Haringey Council

NOTICE OF MEETING

Overview and Scrutiny Committee

MONDAY, 4TH OCTOBER, 2010 at 18:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillors Bull (Chair), Browne (Vice-Chair), Alexander, Basu, Ejiofor, Newton and Winskill

Co-Optees: Ms Y. Denny (church representative),1 Church of England vacancy, Ms M Jemide (Parent Governor), Ms S Marsh (Parent Governor), Ms Sandra Young (Parent Governor), Ms H Kania (LINk Representative)

AGENDA

1. WEBCASTING

Please note: This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chair will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.

Generally the public seating areas are not filmed. However, 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 for webcasting and/or training purposes.

If you have any queries regarding this, please contact the Committee Clerk at the meeting.

2. APOLOGIES FOR ABSENCE

3. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. (Late items will be considered under the agenda item where they appear. New items will be dealt with at item 12 below).

4. DECLARATIONS OF INTEREST

A member with a personal interest in a matter who attends a meeting of the authority at which the matter is considered must disclose to that meeting the existence and nature of that interest at the commencement of that consideration, or when the interest becomes apparent.

A member with a personal interest in a matter also has a prejudicial interest in that matter if the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the member's judgment of the public interest **and** if this interest affects their financial position or the financial position of a person or body as described in paragraph 8 of the Code of Conduct **and**/**or** if it relates to the determining of any approval, consent, licence, permission or registration in relation to them or any person or body described in paragraph 8 of the Code of Conduct.

5. DEPUTATIONS/PETITIONS/PRESENTATIONS/QUESTIONS

To consider any requests received in accordance with Part 4, Section B, paragraph 29 of the Council's constitution.

6. CABINET MEMBER QUESTIONS - THE LEADER (PAGES 1 - 4)

Briefing and answers to questions – The Leader, Councillor Claire Kober.

7. CABINET MEMBER QUESTIONS - CABINET MEMBER FOR PLANNING AND REGENERATION (PAGES 5 - 14)

Briefing and answers to questions – Councillor Toni Mallett, Cabinet Member for Planning and Regeneration.

8. BREAST SCREENING - NHS RESPONSE TO SCRUTINY REPORT (PAGES 15 - 22)

To consider and note the NHS response to the Breast Screening Scrutiny Review recommendations.

Please contact Committee Clerk for a copy of the Haringey Breast Screening Scrutiny Review Report.

9. STROKE PREVENTION - NHS RESPONSE TO SCRUTINY REPORT (PAGES 23 - 34)

To consider and note the NHS response to the Stroke Prevention Scrutiny Review recommendations.
Please contact Committee Clerk for a copy of the Haringey Stoke Prevention Scrutiny Review Report.

10. WINTER SERVICE PLAN - PRE-CABINET SCRUTINY (PAGES 35 - 210)

To consider the report on the 2010/11 Winter Service Plan which will be presented to Cabinet for approval in October 2010.

11. FLOW OF SECTION 106 MONEY (PAGES 211 - 262)

To receive an update Overview and Scrutiny on S106 Policy and Agreements 2005-2010.

12. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 3 above.

13. MINUTES (PAGES 263 - 266)

To confirm the minutes of the meetings held on 28th July 2010 (Special – Health) and 29th July 2010 **(TO FOLLOW)**.

14. FUTURE MEETINGS

Wednesday 20th October 2010
Monday 1st November 2010, 6pm (Special)
Monday 1st November 2010, 6.45pm (Child Protection)
Monday 29th November 2010
Thursday 2nd December 2010
Monday 6th December 2010
Wednesday 15th December 2010
Monday 31st January 2011
Monday 28th February 2011
Monday 28th March 2011
Thursday 17th March 2011 (Child Protection)
Monday 28th March 2011
Monday 9th May 2011

15. SCRUTINY ACTIONS (PAGES 267 - 308)

To note the actions completed since the last meeting.

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London N22 8HQ

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Principal Committee Co-Ordinator
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Friday 17th September 2010

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Leader's Portfolio Briefing
Overview and Scrutiny

The Leader's portfolio covers the areas highlighted in this briefing paper for Overview and Scrutiny's consideration.

