact on air quality.
- 5.4 While some schools have car parks, others do not and distance from public transport hubs can make it difficult to carry materials or equipment. Those schools therefore feel that parking permits are an important aid to recruitment and retention. The Council aims to support the efficient running of those schools.
- 5.5 Consideration was given to implementing a 2-hour time limit for each ESP parking session. This was considered to minimise the impact of ESP parking on busy roads preventing extended or all-day parking. This would not meet the needs of all users, especially those involved in safeguarding.

6 Background Information

- 6.1 Following an extensive review of the ESP scheme, the Council agreed a number of changes to be implemented.
- 6.2 Those changes sought to address concerns and conflicts arising from the operation of the scheme, as well as aligning charges with current pricing policy. It also proposes that foster carers can access the scheme at the subsidised charge.
- 6.3 Statutory consultation was undertaken on changes to the existing Essential Services Permit. A copy of the Notice of Proposal is attached as Appendix 3. The changes proposed, which has taken account of objections, are set out in the paragraphs that follow.
- 6.4 ESPs issued to Council staff will be transferrable within their respective teams. Due to changes to working patterns, a shared 'Team permit' will suit the needs of most services. It is recognised that some services will need to retain vehicle specific permits and provision will be made for this in the revised operational policy.
- 6.5 This will help services manage the cost of those permits to services and is also likely to reduce the overall number in issue which will help with kerbside management.
- 6.6 ESP charges will increase by 10%, and a new £80 surcharge will apply to diesel-fuelled vehicles (see Appendix 1). While all other parking permit charges are reviewed annually, ESP charges have not been reviewed for several years. This charge increase is required to help cover the costs of administration and enforcement. The introduction of a surcharge on diesel-fuelled vehicles will align this permit scheme with wider permit pricing policy. It is intended that ESP charges will be reviewed annually in future.

- 6.7 Regulated foster carers with children up to the age of 15 will be eligible to apply for an ESP at a subsidised charge.
- 6.8 Schools will be allowed an allocation of 20 transferable parking permit at a flat fee of £200 each, with a further allocation of 10 made available, subject to a £100 surcharge. This will introduce the flexibility required to ensure the smooth administration of the school. Those permits can be allocated to any category of school staff. It is expected that those schools will not have car parks or have very limited off-street parking places. Those schools will be Ofsted-registered and will need to have an up-to-date School Travel Plan.
- 6.9 The consultation proposed 10 transferable permits annually for schools at £200 each, with an additional 10 available at a surcharge of £100 each. After considering the objections to the consultation and the fact that schools will need to transition to the arrangement, the number of permits will increase to 30 per school - 20 at £200 each and a further 10 at a surcharge of £100. The ESPs currently issued to schools will run through to expiry.
- 6.10 The proposed changes aim to strike a balance by allowing schools complete control over the allocation of those permits, while also ensuring that car use is not seen as more economical than sustainable transport options. The charges at £200 are roughly equivalent to £1 per working day. The charges at £300 (including the surcharge) represent £1.50 at day. It is important that any changes implemented do not result in an increase in demand for permits, hence the need to set a maximum allocation per school.
- 6.11 The Council has a duty under section 122 of the Road Traffic Regulation Act 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 having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas through which school street runs, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable.”* Officers consider that the following are particularly relevant, given the Council’s transport and air quality objectives:
- a) The need to reduce car use and encourage sustainable modes of travel to improve air quality and the health opportunities of all residents.
 - b) The need to manage kerb space and reduce parking pressures in busy roads.
 - c) To address the growing concerns about transport related pollution and its impact on air quality near schools and the associated impact on children’s health. School ESP parking inevitably contributes to congestion and poor air quality near schools.

Statutory consultation

- 6.12 Statutory consultation is required prior to changes being legally implemented to parking permit schemes so this was carried out from 21 June 2023 to 12 July 2023.
- 6.13 This process consisted of a Notice of Proposal (Appendix 3) published in the London Gazette and the Enfield and Haringey Independent. A copy of the notice, along with a copy of the draft orders and statement of reasons, were held on deposit at the Council and uploaded to the Council website, allowing members of the public to view and to make any comments or representations to the proposed changes.
- 6.14 As part of the statutory process, the views of the following statutory bodies were also sought:
- AA
 - London Transport
 - Police (local)
 - Fire Brigade
 - London Ambulance Service
 - Freight Transport Association
 - Road Haulage Association
 - RAC
 - Metropolitan Police (traffic)
 - London Travel Watch
 - Haringey Cycling Campaign
- 6.15 A total of 17 responses were received to the statutory consultation. All responses were objections to the proposed changes. The objections have been summarised below, together with an officer's response on behalf of the Council in each instance.
- 6.16 The most common objection, raised by 13 of the 17 respondents, was a complaint against the overall cost increases for the ESP permit. Specifically, the 10% increase to all ESP charges and the addition of an £80 surcharge for diesel-fuelled vehicles.
- 6.17 It was felt by many that, due to the cost-of-living crisis, many essential services such as schools and healthcare workers are already facing several financial hardships which is making it increasingly difficult to carry out their daily duties. Raising the cost of the ESP would only exacerbate those pressures.
- 6.18 **Council officer response:** While all other parking permit charges are reviewed annually, ESP charges have not been reviewed for several years. The charge increase is therefore required to better align with the cost of administration and enforcement. A surcharge on diesel fuelled cars was introduced for most other permit schemes several years ago and the ESP scheme will now align with wider pricing policy. This surcharge is intended to promote the use of sustainable modes of transport and encourage a move to lower polluting cars, reducing transport-related air pollution, and promoting the health opportunities of all borough residents. Any parking surplus that is generated is ring-fenced and invested back into road maintenance, highway improvements, and concessionary fares.

- 6.19 The second most prevalent objection, raised by nine respondents, ties in closely to the objection to general cost increases. More specifically, the objection theme was against the proposal to remove schools from the reduced charge ESP scheme and allow an allocation of 10 transferable parking permit at a flat fee, with an additional 10 permits at a surcharge.
- 6.20 The third highest objection raised is that many members of school staff who currently utilise ESP permits commute from outside of the borough and therefore rely on driving as their method of transport, due to there not being enough off-street parking available at the schools themselves. As such, the limited number of permits combined with the increased cost of those permits would result in many school staff having to take alternative methods of transport, when commuting, which is seen as unreasonable due to logistical and financial factors. Furthermore, this would impede the schools' efforts to recruit new members of staff by adding a greater restraint on their ability to drive to that place of work.
- 6.21 **Council officer response:** The changes proposed to schools parking arrangements introduces the flexibility that schools require and will help the smooth administration of the school. The number of permits allowed is now increased to a maximum of 30, which will address supply concerns. The charges roughly equate to £1 per working day for the flat rate £200 permit and £1.50 a day for the additional permits at the surcharge. This is a reasonable and proportionate cost for those permits.
- 6.22 The proposed changes aim to strike a balance by allowing schools to continue to access the scheme, while also ensuring that car use is not seen as more economical than sustainable transport options. Consideration is also given to the section 122 duty in the Road Traffic Regulation Act 1984. It is important that any changes implemented to this scheme do not result in an increase in demand for permits, hence the need to set a maximum allocation per school.
- 6.23 The third most common objection raised on four occasions was in relation to the proposed change to make Council staff ESP permits transferrable across their respective teams. Three of the respondents are from the Haringey Young Adults Service, and one from the Haringey Educational Psychology Service.
- 6.24 It is felt that having to share permits across teams as opposed to using them individually would cause greater difficulties for teams carrying out their daily duties. For instance, workflow would be negatively impacted as the new ESP would add a physical and administrative burden on teams having to co-ordinate and share those permits between team members. It is felt that these services would need to put greater resources into ensuring that permit use is not over-scheduled throughout the respective teams.
- 6.25 **Council officer response:** Consultation was undertaken with services to ensure that any proposed changes to this scheme would meet their needs. It was recognised that, while the transferable permit would suit many services, vehicle-

specific and daily ESPs would be retained for those who require them. Applications for vehicle specific ESP will be considered on a needs basis.

6.26 Having considered feedback, including objections to the proposed traffic orders, as set out in Appendix 4 of this report, officers recommend that the changes consulted on are implemented.

6.27 Given the above, 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 which have been considered against the contribution that those changes will make to 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.

6.28 The report setting out all objections is attached as Appendix 4.

7 Contribution to the Corporate Delivery Plan 2022-2024 High-Level Strategic Outcomes

7.1 The content of this report reflects the aspiration of High-Level Outcome 2 under the Responding to the Climate Emergency Theme by delivering on the action of *‘Adapt the Essential Service Permit to more fully reflect current needs’*.

7.2 The changes proposed to the ESP scheme will also support the delivery of essential services to borough residents and the Council’s Transport Strategy and Air Quality Action Plan objectives.

8 Carbon and Climate Change

8.1 Parking policy is a vital tool in reducing transport related carbon emissions and mitigating climate change. The changes recommended in this report will reduce the number of parking permits issued to this category of permit user, encouraging the use of sustainable transport.

9 Statutory Officers’ Comments

Financial

9.1 This report is for Cabinet to approve the recommendations set out in paragraph 3 of this report. The suggested changes may not impact income. There has been a decline in income since the Covid-19 pandemic, mainly due to changes in working patterns.

9.2 The number of Essential Service Permits issued in 2022/23 were as follows:

Category	Numbers
Schools	250

Non-schools	260
Transferable	11
Faith Groups	21

This equated to circa £137k income. It is anticipated that the changes being made will have a neutral impact on income.

Legal

- 9.3 The Council may, under sections 45 and 46 of the Road Traffic Regulation Act 1984 (the 1984 Act), amend the classes of persons eligible for an Essential Service Permit and (b) vary applicable charges identified in the relevant traffic orders.
- 9.4 A consultation on the changes proposed to the essential permit scheme has been undertaken as required under the 1984 Act and the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations) and the objections received set out in the Objection Report attached to this report at Appendix 4 and summarised in the body of this report, which must be taken into account before the decision whether to approve the proposed changes to the said scheme is taken.
- 9.5 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.

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)).

9.6 Regulation 9(1) of the 1996 Regulations sets out when an authority must hold a public inquiry before making an order and when it has a discretion to hold one. Given that the proposals concern the making of an order under sections 45 and 46 of the 1984 Act, there is a discretion but no obligation in this case to hold an inquiry. Having considered the objections to the proposal, 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. As required under section 122(1) of the 1984 Act, the factors which have pointed in favour of making the changes proposed to the essential permit scheme are set out in this report.

9.7 Approving the making of the changes proposed to the essential permit scheme is an executive decision that can be taken by the Cabinet in accordance with the Council's Constitution.

9.8 **Procurement**

Strategic Procurement note the contents of this report and confirm there are no procurement related matters preventing Cabinet from agreeing the Recommendations stated in Section 3 of this report.

Equalities

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 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 apply to the first part of the Duty.

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

9.12 The review of the ESP scheme sought to ensure that those who need to access the scheme can do so. Foster carers will be allowed access to the scheme at the subsidies charge. It proposes team (transferable) permits for Council services but retains the vehicle specific and daily permit for those who need them. The main users of this scheme were consulted on options and those proposed will not negatively impact those with protected characteristics. Allowing foster carers to use

the scheme is likely to have a positive impact on groups which share the protected characteristic of 'age', as children are disproportionately likely to benefit from foster carers being able to carry out their duties more effectively.

- 9.13 The changes proposed for schools allows them greater flexibility over their parking arrangements. The cap on permit numbers that will be issued has been increased following consideration of objections, but still ensure that those changes do not result in a net increase in the number of vehicles parked in roads near schools.
- 9.14 Those changes also aim to ensure that sustainable transport options are always promoted and that conflict between ESP permit users and those residing in CPZs are minimised. Robust measures are therefore proposed to deal with any non-essential use or abuse of those permits.
- 9.15 The charge increase proposed is the first increase for several years. A surcharge will apply to diesel-fuelled vehicles, bringing this scheme in line with other parking permit charges. This is intended to promote the use of lower polluting cars, reducing air pollution and promoting health opportunities of all borough residents.

10. Use of Appendices/background documents

Appendix 1 – ESP Charges (current and proposed)

Appendix 2 – School permit charges in other boroughs

Appendix 3 – Notice of Proposal

Appendix 4 – Objection report

11. Background Papers

- The review of the Essential Service Permit Scheme - March 2023.
- Haringey Transport Strategy 2018-2028

Appendix 1: Charges

ESP charges (current and proposed)

CO ₂ emission band (CO ₂ g/km)	Current charge (per annum)	Proposed new charge (per annum)	
Up to 100	£165	£182	+ £80 diesel surcharge if applicable
101 - 110	£207	£228	
111 – 120	£248	£273	
121 – 130	£289	£318	
131 - 140	£331	£364	
141 - 150	£372	£409	
151 - 165	£517	£569	
166 - 175	£558	£614	
176 – 185	£599	£659	
186 - 200	£640	£704	
201- 225	£682	£750	
226 - 255	£723	£795	
over 255	£764	£840	

Team (transferable) ESP

Current Charge (annual)	Proposed charge (annual)
£764	£851

Daily ESP

Current Charge	Proposed charge
£11	£12

Reduced (concessionary) charge ESP charges – Current and Proposed.

CO ₂ emission band (CO ₂ g/km)	Current charge (per annum)	Proposed new charge (aligned with residential parking charges).	
Up to 100	£21	£34.10	+ £80 diesel surcharge, if applicable
101 -110	£31	£45.10	
111 – 120	£41	£56.10	
121 – 130	£62	£79.20	
131 -140	£83	£102.30	
141 -150	£103	£124.30	
151 -165	£145	£170.50	
166 -175	£165	£192.50	
176 – 185	£186	£215.60	
186- 200	£207	£238.70	
201-225	£227	£260.70	
226-255	£269	£306.90	
over 255	£289	£328.90	

Engine size

Not over 1540cc	£72	£90.20	+ £80 diesel surcharge, if applicable
1550 cc to 3000cc	£186	£215.60	
3001cc and above	£289	£328.90	

Proposed school (transferable) ESP charges

Number of permits issued to school	Proposed charge (per annum)
1 to 10 permits	£200 per permit
11 to 20 (maximum number) permits	£300 per permit

Appendix 2: Comparative charges for school permits in other boroughs**School permit allocation in other boroughs**

Borough	Charge and conditions
Islington	£406 – Maximum 3. Cannot be used for commuting
Barnet	£209- School parking scheme – subject to availability of on-street parking.
Redbridge	£396- ESP for making visits - not for commuting
Waltham Forest	£210 to £720 – 3 charge bands based on vehicle CO2 emissions.
Lambeth	£435.44 – teaching staff only.
Brent	£424 – ESP for business use only. Cannot be used for workplace parking.
Barking and Dagenham	Sold daily or monthly - Annual equivalent £120 (very low polluting cars) to £192 + additional £72 for diesel cars.
Revised Haringey Scheme	A maximum of 20 permits at £200 (annual). An additional 10 at £300. May be used for commuting. Permits transferable and may be shared.

- The revised charge at £200 would equate to £1 a day (based on 195 school days). With surcharge added (£300) this increases to £1.50 a day. This flat fee and transferable permit will allow schools the flexibility required for the smooth running of their school.