HUMAN RESOURCES

Recruitment controls

A recruitment freeze has been introduced to help reduce expenditure on staff salaries. A post may be advertised internally but external adverts have only been released for posts, such as social workers. This has reduced recruitment advertising levels from a level of approx 310 to a current predicted level of 120 advertisements for this year.

Progress on discretionary spend
An exercise was undertaken jointly with finance to highlight to managers the level of discretionary expenditure on paybill items such as honoraria payments and overtime, with a view to reducing this. This has proven successful with a reduction in expenditure of 47k per month in July.

Consultants
The use of consultants and interim managers is regularly monitored. A recent review will mean by the end of September this year it is predicted that there will be a reduction of consultants from 82 (June 2010) to 55 employed by the Council.

Agency staff
A review of agency staff including numbers and rates of hire is underway. As a result of this exercise the number of agency staff has reduced by 75 between April and July which has reduced the cost by approx £63k per month.

ORGANISATIONAL DEVELOPMENT & LEARNING

Key areas of activity for the April-September period include:

- Summer Events**:** 4 half day sessions attended by 550 front line staff to hear from the Leader and Chief Executive about the changes ahead – and seek staff views for improvement and innovation.
- Support Functions Reviews: Change planning and consultation with staff and managers who commission or deliver policy, performance, marketing, business support and finance functions.
- Staff survey: This year's survey sought staff opinions about the council's values; staff readiness for change; attitudes to customers; and levels of engagement.
- Staff suggestion scheme: An online staff suggestion scheme was launched in August ideas are being compiled for assessment and action.
- Developed proposals for the OD programme for 2010-13 **–** looking at how the leadership of the council can lead, support, and involve staff and partners in meeting the challenges ahead.

COMMUNICATIONS

Haringey People
Residents' continue to rate the magazine their main and preferred source of news about the council and it remains more important than the local newspapers combined (Annual Residents' Survey). .

Internal communications
Electronic distribution of the cuttings (from April) and Smart Talk (September) brings both in line with the council's Greenest Borough strategy and offers a more cost effective approach.

Consultation
Consultation on the public's preferred spending priorities will take place during October and November. The results from this, together with the outcome of the CSR, will help the Council set its budget in January 2011.

Online
The Online Strategy Board has recently been formed to improve Haringey's online services and increase the number of self service opportunities for residents - resulting in efficiency savings for the council. The Board is drafting a programme of work covering areas such as web design, content management, mobile web and online engagement. This work will form part of the Haringey Efficiency and Savings Programme.

PERFORMANCE & POLICY

Corporate Policy

The Sustainable Community Strategy Summary Progress Report is available on the website. The report gives a flavour of the achievements of the Haringey Strategic Partnership (HSP) between January 2009 and March 2010 and looks ahead to some of the activity planned for 2010/11. An article will go out in Haringey People, letting residents know that they can access the report online.

A new style Policy Bulletin is now available on the website. It is being prepared monthly by the Corporate Policy Team. The Bulletin is a round up of emerging national and regional policy issues drawn from new Government legislation, guidance and consultations plus other relevant emerging information.

Corporate Performance

- Performance reports- period 3 Quarter 1 to June 2010 went to CEMB on 10 August and will go on to Cabinet on 14 September. We have just had the period 4 challenge meeting (16 August) but there will not be a report specifically for period 4, instead it will be combined with period 5 and report to the next Cabinet meeting on 12 October.

- New Survey Data Tool: The Performance Team have developed a new Survey Data Tool, which allows the user to search historical survey data across a range of surveys conducted in Haringey in the last five to ten years.

- Benchmarking: The team has recently completed a Chartered Institute of Public Finance and Accountancy value for money questionnaire which will enable comparison of council's cost and performance data.

- Performance Newsletter**:** The August edition of the performance newsletter has been produced and provides an interesting read along with updates of what is happening both nationally and locally in the world of performance.

LEGAL SERVICES

Legal Services retain Lexcel accreditation

Following a two day inspection by external auditors Legal Services retained their Lexcel accreditation without any minor non conformities. This was the first time Legal Services obtained the accreditation, which an excellent result.

Key projects for Legal services working in partnership with directorates and corporate centre include:

- Building Schools for the Future contracts – legal services worked on all key building contracts successfully and now continue to be involved in monitoring the performance under these contracts.
- Legal Services continues to assist in advising on waste collection contracts including pension and property aspects of this contract.
- Planning advice on major regeneration projects including Haringey Heartlands, Tottenham Football Club, Tottenham Hale.
- Wards corner Court of Appeal judgement finding Council at fault for not conducting equality impact assessment.
- Social Care legal team is currently managing in excess of 140 care proceedings as well as a number of legal planning meetings and has been able to meet the client demands within the existing team.
- Legal's assistance in debt recovery has led to £405k being recovered this financial year made up of fees owed in the Adult Social Care arena and commercial rent arrears owing to the Council.
- Assisting in the drive to reduce temporary accommodation – property team in legal continues to work on a large number of private sector leases in short period of time and has responded to the Department of Work and Pensions decision to cap rent levels by dealing with the consequent variations and renewals.

At a corporate level

- Post elections – legal have involved in supporting training programme for new members and particularly the training of Standards Committee members.
- Legal are co-ordinating the Council's involvement in a proposed London Local Authorities Bill through London Councils. The bill will be seeking to amend legislation around the freedom pass. The purpose is to create greater flexibility around the hours of the use of the freedom pass in relation to any additional national rail services taken on by TFL.

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Overview and Scrutiny 4th October 2010

Policy, Strategy and 2010-11 Work Programme

Cllr Mallet "PLANNING & REGENERATION" Portfolio

- **PLACE: Planning Policy, Major Sites and Area Planning, Development Management and Building Control**
- **PEOPLE & PROPERITY: Regeneration Performance – Employment and Business Advice/Support**

Contents

Section 1 - Policy and Strategy: Spatial priorities of the adopted Haringey Unitary Development Plan (2006-16) and how this is being taken forward by the New Plan for Haringey – the Local Development Framework 2011-26. The Service's Planning Policy 2010-11 Work Programme is set out. Finally the complimentary Regeneration Strategy (2008-11) is summarised.

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Section 1 - Policy and Strategy: PLACE - PEOPLE - PROSPERITY – "place shaping, employment, skills, business and enterprise"

Haringey Unitary Development Plan 2006-16

In 2006 Haringey adopted its first and only statutory Unitary Development Plan that set out planning and physical regeneration aims for 2006-16. The Plan committed the Council to a focus on the following Priority Areas for regeneration, improvement and development opportunities:

- Tottenham Hale
- Tottenham Corridor (A10/A1010) and Northumberland Park Ward
- Seven Sisters (NDC) and Finsbury Park (Park Improvement)
- Broadwater Farm Estate and its local area
- Haringey Heartlands/Wood Green
- Tottenham Lane/Hornsey Town Centre (Housing Development and Town Hall)
- Town Centre and park/open space improvements and key housing estates improvements (Decent Homes)

Haringey Proposed Local Development Framework 2011-26

Changes to the national system for town planning and the adoption of the first new format London Plan in 2008 required the Borough to update its Borough Plan and we are now in the process of creating one for 2011-26 – a "Local Development Framework". These two plans will overlap and will have many similarities – particularly the focus for key major development and regeneration. The new LDF Core Strategy refines the set of priority regeneration and improvement areas:

- Tottenham Hale
- Tottenham Corridor (A10/A1010) and Northumberland Park Ward
- Seven Sisters
- Haringey Heartlands/Wood Green
- Town Centre and park/open space improvements and key housing estates improvements (decent homes)

The new LDF whilst retaining a strong emphasis on agreed regeneration and conservation areas and the importance of town centres, parks and key employment areas – will, provide a more detailed focus on community facility planning, planning for waste and energy management and higher levels of environmental management. It will also have a stronger neighbourhood focus based on the Assembly areas.