Appendix 3: Notice of Proposal

Public Notice

**HARINGEY COUNCIL – PUBLIC NOTICE
PROPOSED CHANGES TO ESSENTIAL SERVICE PERMIT
The Haringey (Charged for Parking Places) (Amendment No. *) Order 202***

T20

1. **Notice is hereby given** that the Council of the London Borough of Haringey proposes to make the above mentioned Orders under sections 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. **The general effect of the Order:** To make the following changes to the Essential Service Permit (ESP) to facilitate those who need to use a motor vehicle to deliver essential services to Haringey residents:
 - a) ESPs issued to Council staff will be transferrable
 - b) ESP charges will increase by inflation (10%) and a new £80 surcharge will be applied to diesel fuelled vehicles, see Schedule below.
 - c) Schools are to be removed from the reduced charge ESP scheme. An annual allocation of transferable school (ESP) permits, which can be allocated as and when required, will be made available to schools that are Ofsted-registered and have an up-to-date School Travel Plan. The permit will be limited in use to specific streets close to the school. It is proposed that an allocation of 10 ESPs is made available at a charge of £200 per permit annually. Those requiring a higher allocation will be limited in total to 20 per school. Each additional permit (above the standard 10 allocation) will attract a surcharge of £100 per annum.
 - d) Foster carers appointed by the Council to provide temporary custody or guardianship for children under the age of 15 years, whose parents are unable to look after them will be eligible to apply for an ESP at a reduced (concessionary) charge.
3. A copy of the proposed Orders, a copy of this notice and a copy of the Council's statement of reasons for making the proposed Orders can be viewed online <https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/traffic-management-orders/traffic-management-orders-2023#proposed> 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 Orders are made or the Council decides not to make the Orders.
4. Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via 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-T20**, by 12th July 2023.

Dated: 21st June 2023

Ann Cunningham
Head of Highways & Parking

Appendix 4: Objection Report

Comments	From	Number
<p>Whittington Health NHS Trust's Response to the Essential Service Parking Permit Consultation:</p> <p>Whilst moves to encourage the adoption of green travel modes are laudable, the proposed increases represent a cost increase to the Trust of between 10 and 58% on the Trust's current permit expenditure for its essential users of Haringey permits. This is a cost increase in excess of the inflation funding received by the Trust. This additional cost represents resource which could no longer be used by the Trust to provide patient care, should the increase proceed in the form currently proposed.</p> <p>Given the stated aim of the change, stated in Haringey's consultation as "to strike a balance that meets the needs of users while ensuring that associated impacts on busy roads is minimised", it is regrettable that the percentage increase as proposed is uniform across the range of CO2 emissions and that the Authority has not taken the opportunity to propose a greater increase to the most heavily polluting vehicles, whilst rewarding the least polluting with a lower charge.</p> <p>The addition of a flat-rate additional charge for diesel vehicles is in effect a regressive charge, impacting smaller-engined and less-polluting diesel vehicles disproportionately compared to the increase applying to larger-engined and more-polluting diesel vehicles.</p> <p>The proposal in its current form offers no incentive to essential users to switch to hybrid or electric vehicles.</p> <p>In line with the aim of encouraging greener modes of transport, it would be preferable for the charges to be realigned so as to offer an incentive for the adoption of less-polluting vehicles.</p> <p>Given the budgetary challenge that the proposed change presents to local health service providers, it would be helpful if a concession could be made for staff delivering essential health services within the Borough- such staff pay for their permits themselves and reclaim through Trust expenses.</p> <p>It would be appreciated if these points could be taken into consideration when the final decision is taken as to the proposed increase.</p>	Whittington Health NHS Trust	1
<p>I am writing to complain of the recent proposed changes to parking permits, on the surrounding roads, outside Lordship Lane Primary School.</p> <p>From my understanding, schools are to be removed from the reduced charge ESP scheme. Also, permits will only be made available on allocation of 10 ESPs at a charge of £200 per permit annually (currently £103) and those that require a higher allocation will be limited, in total, to 20 per school. Each additional permit will be £300 per annum.</p> <p>I find these changes absolutely absurd and despotic. I have been teaching at the school for a number of years and have paid the already extortionate annual fee. There have never been any deductions to your charges, despite myself and my colleagues being public sector workers, who also worked tirelessly throughout the pandemic.</p> <p>Surely, you can not believe that teachers and teaching staff were only seen as essential workers through the pandemic; I beg to differ. Being a teacher or any part of the teaching profession is paramount to society and is always essential. I urge you to reconsider this drastic change in fee increase and amount of allocated spaces.</p>	Lordship Lane Primary School Assistant Headteacher	2
<p>I am writing to complain about the recent changes of the parking permits surrounding roads outside Lordship Lane Primary School.</p> <p>From the email that was sent to us regarding that Schools will be removed from reduced changes ESP scheme, however permits of £200 per permit and those required higher</p>	Lordship Lane Primary School	3

Comments	From	Number
<p>allocation will be limited I total to 20 per school. Each additional permit will be £300 per annum. These changes are absolutely disgraceful and absurd! I have worked for numerous of years and having to pay to park my car on the road as well paying insurance and road tax to keep my car on the road. Also I take folders home to get resources ready for the children and I need to put them in the car. On my behalf and my colleagues have worked relentlessly to keep the school open during difficult times (pandemic) to provide for the children education and keep our children safe who were vulnerable. We are essential workers. With these dramatic increase changes of the fees is appalling!</p>	Teaching Assistant	
<p>I am writing to complain about the recent changes of the parking permits, surrounding the roads outside of Lordship Lane Primary School: Ellenborough Road and Granville Road.</p> <p>It has been brought to my attention that schools will be removed from the reduced charge ESP scheme, resulting to an excessive increase of parking permits annually. Not only do I already pay to go to work, in order to provide an education for our children in the community, but I also rely on driving as a form of transport to commute to work.</p> <p>I have been working at Lordship Lane Primary School for six years and I have never seen the roads busy nor do staff acquire much of the road space for parking. Therefore, it is unfair and beyond inconsiderate to us staff to now suffer and be charged beyond measures to park a vehicle.</p> <p>Not only is there plenty of parking in the surrounded roads, it is essential that us staff are permitted a parking permit - at a fair price - as we carry books to and from school for marking. The price that you wish to now charge us is not attainable and therefore will severely impact our ability to provide a high-quality education for our pupils. This is unjust!</p> <p>Additionally, changes to this scheme will greatly impact those who are unable to financially pay for a permit and therefore will have their work affected due to an increased travel time when commuting - resulting to poor performance at work. How would you feel to know that a child of yours is impacted from this?</p> <p>I myself, along with fellow colleagues of mine at Lordship Lane Primary School, have worked relentlessly throughout difficult times; including the pandemic - all to educate and keep our children safe!</p>	Lordship Lane Primary School staff	4
<p>I strongly object to this proposal. Many of my school staff, who live out of borough, need this flexibility of travel to balance their work and life commitments.</p> <p>Bruce Grove Primary School does not have a car park, therefore this policy change seems arbitrary and discriminatory in its nature. Furthermore, this measure would have a detrimental effect on retaining and recruiting staff. There is a cost of living crisis and many people are striking for more pay and this proposal would increase the financial burden on many school staff. I do hope you will reconsider this proposal.</p>	Bruce Grove Primary School Headteacher	5
<p>I am writing to express my objection to the idea of sharing our parking permits with other team members. As someone who values the efficiency and convenience of having individual permits, I believe that sharing them would only complicate matters and create unnecessary difficulties for all of us.</p> <p>Allow me to outline a few reasons to support my objection:</p> <ol style="list-style-type: none"> 1. Emergencies and Unforeseen Circumstances: We visit young people as part of our work, and these visits often occur at different times throughout the day. In situations where there is an emergency or urgent need to attend a visit, having a dedicated parking permit allows for quick and hassle-free access to parking. Sharing permits would make it challenging to co-ordinate our activities efficiently during these critical situations. 2. Unreliable Permit Availability: Sharing permits among six or seven people would increase the likelihood of permit unavailability when needed. Inevitably, there will be instances where multiple team members have scheduled visits concurrently, leaving 	Haringey Young Adults Service staff Wood Green	6

Comments	From	Number
<p>others without the necessary permit. Such uncertainty creates unnecessary stress and could disrupt our daily workflow.</p> <p>3. Increased Administrative Burden: Implementing a shared permit system would undoubtedly introduce administrative complexities. Co-ordinating the allocation, retrieval, and transfer of permits among team members would require additional time and effort. This time could be better spent focusing on our primary responsibilities and providing quality support to the young people we serve.</p> <p>4. Accountability and Responsibility: Individual permits promote a sense of accountability and responsibility. Each team member is responsible for managing their own permit, ensuring it is valid, and using it for authorised visits. Sharing permits could potentially diminish this sense of ownership, making it difficult to track permit usage and address any issues that arise.</p> <p>Considering these factors, I kindly request that our parking permits remain individualised to each team member. This arrangement has proven to be effective in ensuring efficient operations and maintaining flexibility for any unexpected circumstances that may arise.</p> <p>Thank you for taking the time to consider my objection. I genuinely believe that retaining individual parking permits will contribute to a smoother workflow and enable us to better fulfil our duties. If you have any further concerns or would like to discuss this matter, I am more than willing to have a conversation at your convenience.</p>		
<p>I currently work for the Young Adults Service and as such have a permit to enable visits to our care leavers. I understand that the view is to pool permits to make them available for the whole team, we tried that recently with Oyster cards and it did not work particularly because most worker work from home which delays the return of the card or takes them out of their way/takes up valuable time to come to the office to drop off a card or they cannot return it as they have several visit booked.</p> <p>My recent experience, I received a call from a distressed care leaver who needed to get to the hospital, she has called an ambulance and they said minimum of 2 hours so she called me. I was able to get to her within 10 minutes and rush her to the hospital, once she was seem she was rushed down for an emergency surgery. If I did not have a permit, my car would not have been parked locally and it would not have been possible to get he to hospital for life saving surgery. We also often use our vehicles to move our care leavers and their belongings, we also on short notice have unaccompanied minors whom we will need to place at short notice often late in the evening.</p> <p>Our client group is very unpredictable and vulnerable therefore normally require immediate response, if we are going to be left without the means to carry out our support, this will impact our service users. I do not think pooling permits is a good idea and will not work for our service.</p>	Haringey Young Adults Service staff	7
<p>I would like to object the proposal regarding the pool parking permits. My view is driven by the amount of inconvenience this will bring to social workers, especially those who needs to do statutory visits within the Borough. I believe day to day management of the permits will bring a lot of friction among team members.</p>	Haringey Young Adults Service staff	8
<p>I hope this letter finds you well. I am writing to express my deep concern and disappointment regarding the recent announcement of a significant increase in the price for the essential service permit. As a teacher in the area and someone directly impacted by this decision, I feel compelled to voice my discontent and shed light on the potential negative consequences it may bring to the community.</p> <p>Firstly, I would like to draw your attention to the ongoing cost of living crisis that has affected countless individuals and families in our area. With the steady increase in prices for basic necessities, housing, and transportation, many are already struggling to make ends meet. The sudden and substantial rise in the essential service permit fees only exacerbates this burden and places an additional financial strain on people that care for and work in the community.</p>	School staff	9

Comments	From	Number
<p>One particular concern I have is the removal of schools from the reduced concessionary charge. By doing so, you are not only putting an unfair financial burden on teachers who have chosen to work in this area, but also jeopardising the quality of education provided in our schools. Teachers who are unable to afford the increased expense of the permit may be forced to seek employment elsewhere, resulting in a significant loss of experienced and dedicated educators. This, in turn, hampers the educational development of our children and hinders the growth and progress of this community.</p> <p>Personally, as someone employed in the area, the rising price of the essential service permit presents a considerable challenge for me. Due to the increased cost, I would have no choice but to endure a lengthy daily commute of one and a half hours each way on public transportation. This situation is simply not viable, particularly considering the responsibilities I have as a parent with a young family of my own. Such an arrangement would undoubtedly have a negative impact on my well-being, work-life balance, and ability to actively contribute to the community.</p> <p>In light of the aforementioned concerns, I implore you to reconsider the decision to raise the price for the essential service permit. I understand that there may be financial considerations and constraints, but it is essential to take into account the long-term effects and the potential damage to our community's well-being and prosperity. It is my sincere hope that alternative solutions can be explored, such as gradual increases, subsidies, or finding additional revenue streams, to alleviate the burden on residents and maintain the appeal of our area for teachers and other essential service providers.</p> <p>I kindly request that you take my concerns and the concerns of many others into serious consideration. Our community's future, the well-being of its residents, and the quality of education for our children are at stake. I am confident that by working together, we can find a fair and sustainable solution that will benefit all parties involved.</p>		
<p>The email informing me about the proposed changes to the ESP emailed to me this week by the head teacher. All ESP holders should be sent this email, especially after reading that the cost for the permit will triple in my case. The head spoke to me in passing about the email and presumed that all the ESP holders in school had been sent one. ONLY the head had been sent this email.</p> <p>I have worked as a teacher for Haringey at Bruce Grove Primary for over 30 years. I have served this community for nearly all my teaching career. I have loved working in Bruce Grove and serving this community. I feel completely undervalued with this huge price hike. However, I can see that ministers ESP has not been affected by the new proposed changes. This is a discrimination against teachers. The general cost of living has rocketed, salaries for teachers have stayed the same, and the Council are now considering tripling the amount we pay! Teachers will be discouraged to work in this area and this will definitely have a negative impact on this community.</p> <p>Many of the teachers in our school live out of borough, I myself like to get to work at 7 in the morning by public transport this would take me 50 minutes from my home and half the time by car. As an early years teacher I always have lots of heavy resources to take to school. As you know budgets are so stretched and therefore I have to rely on resources from a variety of sources which I pay for out of my own money and consequently I need my car to transport these to my work place. I also pick up another member of staff every morning. This price hike is totally unfair and unjust. I am hoping this does not progress any further, as teachers at Bruce Grove Primary (where there is no staff car park) we DO "need to use a motor vehicle to deliver essential services to Haringey residents". For most of the teachers working at Bruce Grove, driving to work is a necessity and not a luxury.</p> <p>I would like you to reconsider the decision to raise the price for the essential service permit. I am shocked how the news of this proposal has affected the staff that have an ESP at my school. It is damaging to our emotional and mental wellbeing. Teachers are struggling to make ends meet and this is not helping the matter.</p>	Bruce Grove Primary School Teaching Staff	10
I am writing to object to the proposed changes to the allocation of essential services permits to schools. I have included your email address, as well as the suggested address	Chestnuts Primary	11