Planning Policy 2010-11 Work Programme

The LDF Core Strategy will go to Cabinet in October 2010 and Public Examination is likely to be January-Feb 2011 (this will include a community infrastructure plan). The new Sites and Development Management Policies/Plans will go in draft to Feb-March Cabinet. The North London Waste Plan covering 7 Boroughs (13 household recycling centres and 4 major treatment and transfer centres) is likely to go to

Cabinet in November/December 2010. Marsh Lane and Pinkham Way in Haringey are the two new sites the Borough is identifying for waste management.

Also in 2010, Planning Policy will publish:

- New Guide to Sustainable Design and Construction
- South Tottenham Residential Design Guide
- Review of S106 Agreements and the proposed Community Infrastructure Levy for Overview and Scrutiny, Planning Cttee and the Regeneration Board
- November 2010 Policy Annual Monitoring Report

The Planning Policy Service will also:

- Track and comment on the new Replacement London Plan and the Mayor's Transport and Economic Development Strategies
- Support the Greenest Borough Strategy with work on energy management, low carbon frameworks and green buildings
- Comment on the Upper Lee Valley Opportunity Area Planning Framework
- Support Haringey's work with the North London Strategic Alliance – particularly on the Upper Lee Valley
- Comment on North London LDFs – particularly the new Enfield Core Strategy

Haringey Regeneration Strategy 2008-11: "Place, People and Prosperity"

In 2008 the Council agreed a non statutory "Regeneration Strategy". This adopted the physical regeneration priorities of the UDP, (PLACE) and created complimentary priorities around "Employment and Skills" (PEOPLE) and "Business and Enterprise" (PROSPERITY)

"People" aims are - to focus on reducing worklessness; targeting support to key low skilled and challenged groups (young, significant users of Council Services, IB claimants); ensure key facilities for the low skilled and challenged groups (eg child care); focus on raising skill levels – both basic and vocational, and raising educational attainment.

"Prosperity" aims are – plan for strong links to Central London and Stansted Growth Corridor, (transport); promote key development that will bring construction and permanent jobs; focus on local business sector strengths (hospitality/retail/creative/distribution/professional and manufacturing); provide simple good business advice on enterprise and regulation; promote Haringey; support BME and youth enterprise; develop town centre management and carry out procurement training.

Section 2 - PEOPLE & PROSPERITY: Employment/Skills and Business/Enterprise – Context; Funding and Work Programme 2010 -11

Economic Regeneration Context

- Worklessness is a significant cost to the community. The annual cost in England is £17bn, London £3bn and Haringey £100m.
- Haringey because of the poverty experienced by communities in the east of the Borough is the 12th most deprived Borough in the Country (2007 base)
- Benefit claimants as a % of the working age population – Haringey 18%, London 14% and England 13% (2009 base), and it is particularly high in the east of the Borough
- Unemployment rates in Haringey (9.1% 2009 base) are higher than in London (8.6%) and England (7.6%) - but the growth in unemployment since 2004-06 has been much smaller in the Borough than in its comparator areas
- The Employment Rate in Haringey (63% of working age) is also behind London (69%) and England (73%) though it has increased since 2004-06 at a faster rate than London and England
- In February 2010 Haringey had just under 10,000 Job Seeker Allowance claimants. In the previous recession in Feb 1992 there were 19,000 claimants.
- Youth unemployment is higher in Haringey (10%) than London (7%) and England (8%), but the Borough is meeting its reduction of NEETs targets, (young people not in education, employment or training).
- Vacancies in the economy are still relatively high. UK 490,000 in 2010, down from 685,000 in 2008. In Haringey at June 2010 there were 700 (JCP) compared to 640 in 2009. Vacancies are focused in finance/professional; hotels; leisure; distribution. Public sector jobs down.
- Haringey Educational attainment is improving – 2009 46% of 15yr olds A-C English and Maths compared to 34% in 2006. Haringey has also improved its Basic Skills levels over the last 5 years.
- Self Employment and Business Creation remains stable in London and Haringey. Although business insolvencies have increased, business deaths are relatively low compared to the last recession and businesses are restructuring to come through the recession by using staff flexibly, holding onto existing staff and paying down debt.
- Town Centre vacancy rates remain low in Haringey and London
- Some major firms have disappeared during the recession, but new investment in town centres has been maintained - and in designated industrial estates apart from south of Tottenham Hale and where key firms have gone into administration - vacancy rates are low
- Housing and commercial development, planning and building control applications in Haringey have all slowed down in the recession

Borough Regeneration Strategy Funding - Area Based Grant 2009-11

Over this 2 year period the HSP Enterprise Board has allocated £3m to Employment and Enterprise projects. The Economic Regeneration Service set up a commissioning scheme to allocate the funds agreed by the HSP Enterprise Board

£600k to Business/Enterprise is being focused on: Fashion/creative sector; town centre management and business advice/networking for SMEs, Start ups, BME businesses, youth and franchise entrepreneurs.

£2.4m to Employment and Skills is being focused on: Future Jobs Fund support; Families into Work delivery and Haringey Guarantee delivery comprising –

- Job brokerage and "job ready" support
- School Gates Employment Project;
- skills/training employers want;
- training for creative, health, sports and public sectors;
- training/skills for women;
- skills for social housing occupiers;
- extra educational attainment for young people in North Tottenham
- and the development of a credit union

£860k worth of savings have been agreed for 2009-11. Projects cut have been social enterprise support; procurement support; business improvement advice; elements of Families into Work; employer training call centre; elements of School Gates project; elements of employment support on social housing estates; Future Jobs Fund extension; vocational training project.

Economic Regeneration 2010 – 11 Work Programme

General Economic Development 2010-11

Recession Dashboard and Action Plan – this continues to be produced quarterly with a focus on the Economic Regeneration programme; paying invoices faster; working with banks and business representative groups on business plans for loans and promoting physical development

Credit Union – the plan to launch the credit union has been put back to Dec-Jan awaiting regulatory clearance.

Olympics Fund – Of the £180k fund for 2010-12, £81k has been allocated to projects covering – sports participation; citizenship; learning; cultural development; tourism and promoting elite atheletics

Work and Skills Plan and a new Local Economic Assessment, the Reduction in ABG Action Plan and Evaluation of Regeneration Strategy and Programmes – By November 2010 the HSP Enterprise Group will have decided on "indicative cut rates" for its Area Based Grant in expectation of the Government Comprehensive

Spending Review. And by March/April 2011 Group will have developed a new Action Plan in the light of evidence and funding.

Local Enterprise Partnership – A bid was made in September for the North London Strategic Alliance to become a LEP and be able to apply for a contribution from a new £1bn fund being set up by the Coalition.

Employment and Skills 2010-11

Haringey Guarantee – In 2009-10 the target of 218 people supported into jobs was missed by 20. 2010-11Target is to support 220 into work. At Q1 - 82 achieved

Scrutiny Panel into Haringey Guarantee – this will report in 2010-11

Families into Work – Target is to engage 100 long term unemployed North Tottenham families over 2 years (2009-11) in some form of work, training or work placements. At Q1 – 94 engaged; 16 people in work; 14 on skill courses and 8 in work placements.

School Gates Project – January 2010 saw the Launch of this Child Poverty Unit sponsored scheme (£117k) to engage unemployed parents into training and work through schools.

Future Jobs Fund – In January 2010 the Borough won £1.4m to support the creation of 221 new (6 month minimum) new jobs. The jobs must be created in 2010-11. 150 have so far been created across HSP partners and contractors.

Apprenticeships – Delivery Steering Group established in 2009-10 when 62 apprenticeships created from LSP partners. Target for 2010-11 is 60-70 and good progress is being made.

Build Up – 2010-11 will see a second project run by the Planning and Regeneration Service to give unemployed planners, architects and development professional voluntary projects to keep them in touch with the world of work. 10 in 2009-10 and 17 in 2010-11.