Comments	From	Number
<p>for lodging complaints, as I am a little suspicious of generic email addresses and the prospect of acknowledgement and response.</p> <p>Firstly, it is hard for me to understand the proper rationale for these changes, as the document which is supposed to provide reasons does not provide any. It makes the standard rationale about reducing traffic while balancing the need for essential workers to use cars when needed, but does not clarify why school staff have made a particular exception.</p> <p>There is a recruitment crisis in schools. Any sort of limitations on current staff, or prospective staff, means Haringey schools have an additional unnecessary barrier in attracting and retaining good staff.</p> <p>In addition, the cost of living crisis means many of our staff are not in a position to absorb the burden of additional cost that the increase in prices will cause them. Removing the discount rate for school staff permits seems a particularly cruel twist given the wider landscape of increasing prices.</p> <p>This coupled with a funding crisis in schools means that pushing the responsibility onto schools to pay and claim money back from employees is nonsensical. How will this work in practice and why should it be the Headteachers responsibility to decide who can park?</p> <p>There are many local schools who will not be affected as they have on site car parking. However, for those schools with no such option this policy change seems discriminatory and unjust.</p>	School Headteacher	
<p>I am writing to object to the proposed changes to the allocation of essential services permits to schools. I write on behalf of myself and all of the staff who purchase essential service permits at West Green Primary School.</p> <p>Our first objection is that there seems to be no clear nor understandable rationale provided for these changes – the document given to outline the reasons, does not provide any clarification. Whilst it makes the standard rationale about reducing traffic while balancing the need for essential workers to use cars when needed, it does not clarify why school staff have been made a particular exception.</p> <p>Secondly, there is a well-publicised recruitment crisis in schools currently, in London in particular. Any sort of limitations on current staff, or prospective staff, means Haringey schools have an additional unnecessary barrier in attracting and retaining good staff. As some schools have on-site parking facilities, for those that do not, this policy change feels like an unfair disadvantage in the challenge of recruitment.</p> <p>As a school, we have already experienced prospective staff turning down positions offered due to the cost of parking (as we have no car park).</p> <p>Thirdly, the cost of living crisis means many of our staff are not in a position to absorb the burden of additional cost that the increase in prices will cause them. Given the wider landscape of increasing prices and the ongoing disputes and strikes regarding pay that reflects inflation, this seems to be an inappropriate time to be considering such a change. This cost burden may also leave staff with no choice but to strongly consider leaving West Green and seeking alternative employment closer to their homes, further adding to the recruitment and retention difficulties mentioned above.</p> <p>Finally, all of our current staff (and prospective staff) are essential workers providing an essential service. Those that use cars to attend work, do so because they have no alternative. Any limitations, either by cost or number of permits issued, will adversely affect the capacity of staff to carry out their essential roles. This may affect their wellbeing and impact on their family life (as they need to make changes to balance their household budgets). Furthermore, this will potentially impact the quality and continuity of staff we can attract and retain to deliver the best education to the children of West Green.</p>	West Green Primary School Headteacher	12
<p>I am writing to object to the proposals and consultation taking place that takes away the discounted permit to those of us who work in schools in Haringey, especially near Finsbury Park. I am about to work at a school near Finsbury Park, and I need to be able to drive. I</p>	Staff	13

Comments	From	Number
<p>may have to give up my job and choose a different school if the discounted permit is taken away.</p>		
<p>I hope this letter finds you well. I am writing to express my deep concern and dissatisfaction regarding the recent decision to significantly increase the price of the essential service permit. As a member of the school community directly impacted by this change, I feel compelled to voice my grievances and shed light on the potential negative consequences it may have on our school and its teachers.</p> <p>First and foremost, I would like to draw your attention to the ongoing cost of living crisis that is affecting numerous individuals and families in our area. With the constant rise in prices for basic necessities, housing, and transportation, many of our teachers are already facing financial hardships. The sudden and substantial increase in the essential service permit fees only adds to their burden and places an additional strain on their livelihoods. This not only impacts their financial stability but also their overall well-being and ability to provide quality education to our students.</p> <p>Moreover, I am deeply concerned about the removal of schools from the reduced concessionary charge. This decision puts an unfair financial burden on our teachers and compromises the quality of education we can offer. Teachers who cannot afford the heightened expense of the permit may be compelled to seek employment elsewhere, resulting in a significant loss of experienced and dedicated educators. The prospect of losing valued members of our teaching staff is deeply distressing, as it undermines the educational development of our students and jeopardises the overall academic environment of our school.</p> <p>It is disheartening to note that due to the substantial rise in the essential service permit price, teachers at our school are now considering leaving the area as a viable option. This situation not only affects the morale and job satisfaction of our teachers but also impacts the stability and continuity of education for our students. Additionally, the exorbitant expense of working in this area acts as a deterrent for attracting new teachers in the future, thus hindering the growth and progress of our school community.</p> <p>Considering the aforementioned concerns, I urge you to reconsider the decision to increase the price of the essential service permit. I understand that financial considerations and constraints may come into play, but it is crucial to recognise the long-term implications and the potential damage it may cause to our school community. I implore you to explore alternative solutions, such as implementing more reasonable fee increases, providing subsidies or grants for teachers, or identifying additional revenue streams, in order to alleviate the financial burden on our educators and preserve the quality of education our students deserve.</p> <p>I kindly request that you give serious consideration to my concerns and those shared by the teachers in our school community. The future of our school, the well-being of its teachers, and the academic development of our students are all at stake. I firmly believe that through open dialogue and collaborative efforts, we can find a fair and sustainable solution that benefits everyone involved.</p>	Teaching staff	14
<p>"I wish to object to some of the proposed changes to the ESP scheme.</p> <p>It is unrealistic for Haringey Council to expect residents and/or Council employees to change a personal infrastructure overnight! An infrastructure built around family, support networks, childcare and school, work, adequate and affordable housing and access to amenities and recreational facilities. Such arrangements are often planned and thought out to be maintained for a considerable length of time. For example, while you're saving to buy a house, or a bigger house, while you need parents/family to provide affordable childcare, while your children are in school, while you're training to improve your job prospects, while you are caring for elderly dependents.</p> <p>If the Council wants us to change our habits, they first need to improve their infrastructure; better and affordable housing, effective and reliable public transport, improved pay and conditions and improved job security, reliable and affordable childcare, sufficient and flexible wrap-around care via schools, consistent across every postcode. They need to make it attractive and worth making a major change in our circumstances so that residents</p>	Bruce Grove Primary School Staff	15

Comments	From	Number
<p>and employees would buy into the Council's ideals, because it offers an alternative that is as good if not better.</p> <p>Instead, the Council seems to have taken the approach of throwing its residents and employees in at the deep end and charging us extortionate amounts of money when we are unable to change our circumstances at the drop of a hat!</p> <p>I object to the proposed change to the cost of ESP for school staff by removing them from the list of people who are eligible for the concessionary price rate.</p> <p>I object to the blanket surcharge of £80 for all diesel vehicles.</p> <p>The proposal to remove school staff from the concessionary rate for ESPs is a decision that fails to consider the circumstances faced by staff in schools. While I understand the Council's objective of discouraging car usage and promoting sustainable means of transportation, it is crucial to recognise the challenges faced by school staff in their daily lives.</p> <p>Distance of employees:</p> <ul style="list-style-type: none"> a. Many school staff members do not live locally to the school due to various reasons, including affordable housing, personal circumstances, or family needs. b. Removing school staff from the reduced charge scheme disregards the fact that commuting to work is a common reality for many teachers and support staff and changing this is not an option. c. The introduction of Low Traffic Neighbourhoods (LTNs) in the area clearly does not prioritise the use of public transport. Consequently, relying solely on public transportation to get to and from work becomes impractical and inconvenient, especially considering the negative impact LTNs have had on bus schedules during 'Rush Hours'. d. School staff often face significant limitations when it comes to working from home or having flexible hours. Unlike certain professions that can adapt to remote work or via Zoom, school staff are generally required to be physically present at the school before and after the children arrive and leave. This lack of flexibility in work arrangements can pose challenges for individuals with personal responsibilities, such as dependents or other commitments. <p>Recruitment and Retention Challenges:</p> <ul style="list-style-type: none"> a. The education industry already faces significant difficulties in recruiting and retaining staff. Removing the reduced charge scheme for parking permits further diminishes the attractiveness of these positions. b. The lack of affordable parking options can deter potential candidates, limiting the pool of qualified individuals willing to work in schools. c. Retaining experienced staff members is equally vital for providing stable and quality education to students (residence of Haringey). Removing the reduced charge scheme may push current staff to seek employment opportunities elsewhere, exacerbating the existing retention challenges. <p>Limited and Shrinking Budgets:</p> <ul style="list-style-type: none"> a. Schools often face constrained budgets, resulting in a shortage of resources and supplies for classrooms. b. Many dedicated school staff members regularly dip their hands into their own pockets to bridge the funding gap and provide essential resources so as to enable them to effectively deliver the curriculum to their students. c. Removing the reduced charge scheme for parking permits ignores the financial strain already placed on educators and support staff, forcing them to allocate even more of their own money towards providing their essential service. d. In addition to financial contributions, it is widely recognised that school staff, teachers and support staff alike, regularly devote countless hours of unpaid overtime to meet the demands of their roles. They often exceed the time allocated within their contracted hours, requiring them to work beyond their official schedules. This expectation to go above and beyond without proper compensation has become a common occurrence in the education sector. 		

Comments	From	Number
<p>e. Along with financial contributions and unpaid overtime many staff members – predominantly support staff – are often asked to work above their pay scale to cover staff shortages without receiving any additional payment.</p> <p>f. Moreover, support staff are typically paid significantly less than teachers, despite their crucial roles in the school community. This policy fails to acknowledge the wage disparity and unfairly burdens support staff with additional expenses, adding to their overall financial challenges.</p> <p>Providing an essential service to Haringey residents:</p> <p>According to the Department for Education (DfE) in the United Kingdom, as of 2021, the average percentage of pupils with identified SEN in English state-funded primary schools was approximately 15.3%. This figure includes pupils with statements of special educational needs or education, health and care (EHC) plans, as well as those without formal plans but with identified needs and support. Based on this average, in a class of 30 students, it would be expected that approximately 4-5 students would have some form of SEN. In Haringey this figure could be as high as 50% of a class. There should be no question that school staff provides an essential service to Haringey residents. Unlike certain professions where permits are provided for members of a team or the cost can be claimed back eg. for elected members, education staff often face challenges in obtaining permits and bearing the associated costs. Schools, which typically operate with limited budgets, may find it difficult to absorb this substantial expense. If the cost was to remain at the concessionary rate individuals would be more likely to be able to absorb the cost themselves without creating a significant financial burden.</p> <p>In Haringey, there are 100 schools, comprising 30 secondary and 70 primary schools. Assuming most secondary schools have a carpark and some primary schools do as well, let's estimate that around 50% of schools have parking facilities. There are 350 ESP holders, resulting in an average of 3.5 cars per school. For the estimated schools without a carpark, number of cars per school is 7. While these cars may contribute to local traffic, the impact on pollution and congestion is unlikely to be significant and it works out at just over one car per street, so the impact it would have on residence living on surrounding streets is negligible.</p> <p>The impact of the 'park and shop' bays which seemed to pop up all over the borough shortly before the LTNs were introduced would be of greater significance. These bays cannot be used by residence and leave space for 3 – 4 cars.</p> <p>Staff who work in schools are being discriminated against, especially those who work in schools without off street parking.</p> <p>My personal circumstances. I am an unpaid (and undervalued) carer for my elderly Mum who has dementia, is deaf and was massively deskilled while living in a shielding household during covid. With a lot of support from me she can live independently in her own home – she is effectively housebound without me. I am constantly on call should she need me. I need to be able to get to my Mum quickly in an emergency. I also need to get to her in a timely fashion should she need support attending an appointment – ideally missing the least amount of time off work as necessary (I have already explained how stretched staff is in schools). I need to have my car near by wherever I am in case I need to reach her quickly. She is a blue badge holder – so I would need to have my car to take her on any further journey.</p> <p>I would also like to know why the Council charges more for ESPs than it does for a residence permit for the same vehicle on the same road?</p> <p>£80 surcharge on diesel vehicles</p> <p>ULEZ Compliance: Diesel vehicles that meet the ULEZ standards have undergone modifications or have advanced emission control technologies to significantly reduce their emissions. ULEZ compliance indicates that these vehicles meet the required environmental standards and contribute less to air pollution and emissions compared to non-compliant diesel vehicles.</p>		

Comments	From	Number
<p>Punitive Measure: Implementing a blanket surcharge for all diesel vehicles, including those that are ULEZ compliant, can be seen as a punitive measure that fails to recognise and incentivise the positive efforts made by owners of compliant diesel vehicles. It undermines the purpose of ULEZ compliance and disincentivises individuals from adopting cleaner diesel technologies.</p> <p>Financial Impact: The surcharge imposes an additional financial burden on individuals who own diesel vehicles, irrespective of their compliance with ULEZ standards.</p> <p>Inconsistency in Policy: Penalising ULEZ-compliant diesel vehicles conflicts with the Mayor of London and TFL's own standards and policies. The ULEZ framework was designed to encourage the use of cleaner vehicles, and owners of compliant diesel vehicles have already made efforts to align with these standards. Imposing a blanket surcharge contradicts the underlying principle of rewarding compliance.</p> <p>I take issue with the way in which the information regarding the proposed changes to ESPs was shared.</p> <p>The meeting regarding the changes was held in February 2023 but the Council did not share the information until the end of June 2023. You shared the information on the same day that the consultation went live and you shared it at one of the busiest times of the school year. Additionally, you chose to share it only with head teachers rather than directly with all the permit holders.</p> <p>There is no doubt that implementing these proposed changes will have a detrimental impact on the quality of service provided to some of the borough's most vulnerable residents. Furthermore, it is likely to further deflate the morale of an already undervalued workforce within the education sector. The mental well-being of school staff is likely to be significantly affected by the additional financial burden and the lack of recognition for their dedication and hard work. It is crucial to consider the potential negative consequences on both the service received by vulnerable residents and the overall well-being of school staff when making decisions that directly impact their work and personal lives.</p> <p>In conclusion, there are several valid objections to the proposed changes to the Essential Services Permit (ESP) scheme. Haringey Council must consider the realistic challenges faced by employees before implementing such changes. It is essential to first improve infrastructure, including affordable housing, reliable public transport, and increased job security, before expecting individuals to change their circumstances. The proposed removal of school staff from the concessionary rate for ESPs and the blanket surcharge on diesel vehicles fail to acknowledge the unique circumstances and financial strain faced by individuals and schools. A more comprehensive and supportive approach is needed, one that takes into account the recruitment and retention challenges in the education sector, limited budgets, and the dedication of school staff who often go above and beyond to meet the needs of the children in their care. Balancing environmental considerations with the needs and well-being of school employees should be the focus, ensuring that any changes are fair, practical, and incentivise positive actions.</p>		
<p>I am writing to object to the proposed changes to the allocation of essential services permits to schools. I have included your email address, as well as the suggested address for lodging complaints, as I am a little suspicious of generic email addresses and the prospect of acknowledgement and response.</p> <p>Firstly, it is hard for me to understand the proper rationale for these changes, as the document which is supposed to provide reasons does not provide any. It makes the standard rationale about reducing traffic while balancing the need for essential workers to use cars when needed, but does not clarify why school staff have made a particular exception.</p> <p>There is a recruitment crisis in schools. Any sort of limitations on current staff, or prospective staff, means Haringey schools have an additional unnecessary barrier in attracting and retaining good staff.</p>	South Haringey School Headteacher	16

Comments	From	Number
<p>In addition, the costs of living crisis means many of our staff are not in a position to absorb the burden of additional cost that the increase in prices will cause them. Removing the discount rate for school staff permits seems a particularly cruel twist given the wider landscape of increasing prices.</p> <p>There are many local schools who were not be affected as they have on site car parking. However, for those schools with no such option this policy change seems discriminatory and unjust.</p>		
<p>The Educational Psychology Service is an essential service to Haringey. This is a peripatetic team who undertake statutory Local Authority and traded service duties. Their role as Educational Psychologists requires them to travel from place to place for relatively short periods of time during the day to undertake assessments, meet with staff and families and carry out training. They carry a lot of equipment and assessment materials to schools, colleges, children's centres, Childrens homes and family homes in order to complete their assessments contributing to their EHC Plan in line with statutory guidelines and deadlines. Each Educational Psychologist requires their own individual permit as each have their own list of schools and children allocated to them. Sharing a permit would not work for our service as each educational psychologist is undertaking their own individual large workload at the same time in different settings (at least 2/3 a day) across the whole borough of Haringey and travel from one location to another without going to the office for time efficiency. A shared permit would severely impact on the team's ability to fulfil their statutory duties.</p>	Haringey Educational Psychology Service	17

Report for: Cabinet Meeting 16th January 2024

Title: Award of contract for Capacity Building Partner for the Voluntary and Community Sector

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

Lead Officer: Karen Bennett – Commissioning Officer
Karen.Bennett@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 details the outcome of an open tender process and seeks approval to award the contract to the successful tenderer for the Provision of Capacity Building Partner for the Voluntary and Community Sector (VCS) in Haringey in accordance with Contract Standing Order (CSO) 9.07.1 (d)
- 1.2. The recommended provider submitted a strong bid that clearly demonstrated their expertise and commitment to providing the services required and meeting the service outcomes as specified.
- 1.3. Subject to approval, the contract shall be awarded for a period of 3 years commencing 1st April 2024 to 31st March 2027, with option to extend for further periods of up to 2 plus 2 years (i.e seven years in total).