North London Pledge – The Pledge covers Haringey, Enfield and Waltham Forest and is an extension of the Haringey Guarantee and involves both job ready and training support and job brokerage. Haringey is the coordinator. Pledge 1 covered 2008-10 and was allocated £1.5m. All targets met. Pledge 2 covers 2010-12 and has been allocated £2m for 1200 registrations; 600 job starts and 400 sustained jobs (26 weeks/16hrs) across all 3 Boroughs. The London Development Agency have also given Haringey an extra £200k to run the service in Barnet (40 sustained jobs).

Business and Enterprise 2010-11

Town Centre Management - Over 2009-10, five **town centre business partnerships** have met and developed a range of local improvements including a

loyalty parking scheme, xmas events, local newsletters, loyalty shopping projects, local festivals and shop safely programmes. These happened across Wood Green, Green Lanes, Crouch End, Muswell Hill, Tottenham High Road/West Green. In 2010-11 the partnerships have been offered £4k each to continue to develop there programmes and become self sustaining.

Business Networking and Support – the business town centre partnerships will be encouraged to be self sustaining. North London Business will reduce its operations and consider a merger with North London Strategic Alliance. The Haringey Business Board will continue to meet and review systems for business networking and support.

Creative Industries – the annual Wood Green Film Festival is being considered for cost savings

Scrutiny Panel into Small Business Advice/Support – a June Cabinet report set out the panel's views and the Council responded.

Local Business Procurement Development – a new more supportive action plan is being rolled out in 2010-12 covering the Council's spending and a better guide to those of the HSP Partners.

Section 3 – PLACE: Major Sites, Area Planning, Development Management and Building Control – Work Programme 2010-11

Wood Green, Heartlands, Bounds Green, Hornsey, Crouch End and Muswell Hill

- **Coronation Sidings, Clarendon Square and Heartlands North**: the Council persuaded the SoS to withdraw Permitted Development rights from a train shed proposal by Network Rail. This will now be the subject of a full planning application in Oct-Dec 2010. This will enable a balanced decision to be made not only on that scheme but also on the outline application for mixed use, public square and open space and 1000 homes on the Clarendon Road Heartlands scheme. The Clarendon Square scheme should go to Planning Cttee in 2010-11 after a further round of public consultation. Review the need for an improvement and development plan for Heartlands North to maintain employment, theatre school and improved access to Alexandra Palace.

- **Heartlands Secondary School**; On site and open in 2010

- **Hornsey Depot:** Planning application for 190 homes and supermarket, business space and a contribution to the conservation area at the end of 2010-11

- **Hornsey Town Hall:** Planning permission granted for renovation, 104 homes and new community and cultural uses in July 2010

- **Alexandra Palace:** 2010-11 development of Palace and grounds improvement plan

- **Bounds Green –** Myddleton Rd Improvement Plan 2009-11: Street and building Improvements. £100-300k LBH matched with English Heritage Funds

- **Crouch End and Hornsey Conservation Area Appraisals:** public consultation and publish draft/final appraisals in 2010-11

- **Pinkham Way:** planning application for a waste management site, environmental education centre and open space improvements

Tottenham High Rd, Lordship Lane and Seven Sisters

- **Tottenham Hotspur FC**: The club has submitted a revised full planning application for 56,000 seat stadium, heritage public square and podium public space, hotel, museum, café, offices, supermarket, 200 homes and the retention and re use of more listed buildings and conservation area properties. A s106 agreement is being negotiated. It is hoped the proposal will go to Planning Cttee in Sept 2010.

- **Tottenham High Road**: 15 properties are now in a new 2 year Heritage Improvement Programme comprising £9ook with 50% of this coming from English Heritage. During 2009, 810 High Road - a Grade II star Georgian house - was externally renovated with support from English Heritage, local conservation and preservation groups and the Planning Service. Review of development site opportunities and review of the options to create a new park in Bruce Grove.

- **Lordship Recreation Ground and Broadwater Farm**: Planning permission granted for open space improvements, an environmental centre and a new Primary School

- **Wards Corner**: Judicial Review lost by LBH and planning permission quashed. Reconsideration of the planning application in 2010-11. Subject to updated EQIA and public consultation.

- **Tottenham Green** : Review of the Green and surrounding land holdings and the creation of an improvement plan to enhance the Green and review surrounding development opportunities and pedestrian improvements. Public consultation in 2010-12.

- **Lawrence Rd**: Planning application for 383 homes and business and commercial space on hold with owner in administration. Review of site options with Administrator and Homes and Communities Agency.

- **St Anne's:** Review future of site with Mental Health Trust, PCT and NHS London in Oct – Dec 2010. Public Consultation in 2010-12.

- **The Bridge New Deal for Communities and Bridge Trust**: In 2010-11 the NDC Board and 10 year Programme will come to an end and the new Bridge Trust will be set up and begin working.

Tottenham Hale and the Lee Valley:

- Consultation was carried out on redesigning the **Tottenham Gyratory** and on options for the **Greater Ashley Road Master Plan.** Reports will go to Cabinet in 2010.

- **GLS Site Hale Village**: The Council also helped the Homes and Community Agency invest in the Hale Village scheme at Tottenham Hale to ensure proper development continues on that site, despite the recession. A report on a revised S106 Agreement will go back to Planning Cttee in Oct – Dec 2010

- **Hale Wharf**: Planning Application at the end of 2010-11

- **Hale Interchange**: Improvements 2013 -2026

- **Marsh Lane** – Planning Application for a new waste management facility in 2010-11 and a funding bid to EU Jessica Programme for resources to support the site's redevelopment

New "area planning" resources/investment bids:

- **Tottenham -** Tottenham Hale (£100k Greater Ashley Road and Green Bridge Feasibility); Tottenham Corridor (£30k from the Mayor's Great Spaces Fund and £20k from the London Development Agency); Tottenham Green (£60k from the LDA and private sector partners)

- **Homes and Communities Agency** – Haringey Investment Plan for Homes to be agreed and funding for 2011-14 to be considered in November 2010

- **External Funding Bids** for Tottenham Development and Design Manager(£50k - LDA); Marsh Lane and Upper Lee Valley Environmental Technology project + EU Jessica Fund (£1-3m GLA/EU); Haringey Heartlands East/North and Alexandra palace (£50k - LDA); Alexandra Palace Feasibility for an Improvement Plan £50k EH

- **Growth Area Fund and Community Infrastructure Fund -** £6m and £4m respectively were received. An action plan for the spending of these funds on community infrastructure projects in Tottenham Hale and Lee Valley to support growth of homes - is being revised in the light of budget pressures and new CLG requirements

Development Management and Building Control

- Applications and Fees have reduced during the recession
- Both services process applications within Government Guidelines
- Both services are now running "service customer feedback" surveys
- 2 Agents Forums per year when applicants feed back comments and the two services provide procedure, policy and legislation updates
- Building Control provides the Council's Dangerous Structures protection service and Sports Grounds Safety Service
- Development Management services Planning Cttee, Development Management Public Forums and liaises with the Conservation Area Advisory Cttees and the Design Forums
- Development Management has improved its planning appeal "win rates " over the last 2 years

DRAFT

NHS Haringey and North London Breast Screening Service (NLBSS) Response to the Scrutiny Review of Breast Screening Services in Haringey

Debbie Brazil
General (Programme) Manager
North London Breast Screening Service

Tamara Djuretic
Associate Director of Public Health
NHS Haringey

14 September 2010

Recommendation 2.1
Understanding why women do not attend for breast screening (DNA) is of critical importance to improving screening uptake. To this end, the panel recommended that NHS Haringey should conduct regular research with the screening population to help identify screening needs and the barriers that local groups and communities face in accessing screening services.

NHS Haringey Response
NHS Haringey has conducted a one-off Social Marketing Project to look at the reasons for non-attendance in 2009. Some of the research findings were incorporated into health promotion materials that Health Trainers are utilising in their individual sessions with the eligible screening population. Those research findings that were suggesting possible service improvements and issues with access were fed back to NLBSS and are being implemented.