2. Cabinet Member Introduction

- 2.1 The voluntary and charitable sector in Haringey plays a vital role across the Borough supporting residents and providing non statutory services to diverse communities.
- 2.2 It is vibrant and dynamic, comprising hundreds of organisations of different sizes and remits. The sector brings people together from different backgrounds to work together on common causes and interests, enhancing mutual aid and civic participation, including working directly with residents in communities, campaigning on issues of both local and national significance, advocating at individual and community level and strengthening community capacity and resilience.

- 2.3 As a council we are committed to supporting the sector so that it can continue to support residents and provide these services and to support a provider to provide advice and support to all Haringey based voluntary and community sector organisations who request and need it to enable them to operate.
- 2.4 We have redesigned the service specification to better meet the needs of the sector and this was informed through engagement with the sector and focuses more strongly on capacity building and with clear and transparent accountability to both the Council and the wider sector, ensuring equitable access to support and external funding opportunities. The service specification reflects that the new service should be innovative, responsive, flexible, and more strategically aligned as a voluntary and charitable sector capacity building partner service in Haringey.
- 2.5 We have carried out a robust and thorough open tender process to award a new contract to a provider who submitted a strong bid outlining their experience, expertise and commitment to providing the services required and outcomes specified in the tender documents.
- 2.6 Delivery against the contract will be regularly monitored on a quarterly basis to ensure key performance indicators are met and service outcomes are delivered.
- 2.7 I am seeking your approval to award this contract for three years starting on the 1st April 2024.

3. Recommendations

For Cabinet to:

- 3.1 Approve the award of a contract to the successful tenderer, for the Provision of Capacity Building Partner for the Voluntary and Community Sector, in accordance with Contract Standing Order (CSO) 9.07.1(d). The successful bidder is identified under Appendix 1 - Part B (exempt information) of this report).
- 3.2 Approve the contract award for a period of three (3) years, commencing 1st April 2024 to 31st March 2027, with option to extend for further periods of up to 2 plus 2 years.
- 3.3 Note that there is the potential for additional investment from North Central London Integrated Care Board (NCL ICB). Any additional activities to be delivered as a result of this funding will be agreed with the provider by way of variation to the contract.
- 3.4 Note that the Director of Culture, Strategy and Engagement will approve any variation of contract resulting from any additional NCL ICB funding as stated above.

4. Reasons for decision

- 4.1 The Council is committed as part of the Haringey Deal to working more closely with residents, understanding the specific needs of different communities in more depth and granularity, and getting better at listening to voices that are often overlooked. The voluntary and community sector is a key partner in realising this ambition and as a Council we need to support the development and growth of the sector so that it effectively represents and supports all of our diverse communities.
- 4.2 Further support for and development of partnership working with the voluntary and community sector in the borough is therefore a key strategic priority for the Council and is incorporated throughout the Corporate Delivery Plan 2022 - 2024.
- 4.3 The current VCS strategic partner contract was originally let some years ago and does not reflect current Council priorities and ways of working under the Haringey Deal. The specification has therefore been re-designed. The re-design of the new service was informed through engagement with the VCS, focused more strongly on capacity building and with clear and transparent accountability to both the Council and the wider sector, ensuring equitable access to support and external funding opportunities. The service specification reflects that the new service should be innovative, responsive, flexible, and more strategically aligned as a VCS Capacity Building Partner service in Haringey.
- 4.4 The decision to award a contract to the successful tenderer is based on the conclusion of a competitive procurement process and is made according to the outcome of the Most Economically Advantageous Tender.

5. **Alternative options considered.**

- 5.1 **Do Nothing** - The Council could elect not to commission this service. However, it has been concluded given the Council's strategic objective to develop support for the voluntary and community sector, to no longer commission the service would have an adverse impact on delivery of strategic outcomes as well as on those organisations in the sector and therefore on the many small organisations who they support. The option to do nothing was considered and rejected.
- 5.2 **In-house** – This provision was considered and found not to be suitable for full delivery of this service. There is a need for an independent partner to provide representation to the sector, which already works collaboratively with the Council's dedicated Voluntary & Community Sector Team. The need for a partner from within the VCS was expressed clearly in the engagement with the sector that informed this decision.
- 5.3 **Extend existing contracts** – Extension periods available within the existing contract have been exhausted and in addition the specification set out in the existing contract does not now match the Council's and sector's priorities.

6 Background information

6.1 There is a vibrant and dynamic Voluntary and Community Sector (VCS) in Haringey, comprising hundreds of organisations of different sizes and remits across the borough. Through their work, the VCS brings people together from different backgrounds around common causes and interests, enhancing mutual aid and civic participation, including working directly with residents in communities, campaigning on issues of both local and national significance, advocating at individual and community level and strengthening community capacity and resilience.

6.2 Haringey's VCS is a huge asset; with knowledge, expertise and passion to work creatively, independently, and innovatively to support residents in different ways. In Haringey the VCS Sector alongside the Council represents and supports:

- A diverse population, 38% of residents are from ethnic minority groups and 26% identify as "white other". 180+ languages are spoken and 30% of Haringey residents do not speak English as their main language – the 6th highest rate in London.
- Life expectancy in the borough is in line with the London average, though there are stark inequalities among different groups and the life expectancy for men in Haringey has fallen at a greater rate than for London overall (a fall of 1.1 years compared to 0.5 years)
- Deprivation levels are more heavily concentrated in the east of the borough and are considered in the 20% most deprived in the country, whilst wards in the west of the borough are amongst the wealthiest in the country.
- In Haringey, the percentage of employed people rose from 58.9% in 2011 to 60.1% in 2021, while across England it fell from 56.5% to 55.7%. During the same period, the regional percentage increased from 58.6% to 59.4%.
- GCSE attainment has improved comparative to England, but in London, there are notable attainment gaps. 4.4% of Haringey residents have no qualifications, which is lower than the London Average
- Wages in Haringey are lower than average, and there are a larger number of Job Seekers Allowance (JSA) and Employment Support Allowance (ESA) claimants than the London average.

6.3 Further support for and development of partnership working with the voluntary and community sector in the borough is a key strategic priority for the Council and is incorporated throughout the Corporate Delivery Plan 2022 - 2024. Haringey's VCS will support delivery of the strategic priorities such as enabling community collaboration and encouraging more residents to participate and

interact with community and peer-led activities and organisations. Also, ensuring a positive resident experience where all residents, businesses and other stakeholders can easily access services which are designed and operated in a resident-centric way.

- 6.4** Prior to the procurement process, a ‘virtual market engagement’ event was held on 7th September 2023 to communicate the Council’s commissioning intentions with potential providers, share information about the new service delivery model and offer opportunities to network and forge partnerships, where possible. The market engagement event indicated a niche market.
- 6.5** The procurement process was carried out under the “Light Touch Regime” in accordance with Part 2, Section 7 of Public Contracts Regulations 2015 and in line with the Council’s Contract Standing Orders.
- 6.6** The tender process started on 25th September 2023 with publishing a contract notice in Find a Tender Service (FTS) and Contracts Finder. The tender was also published on Haringey’s Procurement and Contract System (HPCS) Portal and organisations who had attended the Market Engagement event were informed of publication of contract notice.
- 6.7** The Invitation to Tender (ITT) and supporting documents were uploaded on HPCS (Haringey’s e-tendering portal) where potential bidders were able to access the information, register and submit tenders electronically. By the closing date of 30th October 2023, 8 organisations had registered their interest on HPCS portal. (see Appendix 1 - Part B (exempt information) of this report).
- 6.8** Tender evaluations were carried out by a panel comprising of 5 evaluators from the Council’s Adults, Health and Communities Directorate, Culture, Strategy and Engagement Directorate and a representative from North Central London integrated Care Board.
- 6.9** Tenders were evaluated on the basis of the Most Economically Advantageous Tender (MEAT) with a split of 60% quality (inclusive 10% social value) and 40% price. The tender evaluation criteria and weighting were set out in the tender documents. The bidder with the highest combined scores (price & quality) is recommended for contract award. Further information about the tender evaluation (such as name and contract value) is contained in Appendix 1 - Part B (exempt information) of the report.
- 6.10** Service commissioners will monitor the service throughout the duration of the contract. Monitoring will be carried out on a quarterly basis as outlined within the service specification and performance will be monitored against agreed

targets and outcomes. The Provider will be measured against the following outcomes:

- **Outcome 1:** A vibrant, inclusive and sustainable voluntary and community sector in Haringey
- **Outcome 2:** A strong and engaged partnership between the council and the sector, and between members within the sector, where organisations work together to deliver outcomes for residents
- **Outcome 3:** A skilled and knowledgeable sector, who have access to the resources and personnel they need to deliver activities and interventions for Haringey residents.
- **Outcome 4:** Delivery of well-coordinated community-led and strengths-based projects such as the Volunteer Centre and Navnet providing the latest information about activities/events/initiatives in Haringey to support Haringey Residents with their health and wellbeing outcomes.

6.11 Contract monitoring will be supported by a quarterly monitoring workbook which will be drawn up following contract award and form the basis for discussions during contract monitoring meetings. The workbook will be used to collect data to demonstrate compliance with the required key performance indicators including:

- Performance against agreed target of funding applications and support to adopt new methods of fundraising.
- Engagement with public-sector decision-making structures
- Survey of customer satisfaction
- Joint projects and partnerships brokered, resources and knowledge shared.

6.12 The provider will be expected to make the data collected available to the Council on a quarterly basis in the form of a comprehensive report at least two weeks prior to the Contract Meetings. The information submitted will be critically analysed to ensure compliance with the contract requirements as well as addressing the needs of the community.

6.13 The key deliverables of this contract will be assessed as follows:

- **Financial Stability:** The provider will deliver support to voluntary and community sector organisations, in 1:1 and group settings, to maximise income and secure financial sustainability, to develop robust business plans and to establish access to finance and governance advice and skills development opportunities that give confidence to funders and other partners.
- **Governance and Organisational Management:** The provider will work with the Council and the VCS to build the infrastructure and capacity of

organisations and their Boards to deliver against their core objectives and funding requirements in 1:1 and group setting style workshops.

- **Sustaining & Establishing New and Existing Organisations:** The provider will work with new and existing organisations to establish themselves as constituted bodies and to offer a range of services to meet local need. This can include supporting existing organisations to improve their service delivery as well as advice and guidance on how to implement cost cutting measures ensuring organisations are financially viable.
- **Inward and External Investment:** The provider will identify funding and grant application opportunities and share these with Haringey's voluntary sector in an open, fair and inclusive way. To this end the provider will help develop capacity within the voluntary and community sector to bid for new contracts, grants and make funding applications from whatever source or sources these may become available. The provider will work with the Council and other statutory partners to reduce reliance and dependency upon public sector funding as the singular or only source of revenue or grant funding available to the voluntary sector in Haringey.
- **Volunteering:** The provider will work with the Council and ICB to develop a strategic approach to volunteering as a means of building individual, community and organisational capacity. They will work with the Council to provide excellent, well-supported volunteer opportunities that meet the needs of the volunteer and ensure volunteering is resourced appropriately with necessary infrastructure to support volunteering at scale across the community.
- **Enabling New Partnerships/Consortia/Alliances:** to develop partnering potential by improving collaboration with new, and local organisations—while enhancing local leadership, capacity, and accountability in the VCS In pursuit of our shared development goals.
- **Communication, Training and Events:** The provider will develop, source, and deliver training, guidance, and toolkits tailored to the needs of the VCS. They will run events that supports engagement, collaboration meaningful discussions of interest and celebrates the sectors achievements as well as identify gaps in provision and accompanying action plans/training opportunities to resolve.
- **Coordination:** the provider will coordinate and streamline the VCS Capacity Building, volunteer network and Navnet's core activities
- **Research and Engagement Activity:** leading on research and engagement activities with the objective of receiving views, data, insights, and perspectives from the VCS and local communities to inform the council and ICB's strategic policies and implementation plans as well as to develop guidance, training and toolkits for the VCS sector.

6.14 Performance against the outcomes as described will be reviewed annually with the service provider. The provider will also be required to develop mechanisms for reporting performance against the outcomes to the wider sector as part of the service's commitment to clear accountability and transparency around its work in support of the voluntary and community sector. This will help ensure equity of access to resources and capacity building support and clarity around processes and decision-making, building trust and confidence across the whole sector and wider community.

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

7.1 Awarding this contract supports delivery of several themes within the Council's Corporate Delivery Plan (2022 – 2024). Partnership with the voluntary sector is integrated into several of the objectives within Theme 1:

- Enabling Community Collaboration - More residents participate and interact with community and peer-led activities and organisations. The council will make this easier and more attractive to residents, where we can, recognising the role that civil society plays in community resilience and cohesion.
- Positive Residents Experience - All residents, businesses and other stakeholders can easily access services which are designed and operated in a resident-centric way. Co-production puts resident voice and experience at the heart of everything we do. Positive interactions with the council will support better relationships with the community, increasing mutual trust and confidence.

7.2 As such the Corporate Delivery Plan contributes significantly to Theme 4 Adults, Health, and welfare: Outcome 1 Healthy and Fulfilling Lives - All adults are able to live healthy and fulfilling lives, with dignity, staying active, safe, independent and connected in their communities. Outcome 2 Advice and Support - Low-income residents will receive accessible, non-stigmatising and holistic advice and support to reduce debt and address the underlying causes of financial hardship.

7.3 The contract award will contribute to the Council's commitment to generate social, economic, and environmental benefits to its residents due to the social value commitments of the winning bidder. Further information about the tender evaluation (such as name and contract value) is contained in Appendix 1 - Part B (exempt information) of the report.

8 Carbon and Climate Change

8.1 The provision of this service contributes to Theme 2 - Responding to the climate emergency within the corporate plan – Build community awareness and empowerment on carbon reduction and climate mitigation.

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

9.1 **Finance**

9.2 The maximum annual core funding available for this contract is £211,800 of which £166,800 is funded by Public Health Grant and £45,000 from the Better Care Fund (BCF). (Funding from BCF is subject to annual review). There is the potential for additional investment of up to £50,000 per annum from the ICB in the future, but this funding has not been confirmed. Agreement on the remainder of the funding will form part of discussions around Inequalities Fund Programme and additional Better Care Fund Plan investments, with the expectation that the majority of the remaining funding will be from these annual sources subject to review. If the NCL ICS or BCF funds are not renewed, 3 months minimum notice will be given to the provider and any activities associated will cease.

9.2 **Procurement**

9.2.1 The provision to which this report relates falls within Schedule 3 of the Public Contracts Regulations 2015 ('the Regulations'). A compliant open tender process was undertaken following the publication of a contract notice on requisite Government portals.

9.2.2 The proposed award to the successful tenderer is in accordance with the requirements of Contract Standing Order 9.07.1d

9.2.3 The procurement process provided best value; the tenderer submitted a bid within the Council's financial envelope. Moreover, additional benefits will be derived from social value contractual commitments outlined in the exempt appendix.

9.2.4 Commissioning will regularly monitor the contract on a quarterly basis to ensure key performance indicators are met and service outcomes are delivered. This should ensure that any challenges regarding service delivery can be met and resolved early on reducing the risk of service failure or poor performance.

9.3 **Head of Legal & Governance (Monitoring Officer)**

9.3.1 The Head of Legal and Governance (Monitoring Officer) has been consulted in the preparation of this report.

9.3.2 The services are classified as Schedule 3 services (social and other services) under the Public Contracts Regulations 2015 (the Regulations) and are subject to the light touch regime.

- 9.3.3 An open tender process was carried out in accordance with the Regulations and the Council's Contract Standing Orders.
- 9.3.4 The award of the contract will be a Key Decision and, as such, the Council needs to comply with its governance processes including publication in the Forward Plan.
- 9.3.5 Cabinet has power to approve the award of contract under CSO 9.07.1 (d) (contracts valued at £500,000 or more)
- 9.3.6 The Head of Legal and Governance (Monitoring Officer) confirms that there are no legal reasons preventing Cabinet from approving the recommendations in this report.

9.4 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 those protected characteristics and people who do not.
 - Foster good relations between people who share those characteristics and people who do not.
- 9.4.2 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. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 9.4.3 The contract for the Capacity Building Partner for the VCS requires the provider to offer the service to all Haringey based voluntary and community sector organisations who request advice and support. These organisations are working to support a range of groups of service users and residents, including those people who are disadvantaged and vulnerable. This decision to award the contract for a period of 3 years will enable this work to continue and is therefore likely to have a positive impact on VCS organisations which benefit from the service and therefore on those residents who they support.
- 9.4.4 As an organisation carrying out a public function on behalf of a public body, the provider 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 – Part B Exempt report (This report is not for publication as it contains information classified as exempt under Schedule 12A of the Local Government Act 1972 under the category (3) information in relation to financial or the business affairs of any particular person (including the authority holding that information))

11 Background papers

[The Corporate Delivery Plan | Haringey Council](#)

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MINUTES OF CABINET MEMBER SIGNING MEETING HELD ON THURSDAY 30 NOVEMBER 2023, 10:00AM - 10:35AM.

PRESENT: Councillor Dana Carlin, Cabinet Member for Finance and Local Investment

In attendance: Deborah McManamon, Head of Information Governance, Sirku Pietikainen, Senior Information Governance Officer, Glenn Mason, Head of Technology, Matthew Middup, Licence and Procurement 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 none

3. DECLARATIONS OF INTEREST

There were no declarations of interest.

4. URGENT BUSINESS

There was no urgent business.

5. DEPUTATIONS/ PETITIONS/ QUESTIONS

There were none.

6. EXTENSION OF EA21 CALL-OFF CONTRACT - SUPPLY OF LAPTOPS AND ACCESSORIES

The report sought to have the current EA21 call-off contract with XMA Ltd for the supply of laptops and accessories extended by 12 months and a key decision to approve an increase in spend under the contract above £500,000.00.

The Cabinet Member was assured that value for money within the contract was checked at regular intervals.

The Cabinet Member RESOLVED

1. To approve an increase in the maximum value under the initial 2- year term of the Council's EA21 contract with XMA Ltd for laptops and accessories (the EA21 contract), which was called off from CCS Framework RM6068, from £500,000.00 to £572,600.00 to cover an existing overspend to date as well as to cover anticipated spend up to the expiry of the initial term in December 2023;

2. To approve pursuant to Contract Standing Order (CSO) 10.02.1b), a first extension to the EA21 contract for a period of 12 months from 10 December 2023 to 9 December 2024 at a maximum value of £475,440.00 for the first extension period.

3. To note that if the Council's future digital roadmap aligns to new laptop devices, Digital Services may approach Cabinet in 2024 to seek further approval to extend the EA21 contract for a final 12-month term until 9 December 2025 and that a maximum value of £475,440.00 was currently envisaged for that extension period.

Reasons for decision

Laptops were an essential tool used by Haringey staff and integral to the successful service delivery and support of operations within the Council. Laptops align to the Council's smart working principles and enable remote working, flexible hours, collaboration and a mobile workforce. Laptops could also reduce operational costs by saving office space, energy and maintenance.

Digital Services hold stock of laptops to allocate to end users and require a compliant procurement route to purchase sufficient devices to meet demand. The proposed call-off contract extension would permit procurements to be completed in an efficient, controlled manner, with fixed pricing for accurate budgeting monitoring.

The EA21 contract was called off in 2021 from Crown Commercial Services (CCS) Framework RM6068 following a further competition in the form of an aggregated e-auction. This further competition was permitted under the CCS framework call off rules and is considered the most cost-effective way of sourcing laptops and accessories. Twenty-nine public sector organisations took part and the savings achieved through combining demand is judged to offer a greater economy of scale, compared to the Council undertaking an independent procurement.

Under the proposed extension of the EA21 contract, there would be no minimum spend commitment and the Council would be free to explore other procurement routes if it was thought the EA21 contract no longer demonstrated value for money or did not deliver products required by the Council.

The Council had procured through the EA21 contract since December 2021 and its predecessor EA16 was used to complete the laptop refresh in 2018/19. Continued use of the EA21 contract would ensure the laptops procured were consistent with models supported by Digital Services and are compatible with existing digital infrastructure and benefit from the extended on-site support solution offered under the contract.

Demand for laptops had increased over the last 24 months which is attributed to several factors including: service growth (new staff), digital inclusion for staff who had never had a laptop, support for work placement programmes, framework purchasing for Council initiatives and the replacement of out-of-warranty laptops. To minimise the need to purchase new laptops, the Council reallocated devices whenever possible, which was achieved by redeploying equipment collected through the 'Movers and Leavers' process. However, the stock was aging and the number of staff requiring laptops was growing and, as a result, there

was an increased pressure to order new devices. The proposed maximum spend of up to £475,440.00, over the first extension for 12 months, was based on current demand and equates to approximately 10% of the total laptop estate. It also included contingency to support work placement programmes and Council initiatives through sourcing supplies under the EA21 contract.

It was anticipated that the Council would undertake a device refresh in the future and move to the Windows 11 platform. Extending the EA21 contract and approving spend of up to £475,440.00, over the proposed first 12-month extension, provided sufficient time for Digital Services to define the Council's digital roadmap and fully scope and plan for a future refresh which demonstrates value for the Council. All new laptops procured through the EA21 contract extension will be Windows 11 compatible and could be utilised when the Council moved to the new platform.

Subject to further approval from Cabinet in 2024, the framework terms and conditions allow for a final 12-month extension from 10 December 2024 to 9 December 2025. If the Council were not able to commence with the refresh by December 2024, Digital Services would do a further report recommending Cabinet approve the final extension and the Council would continue to be able to source supplies under the EA21 contract. The CCS framework ended on 9 December 2025 and the Council would at that point pursue other options on how to fulfil its requirements.

Alternative options considered

Do not purchase

Without laptops staff would not be able to access the Council's digital infrastructure. Digital Services would not have laptops to issue to end users which would impact service delivery and operational support within the Council. Further purchase of laptops and accessories was needed by the Council to resource delivery of its objectives.

Procure through other frameworks

The EA21 contract was considered the most favourable way of securing supplies as the pricing for these supplies under the contract was set against aggregated volumes. Alternative routes to market would not realise the same cost savings.

7. SD-WAN CONTRACT VARIATION

The report requested approval for the variation of the current contract to provide Haringey Council with the flexibility to extend the implementation of SD-WAN solutions to additional or new sites within the Haringey area. The original contract was initially established for 31 corporate links connecting to the core Council offices.

The Council recognised the importance of modernising its network infrastructure to ensure efficient communication and data transfer across all council sites. The implementation of SD-WAN had proven to be a significant step forward in achieving this goal, providing improved network performance, scalability and cost-efficiency.

The proposed variation aimed to empower the Council with a mechanism to seamlessly bring other smaller or new sites into the SD-WAN environment. This flexibility was crucial to adapt to the changing needs and growth of the Council's network infrastructure.

The Cabinet Member asked whether this was going to make the Council more efficient moving forward and was assured that this would update the Council's services and ensure that the service was financially viable.

The Cabinet Member RESOLVED

To approve the variation of the current contract value of £499,000 by up to a value of 50% equal to a maximum of £249,500 and the alignment to the original contract end date of three years from the Installation Date for each connection as allowed under CSO 10.02.1 b Subject to the provisions of CSO 3.01 and the Regulations (in particular Regulation 72 of the Public Contract Regulations or Regulation 43 of the Concession Contracts Regulations (as applicable), compliance with Financial Regulations and subject to satisfactory outcomes of contract monitoring; the following may authorise an extension or variation to a contract (b) the Cabinet where the value is £500,000 (five hundred thousand pounds) or more.

Reasons for decision

To enable the continued adoption of flexible working, so that officers could work in and for the Borough.

- Adopting SD-WAN facilitates flexible working by providing reliable and secure connectivity for officers regardless of their location, enhancing productivity and enabling remote work arrangements.

To fully align with the government's "Internet First" policy, the next generation corporate network was based on SD-WAN, which provided direct internet access at Council offices, libraries, youth, community centres, and across the Borough.

- Aligning with the government's "Internet First" policy ensures that the Borough's network infrastructure is modern and capable of providing direct internet access, promoting efficiency and digital accessibility.

The technology also allowed the Borough to take advantage of the reduced cost and delivery lead time of locally sourced internet connectivity compared to dedicated circuits (MPLS).

- SD-WAN offers cost-effective and faster internet connectivity compared to traditional MPLS circuits, which is beneficial for the Borough in terms of both budgetary considerations and speed of implementation.

Simplified and streamline delivery of future connectivity, giving the Borough flexibility and swift response to implement new initiatives to connect the Council with its residents.

- SD-WAN simplifies the process of implementing and managing network connectivity, providing the Borough with the flexibility to adapt to future initiatives quickly and connect with residents more effectively.

The contract sought to allow an extension of the SD-WAN solution to meet the Council's accommodation strategy requirements.

- The contract is designed to accommodate the Borough's future needs, including expansion or changes in the accommodation strategy, ensuring long-term scalability and adaptability.

The supplier was providing improved performance and resolution to agreed service level agreements (SLA). Hardware refresh included within the scope of the contract with client premise equipment (CPE) replaced at the sites.

- The selected supplier offers improved network performance and meets agreed- upon service level agreements, which is essential for maintaining efficient operations. Additionally, the hardware refresh ensures the reliability and modernization of the network infrastructure.

The overlaying SD-WAN technology used was specific to individual suppliers.

SD-WAN technologies may vary among suppliers, and selecting a specific supplier ensures compatibility and a cohesive network infrastructure.

- SD-WAN technologies may vary among suppliers, and selecting a specific supplier ensures compatibility and a cohesive network infrastructure.

Going out to market could result in interoperability issues in trying to get a new site to access required the Council's IT services as well additional costs.

- Seeking new suppliers in the market could lead to interoperability challenges and additional expenses in integrating new sites into the existing network, potentially disrupting IT services.

It would negate issues regarding ownership when issues arose as it would not be required to interface with multiple suppliers - technically, services desks, accounts, etc.

- Having a single supplier simplifies ownership and accountability in case of issues or troubleshooting, reducing the need to coordinate with multiple suppliers and streamlining the resolution process.

It would cover additional costs that had not been accounted for within the original contract such as Civil Works, Wayleaves and Permits being incurred and passed on by the supplier.

- The contract included provisions to cover unforeseen costs such as civil works, wayleaves, and permits, providing financial protection and ensuring that the supplier was responsible for any unexpected expenses.

Scalability: The ability to include additional sites as needed, without the need for extensive contract renegotiations or procurement processes.

Cost-Efficiency: Optimising network resources and reducing operational costs.

Network Performance: Ensuring consistent and high-quality connectivity across all council sites.

Adaptability: Responding quickly to new site requirements and network demands.

Alternative options considered

Do Nothing – this prohibited the Council from adopting flexible working.

This would mean the Council would be left without suitable office connectivity for its staff and significant operational difficulties in achieving plans for more flexible working as well having to keep legacy equipment operational and maintained.

Ad-Hoc Site Deployment

All future sites would have a consistent connectivity platform which based on chosen suppliers overlay SD-WAN technology as well as all the managed service benefits.

8. DATA PROTECTION POLICY

The Data Protection policy had been updated to ensure compliance with the new legislative requirements.

The safety and integrity of personal data is a matter of great importance to the public. The Data Protection policy sets out our statement of intent in ensuring we work to the high standards our residents and customers would expect.

The Cabinet Member was assured that the policy covered our data protection requirements.

The report policy had been reviewed by Information Security Management in terms of interested parties and the Information Security Management System in order for the policy to be put forward for approval.

The Cabinet Member RESOLVED

To approve the Data Protection policy.

Reasons for decision

To ensure that this key policy is up-to-date and reflects the legislation.

Alternative options considered

N/a

9. NEW ITEMS OF URGENT BUSINESS

There were no new items of urgent business.

CABINET MEMBER: Councillor Dana Carlin

Signed by Chair

Date30 November 2023.....

MINUTES OF CABINET MEMBER SIGNING MEETING HELD ON THURSDAY 30 NOVEMBER 2023, 1:30PM - 1:38PM.

PRESENT: Councillor Sarah Williams, Cabinet Member for Housing Services, Private Renters and Planning

In attendance: Alison Charles, Commissioning Officer 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 none

3. URGENT BUSINESS

There was no urgent business.

4. DECLARATIONS OF INTEREST

There were no declarations of interest.

5. DEPUTATIONS / PETITIONS / PRESENTATIONS / QUESTIONS

There were none.

6. AWARD OF A CONTRACT FOR HARINGEY STREET OUTREACH SERVICE

This report detailed the outcome of an open tender process and sought approval to award the Housing Related Support (HRS) contract for the Housing Street Outreach Service Team (HSORT) for rough sleepers in accordance with Contract Standing Orders (CSO) 9.07.1 (a) and 16.02.

The current contract expired on 31 March 2024 and a procurement process had been undertaken to ensure that a new contract was in place to meet the Council's requirements.

The Cabinet Member RESOLVED

1. That, in pursuant to Contract Standing Order (CSO) 16.02 and 9.07.1a) and d) approval for the award of contract for the Provision of the Housing Related Support, Housing Street Outreach Service Team (HSORT) for rough sleepers to the successful bidder identified in Appendix 1 - Part B of the report be granted.

2. That the proposed contract run for a period of three (3) years commencing 1st April 2024 to 31st March 2027 at an annual cost of £233,700 (totalling £701,100 over 3 years), with an option to extend for a further period or periods of up to four (4) years. For the avoidance of doubt the maximum contract length would be seven (7) years, if extended. The aggregated total cost of the contract would be £1,635,900 including the proposed extension period.

Reasons for decision

There was an identified need within Haringey for services to support people who were rough sleeping around the wide-ranging needs and circumstances that contribute to and cause homelessness. A dedicated Housing Support Outreach Team helped meet that need, providing a flexible and person-centred service which will support clients. There was currently an increase in the numbers rough sleeping in Haringey.

The service offered was holistic with an assessment of need and circumstances conducted as a starting point with the aim being to support an individual away from street homelessness. Other outcomes included improvements in health and wellbeing, effective signposting to support services including immigration advice and support, substance and alcohol dependency and mental health.

This service was funded from the Rough Sleeping Initiative (RSI) administered by the Department for Levelling Up, Housing & Communities (DLUHC). This contract would enable the demand for the service to be met which in turn will enable the Council to meet its strategic commitments to residents around rough sleeping and single homelessness.

The service would also work closely with the GLA's Rapid Response Team (RRT), Haringey Council Housing Needs, commissioned and non-commissioned supported housing pathways, the Community Safety Team, the boroughs Homeless Health Inclusion Team (HHIT) and other partners to secure accommodation which reduced and prevented rough sleeping in Haringey. Therefore, the decision ensured that the Council's money was spent appropriately on what was needed most and vital to the Council and its residents.

The decision to award a contract to the successful bidder was 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 had a knowledge of the community. The tender clearly stated their commitment and expertise to reduce and support homelessness in Haringey. The recommended bidder submitted a strong tender that clearly demonstrated expertise and commitment to providing the appropriate and relevant care and support to local residents. Furthermore, they demonstrated that they were invested in social value - provide training and employment opportunities for local people.

Alternative options considered

Do nothing – The Council could elect not to re-commission the Housing Street Outreach Service Team. However, this would leave Haringey without the appropriate outreach service to support people rough sleeping. This would be likely to cause an increase in the number of people rough sleeping and would have a significant detrimental impact on people's wellbeing, as well as the Council and its partners. The option to do nothing was considered and rejected.

5.2

Extend existing contracts – Extension periods available within the existing contracts have been exhausted. 5.3

Deliver the services inhouse – Extensive consideration was given to the possibility of in-house delivery for this service. However, the investment required to manage this service internally would be more than the budget envelope. The service was a specialist provision and if provided in house would be lacking the capacity and expertise. Also, the funding for this service is provided by DLUHC and the existing provider was agreed as a delivery partner. Any change to this arrangement would have to be approved by DLUHC.

7. AWARD OF CONTRACT FOR WOMEN'S COMPLEX NEEDS 24 HOUR SUPPORTED ACCOMMODATION

This report detailed the outcome of an open tender process and sought approval to award the Housing Related Support (HRS) contract for Women's Complex Needs 24 Supported Accommodation Contract in accordance with Contract Standing Orders (CSO) 9.07.1 (a) and 16.02.

The current contract would expire on 31 March 2024 and a procurement process had been undertaken to ensure that a new contract was in place to meet the Council's requirements.

Subject to approval, the contract would be awarded for a period of three (3) years commencing 1st April 2024 to 31st March 2027 at an annual cost of £253,000 (totalling £759,000 over 3 years), with an option to extend for a further period or periods of up to four (4) years. For the avoidance of doubt, the maximum contract length would be seven (7) years, if extended. The aggregated total cost of the contract will be £1,771,000 including the proposed extension period.

The Cabinet Member RESOLVED

1. That the Cabinet Member for Housing Services, Private Renters, and Planning, pursuant to Contract Standing Order (CSO) 16.02 and 9.07.1a) and d) grant approval for the award of contract for the Provision of Women's Complex Needs 24 hour supported accommodation service for women to the bidder identified in Appendix 1 – Part B of the report.
2. That the contract be awarded for a period of 3 years from 1 April 2024 at a cost of £759,000 with provision to extend for further period or periods for up to 4 years with a total value of £1,771,000.

Reasons for decision

The Women's Complex Needs service was currently being delivered and the contract would end on 31 March 2024. The service was part of a recent tender exercise as part of the recommissioning of the Single Homeless Pathway. The recommended bidder demonstrated their expertise and experience in providing the services required, and to meeting the service outcomes as specified. They were able to demonstrate a strong track record of delivering services for women with multiple and complex needs.

There was clearly evidenced demand for services that support women around the wide-ranging needs and circumstances that contribute to, and cause, homelessness. Dedicated and gender informed supported housing services provide a flexible and person-centred approach to women experiencing multiple disadvantages by helping maintain and establish

sustainable housing, overcome health, and gender inequalities, and recover from other experiences that contributed to their homelessness.

The Domestic Abuse Act (2021) places new duties on local authorities to provide 'safe accommodation' and support to victims of domestic abuse. The service would aid the Council to fulfil these duties as well as the commitment to deliver early intervention to women in crisis who are experiencing multiple and complex needs, preventing homelessness and escalation in need.

The service would also contribute to delivery of the Council's Delivery Plan (2023- 2024) objectives and will play an integral role in the delivery of Haringey's Homelessness and Rough Sleeping Strategies, by supporting single adults with support needs to secure positive housing, health, and community outcomes.

Alternative options considered

Do nothing: There was only a statutory requirement to provide housing for single homeless people where they were identified as vulnerable and in priority need under Section 189 of the Housing Act (1996 amended 2002). However, Haringey like all London boroughs recognised the human, social and economic costs associated with homelessness and the need to ensure that people were adequately supported to recover from it and prevent future instances. Therefore, it was not deemed in the best interests of homeless women or the Council to cease the current contracts for the provision of supported housing services.

Extend existing contracts: The extension periods available within the existing contract had been exhausted, and no further extensions were possible.

Deliver the services in house: Extensive consideration was given to the possibility of in-house delivery for this service. However, on reviewing the options available, insourcing was deemed to be unsuitable due to the time constraints. The successful bidder had an extensive track record in delivering these services and have established relationship with the Landlord required to deliver the housing management for these properties.

8. NEW ITEMS OF URGENT BUSINESS

There were no new items of urgent business.

9. EXCLUSION OF THE PRESS AND PUBLIC

Items 10 and 11 were subject to a motion to exclude the press and public be from the meeting as they contain exempt information as defined in Section 100a of the Local Government Act 1972 (as amended by Section 12A of the Local Government Act 1985); para 3, namely information relating to the financial or business affairs of any particular person (including the authority holding that information).

10. EXEMPT - AWARD OF A CONTRACT FOR HARINGEY STREET OUTREACH SERVICE

The Cabinet Member considered the exempt information.

11. EXEMPT - AWARD OF CONTRACT FOR WOMEN'S COMPLEX NEEDS 24 HOUR SUPPORTED ACCOMMODATION

The Cabinet Member considered the exempt information.

CABINET MEMBER: Councillor Sarah Williams

Signed by Cabinet Member

Date30 November 2023.....

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MINUTES OF MEETING Cabinet Member Signing HELD ON Monday, 4th December, 2023, 10:00 – 10:10

PRESENT:

Councillors: Zena Brabazon

**ALSO ATTENDING: Pauline Hinds, Senior Project Manager, Kodi Sprott, Principal
Committee Coordinator**

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 new items of urgent business.

4. DECLARATIONS OF INTEREST

There were no declarations of interest.

5. DEPUTATIONS/PETITIONS/QUESTIONS

There were no deputations/petitions/questions.

6. SOUTH HARRINGAY PRIMARY SCHOOL - URGENT CONDITIONS WORKS

This condition project would bring a number of benefits to the school and the council, with the primary objective of providing improved educational environments for Children in line with Haringey's Corporate Plan. Along with improving educational outcomes, this project would significantly reduce the risk of a health and safety incident or school closure through condition failure, such as window deterioration or roof leaks. The project would also help the school reduce its energy demands and relieve some budgetary pressure.

It was noted by the Cabinet Member that effort should be made to liaise with the head teacher of the school and the assistant director of schools so they are aware of any developments.

The Cabinet Member for Children, Schools and Families RESOLVED

1. To approve an Award to Contractor B to the value of £1,720,833.00.
2. To approve a client contingency as set out in Part B of this report which will be strictly managed under change control governance arrangements.
3. To approve the issuance of a letter of intent for up to 10% of the contract value, as set out in Part B of this report.

Reasons for decision

A major review of the condition and suitability of the Children's Services estate has been undertaken which has informed the Children's Service's asset management plan (CSAMP). This identified condition and suitability deficiencies in the primary, secondary, and wider Children's Service estate need addressing in the short, medium, and longterm. South Harringay Primary School is high priority for major works due to issues relating to health and safety or the school is at risk of school closure. In 2019 a commission was given to further investigate and address urgent works relating to the condition of building services. This construction contract award is to achieve the following:

- Replacement of windows
- Repairs to stone and ceramic tile cills
- External masonry brickwork and repointing
- Underpinning to brick pier of school boundary wall
- Localised roof repairs and rainwater goods repairs to make full use of the scaffolding
- Installation of pigeon deterrent system

This construction award report requests a decision on the procurement of a contractor to undertake all the external envelope works identified, designed and approved by the project sponsor.

There is no Cabinet Meeting scheduled in August. A Cabinet Member decision is required in August 2023 to enable timely mobilisation and facilitate procurement of longer lead in materials as soon as possible which will offer greater likelihood of achieving maximum grant funding available.

Alternative Options Considered

Do nothing – a decision not to support this award of construction contract will result in the Council's failure to suitably maintain its education estate by undertaking essential condition improvements. This would increase the likelihood of reactive works which will create greater disruption and cost to the council and potentially result in the loss of education days. All of which would undoubtedly impact on the quality of teaching and learning.

Delaying a decision further would add additional time to the programme and cost to the council. Not being able to award a contract and place orders at the earliest opportunity would increase the risk of bidders not holding their price which could be

impacted by inflation. The tender is based on bidders holding their price for up to 28.5 weeks, which this decision sits within.

7. NEW ITEMS OF URGENT BUSINESS

There were no new items of urgent business.

8. EXCLUSION OF THE PRESS AND PUBLIC

Item 9 was subject to a motion to exclude the press and public be from the meeting as it contained exempt information as defined in Section 100a of the Local Government Act 1972 (as amended by Section 12A of the Local Government Act 1985); para 3, namely information relating to the financial or business affairs of any particular person (including the authority holding that information).

9. EXEMPT - SOUTH HARRINGAY PRIMARY SCHOOL - URGENT CONDITION WORKS

The Cabinet Member considered the exempt information.

10. NEW ITEMS OF EXEMPT URGENT BUSINESS

There were no new items of exempt urgent business.

CHAIR: Cllr Zena Brabazon

Signed by Chair

Date04/12/2023.....

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MINUTES OF MEETING Cabinet Member Signing HELD ON Tuesday, 5th December, 2023, 4-4.30pm

PRESENT: Councillor Lucia das Neves, Cabinet Member for Health, Social Care and Wellbeing

In attendance: Rebecca Cribb, Commissioning Officer, Vicky Murphy, Service Director Adult Social Services and Boshra Begum, Senior Democratic Services Officer

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.

11. FILMING AT MEETINGS

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

12. APOLOGIES FOR ABSENCE

There were no apologies for absence.

13. URGENT BUSINESS

There were no new items of urgent business.

14. DECLARATIONS OF INTEREST

There were no declarations of interest.

15. DEPUTATIONS/PETITIONS/QUESTIONS

There were no deputations/petitions/questions.

16. EXTENSION OF 12 BLOCK CONTRACTS FOR THE PROVISION OF HOME SUPPORT

Cabinet Member for Health, Social Care and Well-being wanted it noted that some contract providers are CQC Rated Requires Improvement and in this cases we apply our quality assurance framework and suspend new placements with the provider and support them to improve their service, until we are satisfied that we can lift the suspension.

The Cabinet Member for Health, Social Care and Wellbeing RESOLVED:

1. For the Cabinet Member for Health, Social Care and Wellbeing to retrospectively approve, pursuant to Contract Standing Order 10.02.1 (b) and 16.2, the extension of twelve (12) contracts for the provision of bundled hours home support and reablement service, for a six-month period, from 1st September 2023 to 29th February 2024. The twelve contracts are listed in Appendix 1 of this report.

2. The maximum cost of extending for six months, if all care hours are utilised, is £5,021,640, taking the combined total contract values to a maximum of £27,721,396. For the avoidance of doubt, payment will be made on services called-off and delivered only, and the estimated likely spend based on current utilisation is £4.1m.

3. For the Cabinet Member for Health, Social Care and Wellbeing to note that a further report will be prepared to consider whether the council should exercise its option, under the original tender, to extend the contracts for up to a further 18 months.

4. For the Cabinet Member for Health, Social Care and Wellbeing to note the Council's position (as set out in para 6.4) in respect of bundled hours home Support

Reasons for decision

Haringey's new model of care for home care support was developed using a Co-design process that engaged with front line care workers, provider agencies, service users, and social care staff.

Since the introduction of the contracts there has been measurable improvements in the service offer for Haringey residents receiving home care and reablement. Analysis shows that a larger proportion of care hours are being delivered by a smaller number of providers, which we know has several benefits, including: a more unified approach between care providers, social care and health professions, and the voluntary and community sector; more effective contract monitoring and quality assurance through less Council resource needed to ensure efficacy in delivery outcomes; and strengthening crucial partnerships between the Council and Providers to assure quality and continue to improve value. Amongst providers delivering these contracts we have seen fewer packages handed back and fewer complaints about consistency and continuity of care. Research shows that continuity of care and increased coordination and communication between professionals delivers improved outcomes for residents and can maintain or reduce needs. The contract reviews which are currently underway, will aim to evaluate the extent to which these outcomes have been delivered and can be evidenced.

The contracts have also led to improved contractual terms for care workers with providers required to pay LLW, Travel and Waiting Time, and forgo their

use of zero hours contracts. Again, the contract reviews will consider the consistency with which these requirements of the contract are being adhered to.

The initial 6-month extension will allow sufficient time to conclude a review of these contracts to inform the decision of whether or not the contracts should continue, or an alternative contracting model is required.

Alternative options considered

1. Do nothing: the contract would end on 31st August 2023 and would undermine all the progress the Council has made with the successful providers to-date. It would also put at risk continuity of care for clients as providers may choose to hand back packages of care.
2. Go out to tender: It would be possible to go back out to tender but given the imminent expiration of the contract, will not allow for a full procurement process to be undertaken. However, extending the contract for a further 6 months, will enable a more efficient solution to maintain continuity of service and undertake a comprehensive review and option appraisal of the current service.

17. NEW ITEMS OF URGENT BUSINESS

There were no new items of urgent business.

18. EXCLUSION OF THE PRESS AND PUBLIC

Item 9 was subject to a motion to exclude the press and public be from the meeting as it contained exempt information as defined in Section 100a of the Local Government Act 1972 (as amended by Section 12A of the Local Government Act 1985); para 3, namely information relating to the financial or business affairs of any particular person (including the authority holding that information).

19. EXEMPT - EXTENSION OF 12 BLOCK CONTRACTS FOR THE PROVISION OF HOME SUPPORT

The Cabinet Member considered the exempt information.

20. NEW ITEMS OF EXEMPT URGENT BUSINESS

There were no new items of exempt urgent business.

CHAIR:

Signed by Chair

Date

MINUTES OF MEETING Cabinet Member Signing HELD ON Thursday, 7th December, 2023, 2pm-2.30pm

PRESENT:

Councillors: Lucia das Neves, Cabinet Member for Health, Social Care and Wellbeing

ALSO ATTENDING: David Lee, Senior Project Manager and Boshra Begum, Senior Democratic Services Officer.

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 new items of urgent business.

21. FILMING AT MEETINGS

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

22. APOLOGIES FOR ABSENCE

There were no apologies for absence.

23. URGENT BUSINESS

There were no new items of urgent business.

24. DECLARATIONS OF INTEREST

There were no declarations of interest.

25. DEPUTATIONS/PETITIONS/QUESTIONS

There were no deputations/petitions/questions.

26. CANNING CRESCENT

It was acknowledged that there were significant delays in the work being completed by the original contractor Cosmur Construction (London). The Cabinet Member for

Health, Social Care and Wellbeing also noted that there were external pressures such as the Government budget and legal challenges that affected the process and timeline in the case of Canning Crescent.

The Cabinet member for Health, Social Care and Wellbeing was assured that appropriate financial assessments and due diligence had taken place in relation to Diamond Build Group PLC to undertake the refurbishment works at Canning Crescent. It was also noted that Diamond Build Group PLC had previously completed successful projects with Haringey Council.

It was noted that there had been changes to the timeframe previously and completion of the remaining works on Canning Crescent is projected to be Autumn 2024.

The Cabinet Member for Health, Social Care and Wellbeing RESOLVED:

1. For the Cabinet Member for health, social care, and wellbeing to Waive CSO 9.01.1 (requirement to publish an appropriate tender advertisement) and approve the award of contract to Diamond Build Group PLC to undertake the refurbishment works at Canning Crescent (2c), based on their tender price of £1,690,324.97.
2. Approve a client contingency as set out in Part B of this report which will be strictly managed under change control governance arrangements. This is in addition to the award value noted in 3.1.1 Refer to Part B section 3 for the contingency value and total award value.
3. To vire £1.528m from approved General Fund capital programme contingency.
4. To note Phase 2a and 2b previously awarded to Diamond Build Plc under delegated powers.
5. To note a total award for phase 2a, 2b and 2c up to the aggregated value of £1,756,468 excluding phase 2c contingency.
6. Approve the issuance of a Letter of Intent up to the value of £100,000.

Reasons for decision

There were significant delays in the work being completed by the original contractor Cosmur Construction (London) Ltd with a contract completion date of 18th March 2022 and the last projected completion date of 27th January 2023. These delays we suspect were attributed to issues with their supply chain payment and poor management which in part was explained by the company entering a Compulsory Voluntary Arrangement on 11th May 2023.

Following a review by Major Projects, Haringey Procurement and Legal it was decided the best course of action was to terminate the contract with Cosmur Construction (London) Ltd which was completed on the 31st of March 2023 and for expediency to directly award a contract to a supplier with a track record of delivering similar projects using the Haringey Procurement Contract System (HPCS).

With a refurbishment scheme of this nature that had extensive mechanical and electrical (M&E) alterations there is a level of complexity relating to a replacement contractor taking liability for the installation of works by the original contractor. In recognition of this Major Projects instigated a process of validation (by the incoming provider) to assist in establishing the full extent of works required. This involved intrusive investigation (which was led by the design team) that included removing previously installed ceilings and panelling and testing the M&E and other building fabric work to influence the scope of works required. This has assisted the design team in the accuracy of the required scope and has ensured the contractor has a full understanding of the liability in undertaking the refurbishment. These investigations identified significant shortcomings in the workmanship and certification of the mechanical and electrical installations, fire stopping and fire doors and other elements of the project. This has resulted in many of these items having to be renewed as part of the refurbishment.

The tender by Cosmur Construction London Ltd was submitted in February 2021 and since this time inflation has significantly increased the cost to undertake refurbishment work of this nature.

As part of the tender clarification with the incoming contractor there has been extensive engagement to ensure value for money that has involved a reduction in the proposed programme, clarifications to reduce provisional sums and agreement of the treatment of warranties and the like. The financial impact of this is detailed in section 6.3 of the Part B of this report. Due to the complexities of this contract, it is anticipated that if this project was tendered to the open market this level of clarification would have to be undertaken with each of the tendering contractors leading to an extended tender period.

We are seeking legal recourse for the cost of this work from the original contractor Cosmur and reviewing any design liability presently.

Considering the above Diamond Build Plc have the requisite expertise, knowledge, and resources available to complete the works. Diamond Build understand the Council requirements for completing the refurbishment at Canning Crescent and have been extensively involved in the project since March 2023. They have also been appointed to deliver the following enabling works under Director level Delegated Authority:

- Phase 2a - Contract award of £10,000 to inspect the site for Health and Safety purposes and to take over the hire of the scaffolding.
- Phase 2b - Contract award of £56,143.50 to open existing infrastructure, undertake inspections, surveys and validate works to fully inform the scope of the outstanding and or defective works.

The specifications have been updated to include the works needed to reduce the risk of the building not meeting relevant health and safety standards and regulations on completion. The scope of works involve the completion of:

- Architectural installations – Panelling, fixed furniture, fire doors, kitchen installation etc.

- Mechanical & electrical installations – Lighting, fire alarm, small power, lift, heating, and security systems etc.
- Landscaping Works
- External building envelope improvements

There is an urgent need for the facility to be operational to support Haringey residents living with mental health conditions that affect daily life. The completed works will also allow the Clarendon Road Recovery College to be relocated to the Canning Crescent site, allowing Clarendon Road to be adapted for homelessness accommodation.

Alternative options considered.

Do nothing – the refurbishment works at Canning Crescent remain incomplete. A decision not to support this award of construction contract will result in the Council's failure to meet the original project objective which is to create a new Adult Mental Health facility with respite units, recovery college and cafe for use by Barnet, Enfield, and Haringey (BEH) Mental Health NHS Trust.

A competitive tender via the Dynamic Purchasing System (DPS) or LCP Major Works Framework was discounted as it was felt a direct award would be most efficient due to the urgent need to replace the previous contractor. An independent quantity surveyor and contract administrator is appointed to evaluate all costs to ensure value for money for Diamond Build Plc to complete the works.

In-house – There is currently no resource within the Council that has the capacity, specialist expertise or qualifications to deliver this service.

27. NEW ITEMS OF URGENT BUSINESS

There were no new items of urgent business.

28. EXCLUSION OF THE PRESS AND PUBLIC

Item 9 was subject to a motion to exclude the press and public be from the meeting as it contained exempt information as defined in Section 100a of the Local Government Act 1972 (as amended by Section 12A of the Local Government Act 1985); para 3, namely information relating to the financial or business affairs of any particular person (including the authority holding that information).

29. EXEMPT - CANNING CRESCENT

The Cabinet Member considered the exempt information.

30. NEW ITEMS OF EXEMPT URGENT BUSINESS

There were no new items of exempt urgent business.

CHAIR:

Signed by Chair

Date

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MINUTES OF THE CABINET MEMBER SIGNING HELD ON THURSDAY 7TH DECEMBER 2023, 15:30 – 15:40

PRESENT:

Councillors: Adam Jogee

ALSO ATTENDING: Brian Elik, Eubert Malcolm, Bhavya Nair

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. URGENT BUSINESS

There were no items of urgent business.

4. DECLARATIONS OF INTEREST

There were no declarations of interest.

5. DEPUTATIONS/PETITIONS/QUESTIONS

There were no deputations, petitions or questions.

6. PUBLIC SPACE PROTECTION ORDER - FINSBURY PARK SOUTH ENTRANCE

That Cabinet Member for Community Safety and Cohesion considered the report that sought approval of the consultation for this proposed Public Space Protection Order to tackle anti-social behaviour.

RESOLVED

1. To grant approval for consultation of the draft Public Space Protection Order (PSPO) as contained in Appendix 1.
2. To note that a further report will be required following the consultation.

Reasons for decision

The Council's commitment to creating a safer environment for all residents and visitors was clear in its vision for the borough. To achieve this vision, the Council was proposing the introduction of a Public Space Protection Order (PSPO) to address the ongoing issues of anti-social behaviour (ASB) and criminal activity that were negatively affecting the park's atmosphere and the safety of those who used it.

The specific area in question was the south entrance of the park on Seven Sisters Road which poses certain challenges due to its design and layout. The main issues which had influenced the decision for the gating PSPO were as follows:

- Layout of the area. The narrow line of sight and the transition from nearby amenities like Lidl into an open space had created an environment where unlawful activities could occur without being easily detected.
- There was a lack of clear ownership or defined rules in the space which contributed to issues, as there were no clear indications of proper usage, including, poor pavement markings, the absence of signage and no clear parking restrictions.
- The environment also allowed individuals to conceal themselves around various corners, leading to decreased feelings of safety in the area. This contributed to the misuse of the space for criminal activities and anti-social behaviour.
- The issue was not limited to pedestrian traffic; mopeds parking on the pavement further compounded the problem. While some moped riders might have had legitimate reasons for being there, the presence of both legal and illegal users created an assumption that this practice was acceptable, essentially establishing a "desire line" for mopeds in the area. This became a challenge to rectify, even if it negatively impacted the general public. It's also noted that the majority of moped users were pretending to be delivery drivers but were, in fact, involved in facilitating the supply of drugs.

Closing off the area by erecting gates and implementing the PSPO would bring an end to or restrict the behaviours above and subsequently, bring about improvements to the area such as, an increase in feelings of safety for users of the park in particular women and in addition the area would be put to better, legitimate use.

Alternative options considered

Not to pursue a gating order under a PSPO. Given the length of time that the behaviour had been ongoing and the detrimental effect the behaviour was having on our communities and businesses, this was not an option.

7. PUBLIC SPACE PROTECTION ORDER - DOVECOTE AVENUE GATES - NOEL PARK WARD

On 26th June 2023, the Cabinet Member for Community Safety and Cohesion gave approval to consult on the draft Public Space Protection Order (PSPO), in respect of installing gates in Dovecote Avenue that would restrict entry and anti-social behaviour.

The purpose of this report was to present the outcome of the PSPO consultation and to seek the Cabinet Member's approval for the proposed PSPO.

RESOLVED

The Cabinet Member for Community Safety and Cohesion to approve the draft Public Space Protection Order (PSPO) as contained in Appendix 1.

Reasons for decision

Over the years, the Dovecote Avenue had attracted significant ASB, including numerous reports of fly tipping, graffiti, drug dealing, drug taking, street drinking, discarded beer cans, drugs paraphernalia, urine, and faeces (see appendix 2). There was CCTV in the alley, however, due to the poor lighting and the bends, the alley had various hidden and blind spots. The residents were afforded no protection as they enter a dark and enclosed alleyway to make their way to their front door.

The activity in Dovecote Avenue, as detailed in Appendix 2, had or was likely that they would had, a detrimental effect on the quality of life of those in the locality, It was likely that the detrimental effect will be persistent, and such as to make the activities unreasonable; the effect or likely effect was such as to justify the restrictions imposed by the proposed PSPO.

A number of other alleyways within Noel Park ward, were gated with restricted access, in 2022, through the Safer Streets initiative. These alleyways had similar ASB issues as Dovecote Avenue, gating these alleyways had proven successful in significantly reducing ASB and crime in the locations. The proposed gates for Dovecote Avenue would have had similar security by design structure, compliant with required health and safety and fire regulations.

The PSPO will allow two (2) gates to be installed which would restrict access to only those residing or operating a legitimate business at the location. Other legitimate services and contractors will be provided the access through a key pad access code. A Gerda key box would be provided for Emergency Services to access which contain key pad access code. These restrictions would enhance the prevention of crimes and ASB at the location. The alley was not heavily used by pedestrians as a cut through, so gating it would not create access problems for pedestrians and the general public but would increase the security and safety of those residents living at this location. Restricting access would create a cleaner and safer environment, where business owners and residents would feel more secure in their properties.

The Council and the Police had exhausted other options such as the installation of CCTV, increase in police patrols, issuing ASB warnings, Community Protection Warnings, Community Protection Notices and Fixed Penalty Notices, but these actions had not enabled a long-term resolution to the anti-social behaviour (ASB) issues. These behaviours were having a detrimental effect on the lives of those living

and working in and around Dovecote Avenue. A PSPO would provide a more resilient and robust solution to the problems that residents experienced on a daily basis.

On 26th June 2023, the Cabinet Member agreed that the proposal for a gating order (PSPO) to restrict access to Dovecote Avenue should be taken to public consultation. The Consultation process began on the 31st July 2023 and continued for 6 weeks ending on 10th September 2023.

For the PSPO to be approved the Cabinet Member must consider the outcome of the consultation and make a decision.

Alternative options considered

Not to pursue a gating order under a PSPO. Given the length of time that the behaviour had been ongoing and the detrimental effect the behaviour was having on the residents and business located in and around Dovecote Avenue, this was not an option.

8. NEW ITEMS OF URGENT BUSINESS

There were no new items of urgent business.

CABINET MEMBER: Councillor Adam Jogee

Signed by Cabinet Member:

Date

MINUTES OF THE CABINET MEMBER SIGNING HELD ON TUESDAY 12TH DECEMBER 2023, 1:30pm – 1:40pm

PRESENT:

Councillors: Seema Chandwani

ALSO ATTENDING:

Simi Shah, Abdul Sahed, Bhavya Nair

9. FILMING AT MEETINGS

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

10. APOLOGIES FOR ABSENCE

There were no apologies for absence.

11. URGENT BUSINESS

There were no items of urgent business.

12. DECLARATIONS OF INTEREST

There were no declarations of interest.

13. DEPUTATIONS/PETITIONS/QUESTIONS

There were none.

14. CONTRACT VARIATION OF THE PARKING IT CONTRACT WITH TARANTO SYSTEMS LIMITED

The Cabinet member for Tackling Inequality and Resident Services considered a report that sought the approval to vary the contract value by 50% in accordance with Regulation 72 (1)(c) of the Public Contract Regulations (PCR) 2015, to allow contractual payments to be made. Concurrently, working closely with the council's procurement and legal team, Parking Services would be investigating and establishing a permanent solution to ensure the contract's continued financial viability.

The Cabinet member for Tackling Inequality and Resident Services noted that going forward, this contract would be under further review and may require to re-tender. As this was a big decision, the legal team would be advising on this matter.

RESOLVED

The Cabinet Member for Tackling Inequality and Resident Services:

1. To approve the modification of the existing Parking Management IT System (PMIS) Contract with Taranto Systems Limited as per Regulations 72 (1)(c) of the Public Regulations 2015, a necessary interim measure to manage the significant growth in variable costs.
2. To approve to the recommendation of 3.1, a financial modification that adjusts the original contract value by an increase of 50% representing expenditure of £1.44m additional to the original contract value of £2.91m agreed by Cabinet in 2019. This would take the total contract value to £4.35m.

REASONS FOR DECISION

Compliance with legal and procurement guidelines:

The decision to invoke Regulation 72 (1)(c) complied with procurement guidelines, which allowed for contract modification, in response to significant growth in parking schemes. The decision was also supported by the need for expert legal and procurement advice to navigate the complexities of the contract modification process.

Addressing parking scheme growth:

Due to the implementation of new parking schemes including several low traffic neighbourhood schemes (LTNs) and School Streets, there had been a significant surge in PCN volumes, which was not anticipated in the original contract financial model. As a result, it had become necessary to modify the contract to accommodate this growth and ensure that it accurately reflected the current reality.

Alignment with the Council's Transport Strategy:

The decision was aligned with the Council's broader strategic objectives, including effective traffic management, promoting sustainable transport, and providing quality services to residents. The contract modification ensured these objectives were not compromised.

Ensuring service continuity:

Implementing the proposed contract modification was crucial to maintaining parking enforcement services, which were essential for safely managing parking in the borough. Without this modification, there was a risk of interruption in enforcement operations, leading to increased illegal parking, decreased public safety.

Adjusting the contract to service future variable costs was also a decision to preserve public trust by ensuring that the Parking Service functions effectively, upheld high service standards and met statutory responsibilities.

Protecting income streams:

The Council's ability to process PCNs and parking permit payments relied on the PMIS Contract. The Parking Management IT System was forecasted to process £23.5m in PCN payments and £6.5m from parking permit sales in the 23/24 financial year. The growth impacted and the increase in the contract value would be met through the budgets for the Highways and Parking Service.

With regards to specific delivery of services, the PMIS:

- Enabled the enforcement of parking regulations and removal of abandoned vehicles, improperly parked, or problematic vehicles from public roads and car parks. This was a critical function for the Council, as it ensured public safety and addressed concerns raised by residents.
- Provided an 'Online Permit System', allowing residents and businesses to purchase parking permits and managed their parking arrangements.
- Provided an Online Case Management System for parking representations and appeals, allowing motorists to exercise their statutory right to challenge/ appeal a PCN.
- Enabled the management of Blue Badge and concessionary travel casework.
- Enabled using "cashless" parking via the RingGo service for short-term parking on-street and in car parks and supported many other ancillary parking services.

ALTERNATIVE OPTIONS CONSIDERED.

Doing nothing:

It was crucial to take action as failure to meet monthly financial obligations according to the contract could result in the supplier terminating the contract. If the PMIS Contract was terminated, it would disrupt day-to-day operations and would pose a significant risk to public safety and the Council's statutory duties in traffic management. Therefore, inaction was not an acceptable option.

Development of future options to follow legal advice:

The contract variation sought was an interim solution. It would not allow this contract to run its entire duration if the volume of parking transactions and activities remained as was or increased further. The Parking Service was closely collaborating with the Council's legal and procurement departments to thoroughly review all future contract options, ensuring compliance with best practices, and achieving the best value for the Council.

The necessity for immediate contract modification:

In the immediate term, the Council was constrained to seeking a contract modification invoking Regulation 72 (1)(c) of PCR 2015. This contract modification, proposing a 50% increase in the contract value, was crucial to prevent parking enforcement and management service disruption. This step was necessary to sustain the Council parking operations while long-term solutions were formulated with procurement and legal services.

The proposed contract variation with Taranto Systems Limited (TSL) was expected to have the following outcomes:

- a) Short-term financial stability - The contract modification aimed to stabilise the finances of the Parking Service by accommodating the unforeseen increase in the issuance of penalty charge notices (PCNs).
- b) Continuity of services - The approval would ensure that parking enforcement services continued uninterrupted, ensuring public safety and compliance with parking regulations.
- c) Strategic alignment - The modification aligned with the Council's strategic objectives, promoting sustainable transport and effective traffic management.
- d) Income protection - Adjusting the contract terms would enable the Council to continue to discharge its statutory duties.
- e) Future planning - The contract modification would provide time to investigate and establish a permanent solution to ensure the financial viability of the Parking Management IT System (PMIS) Contract.
- f) Public trust - The Council would be able to uphold high service standards, meet statutory responsibilities, and maintain public trust.

15. WEST GREEN ROAD WAITING AND LOADING PROPOSED CHANGES

The Cabinet member for Tackling Inequality and Resident Services considered a report that sought:

1. To report on the outcome of the statutory consultation carried out between 18 October 2023 and 24 November 2023 on the proposed parking and loading changes along parts of West Green Road to ease congestion on narrow sections of road. The report made recommendations for the making of permanent traffic orders where appropriate following the statutory traffic order making consultation.
2. To note the effect on parking loss of the changes detailed in 3.2 below and shown in the plans in Appendix A:
 - Loss of 3 permit holder spaces (15 metres in length)
 - Loss of 2 resident permit/ paid for parking spaces (10 metres)
 - Loss of single yellow line parking after restricted hours (237 metres)
3. To request the approval to proceed to implementation having taken objections into consideration.

RESOLVED

The Cabinet Member for Tackling Inequality and Resident Services:

- i. To note the summary of responses received to the statutory consultation for the waiting and loading changes in West Green Road.

- ii. To grant approval in the making of permanent traffic management orders and the implementation of works giving effect to the changes in West Green Road detailed in Section 6.16

REASONS FOR DECISION

The proposals were aimed at addressing delays that buses were experiencing when travelling along West Green Road as sections of this corridor were narrow. The recommendations included removing sections of parking and loading along this corridor, would help mitigate the delay to buses (some of which had been experienced following the introduction of the low traffic neighbourhoods (LTNs) in St Ann's and Bruce Grove West Green) whilst benefiting all motor vehicles using this corridor, including servicing vehicles.

Under the Traffic Management Act 2004, Haringey Council had a 'network management duty' under section 16 in its capacity as local traffic authority. In simple terms, the duty was to secure "the expeditious movement of traffic including pedestrians and cyclists on the authority's road network".

To address the identified problems, a traffic management order under the Road Traffic Regulation Act 1984 had been proposed. Under Section 122 of that Act, in carrying out that function, the Council sought to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilitated on and off the highway and have particular regard to (Section 122 (2)):

- a) The desirability of securing and maintaining reasonable access to premises;
- b) 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;
- c) The strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
- d) 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
- e) Any other matters appearing to the local authority to be relevant.

Before reaching a decision to make the necessary traffic management order to implement changes to parking restrictions and parking places, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended).

ALTERNATIVE OPTIONS CONSIDERED.

Do nothing:

This option was rejected as it would be against the Council's network management duty and the Cabinet's commitment to carry out review of the impacts of the LTNs.

16. NEW ITEMS OF URGENT BUSINESS

There were no new items of urgent business.

CABINET MEMBER: Councillor Seema Chandwani

Signed by Chair

Date

(Culture, Strategy & Engagement)

Significant decisions - Delegated Action - For Reporting to Cabinet on

◆ denotes background papers are Exempt.

No	Date approved by Director	Title	Decision
1.	19/12/2023	Business Manager post	To move current BM post to come under CE office team.
2.	4/12/2023	FNC ext report	Vary and extend contract with Bridge Renewal Trust for the provision of the Food Network Coordinator service.
3.	21/12/2023	Mitrefinch	Waiver & award of contract
4.	5/12/2023	Navnet	Extension of contract

Delegated Action	
Type	Number

Director of Culture, Strategy & Engagement Signature:  Date: 08/01/2024

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Legal and Governance

Significant decisions - Delegated Action - For Reporting to Cabinet from Head of Legal and Governance

◆ denotes background papers are Exempt.

No	Date approved by Director	Title	Decision
1.	7 Dec 23	Varying TLT contract - housing disrepair cases	Approves (in accordance with the Leader's delegation of 9 th November 2023), the variation of the contract awarded to TLT LLP in October 2022 so as to increase the maximum value of the contract by £700,001 from £499,999 to the sum of up to £1.2M (inclusive of disbursements).
2.	15 Dec 23	Varying Ashfords contract - housing disrepair cases	The variation of the contract awarded to Ashfords LLP in October 2022 so as to increase the maximum value of the contract by £100,001 from £499,999 to £600,000 (inclusive of disbursements).
3.			
4.			
5.			
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7.			
8.			

Legal and Governance

Significant decisions - Delegated Action - For Reporting to Cabinet from Head of Legal and Governance

◆ denotes background papers are Exempt.

No	Date approved by Director	Title	Decision
9.			
10.			
11.			
12.			

Housing, Regeneration & Planning

Significant decisions - Delegated Action - For Reporting to Cabinet on **x**

◆ denotes background papers are Exempt.

No	Date approved by Director	Title	Decision
	01 Dec 23	Acquisition of a property in N17 and authority for an 'Equity Loan' as requested by the current resident leaseholder, to assist with the delivery of the High Road West scheme.	◆ EXEMPT PAPERS acquisition of a property in N17 for planning purposes, to enable delivery of Phase A of the High Road West scheme.
	01 Dec 23	Award of a contract for provision of Housing Income and Predictive Algorithm Software - Rent Sense via G-Cloud.	◆ EXEMPT PAPERS Award the call-off contract for the provision of a Housing Income Predictive Algorithm Software system (Rent Sense) and associated support with Mobyssoft Limited under the Crown Commercial Service's G-Cloud 13 Framework Agreement for a period of 3 years (2+1) for an estimated contract value of £444,971.00 plus VAT.
	06 Dec 23	The acquisition of a property in N8 under the Council's DLUHC funded LAHF R2 Refugee acquisition programme for lease to the Haringey CBS	◆ EXEMPT PAPERS acquisition of a property in N8 for a sum of £330,000 for housing purposes as part of the Council's programme to deliver 20 properties using DLUHC LAHF2 funding that has been awarded for acquisition programme.
	06 Dec 23	The acquisition of a property in N17 under the Council's DLUHC funded LAHF R2 Refugee acquisition programme for lease to the Haringey CBS	◆ EXEMPT PAPERS acquisition of a property in N17 for a sum of £315,000 for housing purposes as part of the Council's programme to deliver 20 properties using DLUHC LAHF2 funding that has been awarded for acquisition programme.
	08 Dec 23	The acquisition of a property in N17 under the Council's DLUHC funded LAHF R2 Refugee acquisition programme for lease to the Haringey CBS	◆ EXEMPT PAPERS acquisition of a property in N17 for a sum of £315,000 for housing purposes as part of the Council's programme to deliver 20 properties using DLUHC LAHF2 funding that has been awarded for acquisition programme.

Housing, Regeneration & Planning


Significant decisions - Delegated Action - For Reporting to Cabinet on **x**

◆ denotes background papers are Exempt.

No	Date approved by Director	Title	Decision
	14 Dec 23	Acquisition at pre-construction stage of 46 affordable homes and commercial space within Block D4 in the Clarendon Gas Works Development being delivered by St. William Homes LLP	◆ EXEMPT PAPERS Approves the Agreement for Lease, Lease and Development Agreement attached at Appendix 3 of this report to be entered into with St William Homes LLP for the acquisition at pre-construction stage of 46 affordable homes and commercial space within Block D4 in the Clarendon Gas Works Development and which are being delivered by St William Homes LLP.
	18 Dec 23	The acquisition of a property in N17 under the Council's DLUHC funded LAHF R2 Refugee acquisition programme for lease to the Haringey CBS	◆ EXEMPT PAPERS acquisition of a property in N17 for a sum of £350,000 for housing purposes as part of the Council's programme to deliver 20 properties using DLUHC LAHF2 funding that has been awarded for acquisition programme.
	22 Dec 23	To vary an existing contract to Alpha track Systems LTD for the provision of Maintenance and Repairs of access control and door entry systems.	Approve a variation of contract value to Alpha track Systems LTD for £386,209.89 varying the contract value from £1,083,388.53 to £1,469,598.42.

Delegated Action

Type	Number

Corporate Board Officer/Assistant Director Signature  Date.....29th December 2023.....

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Environment and Resident Experience (previously Environment and Neighbourhoods)

Significant decisions - Delegated Action - For Reporting to Cabinet January 2024

◆ denotes background papers are Exempt.

No	Date approved by Director/AD	Title	Decision
1.	14/06/23	Waiver of Contract Standing Order (CSO 10.01.1 b) and extension of contract for Bounds Green Low Traffic Neighbourhood (LTN) development and consultations	To waive the requirement to go back to the market in accordance with CSO 10.01.1 b and extend the contract with Sustrans for the Bounds Green LTN consultation and design to a total value of £127,963.
2.	29/09/23	For the Director of Environment and Resident Experience to approve to proceed to implementation of parking controls in Hornsey North.	Approval of the introduction of a new controlled parking zone in Hornsey North as set out in the DAR report.
3.	07/11/23	Procurement for Prevent Team Home Office Bid 2022/23 for the Bridge Renewal Trust - Somali Outreach Project.	For the Director of Environment and Resident Experience to approve the waiver 8.03 requirement to obtain 3 quotations as permitted by CSO 10.01.1 b) a Director may waive CSOs and award a contract to the Bridge Renewal Trust.
4.	10/11/23	Approval is sought for the award of a contract to Signway Supplies (Datchet) Ltd to provide traffic signs and posts when required by the Council. The initial contract will be for 12 months, with one 12-month extension option at the Council's sole discretion. The contract value is £155,000.	To approve the implementation of Contract Standing Order 9.07.1c and award a contract to Signway Supplies Ltd for 12 months, with one 12-month extension option at the Council's sole discretion, for a contract value of £155,000.

Environment and Resident Experience (previously Environment and Neighbourhoods)

Significant decisions - Delegated Action - For Reporting to Cabinet January 2024

◆ denotes background papers are Exempt.

No	Date approved by Director/AD	Title	Decision
5.	13/11/23	Contract award to Wybone Ltd to supply recycling-on-the-go litter bins via ESPO framework.	Pursuant to Contract Standing Order 7.01 for the Director of Environment & Resident Experience to approve the contract for supplying recycling-on-the-go litter bins to Wybone Ltd to the value of £135,000
6.	13/11/23	To waive CSO 8.03 and award a contract for delivery of the second round of post-implementation traffic monitoring of Haringey's three trial low traffic neighbourhood (LTN) schemes.	To waive CSO 8.03 (the requirement to obtain three quotations as permitted by CSO 10.01.1b where a Director may waive CSO for contracts less than £500k) and award a contract to Nationwide Data Collection to undertake post-implementation traffic monitoring in relation to Haringey's three trial low traffic neighbourhood schemes measures, to be implemented as part of the delivery of low traffic neighbourhoods for a fixed price of £100,000 (excl. VAT). The contract is for award in October 2023 and will end in January 2024 in order to meet the LTN project programme.
7.	14/11/23	Following informal consultation, determine whether 12 new School Streets should be implemented	Approve delivery of those School Streets within the 2022/23 phase of delivery, identified within the associated report and subject to the outcome of statutory consultation
8.	21/11/23	The variation and extension of the contract under CSO 10.02.1a, for the monitoring, analysis and consultation reports for Haringey's Phase 1 low traffic neighbourhoods (LTNs)	Authorise an extension of the contract under CSO 10.02.1a by a cumulative value of £37,424 excl. VAT. to undertake additional monitoring, analysis and consultation reports for Haringey's three Phase 1 LTNs and Authorise an extension of contract time from the originally planned end date of 31 March 2024, revised to 31 March 2025

Delegated Action	
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By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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