Due to financial constrains that the NHS is currently facing, it may not be feasible to continue with such a research on a regular basis. However, NHS Haringey is looking into strengthening links with the voluntary sector in order to organise regular focus group discussions targeting those populations who are least likely to attend breast screening.

Recommendation 2.2
The panel recommended that NHS Haringey should ensure that more effective use is made of the lists of women who have not attended for breast screening (DNA reports). As per Westminster Model, NHS Haringey should consider commissioning GPs or local Public Health services to actively follow up non-attendees.

NHS Haringey Response
NHS Haringey considered introducing a Local Enhanced Service to promote better use of DNA reports among GP practices but that initiative was not seen as a priority, as PCT cannot financially afford this investment. The Public Health Directorate is currently exploring other possibilities of utilising DNA reports however patient confidentiality issues currently limit access to these reports to only practice staff. NHS Haringey will explore (over the next three months) if Health Trainers may be able to act on these reports.

Recommendation 2.3
To assist with the identification and analysis of factors that contribute to compliance with breast screening, the panel recommended that there should be improvements to the way that data is collected, collated and analysed of women who **do** attend, particularly in relation to the ethnicity of attendees and other socio-demographic factors (age-group, postcode).

NLBSS Response
We have progressed our understanding of NLBSS attendees. In July 2010, the NLBSS completed an analysis of the ethnicity, age and disability of the clients who attended for breast screening during the calendar years of 2006 to 2009 (approximating a full three year screening round, with the extra year taking account of the extra time taken to screen due to previous NLBSS suspension). Information on non-attendees is not available. The analysis of attendees concluded that:

- The proportion of almost all ethnic groups attending was very close to the proportion of those groups in the population as a whole and the analyses did not identify any particular ethnic group using the service less;
- Attendance by age is relatively stable but drops marginally from 68 to 70 years;
- The disability analysis was inconclusive because disability data is recorded through noting that these clients have special needs (eg. longer appointment times). However, special needs data also includes clients with implants which unfortunately cannot be excluded or separated from the data. The NBSS

national system would need amending. We have written to the National Screening Office to ask if this might be possible in future.

Recommendation 2.4
To ensure that breast screening lists are accurate and up to date, the panel recommended that GPs undertake regular, systematic and specific data cleaning to ensure that all eligible women are included in screening lists. (NHS Haringey may wish to consider this as part of a wider Local Enhanced Service for GPs.)

NHS Haringey Response
Breast screening list data clearing is incorporated into NHS Haringey's regular list validation that is an iterative process. The current cycle began in May 2010. 70,000 letters were sent to patients aged over 65 years and under 16 years old. The next tranche of letters is to be sent to 31,000 patients and aimed at all remaining age groups. Patients are asked to respond to the letters to confirm their address; if no response is received the practice will be given 6 months notice of intention to remove the patient from the practice list, unless the practice indicates that they are still seeing the patient. The first group of patients will come off practice lists in January 2011, with the remainder being removed by 31st March 2011.

Following this second tranche of letters the planning process will be agreed for the next stage of list validation. The intention is to carry out the work periodically through the year with no particular end date.

Recommendation 2.5
The panel recommended that NHS Haringey ensure that there is adequate and fully validated information flow (e.g. eligible population lists, uptake, coverage) between key stakeholders (NHS Haringey, NLBSS and local GPs) in the breast screening pathway and that this informs local initiatives to tackle low screening uptake (i.e. at specific practices).

NHS Haringey Response
There is a regular communication between North London Breast Screening Services (NLBSS) and the call/recall team that is based at NHS Enfield and covers NHS Haringey as well and local GPs to ensure that there is an accurate list of women to be invited for screening.

We recently started communicating uptake and coverage data to GPs and GP collaboratives to promote discussions on how to improve attendance to the screening programmes. NHS Haringey is committed to strengthening the communication/information flow between various stakeholders and will be looking into developing an action plan to address this issue over the next six months. The NHS Haringey Cancer Screening Steering Group will be responsible for taking this action forward.

Recommendation 2.6
To ensure that there is adequate patient feedback into the breast screening commissioning cycle and to help benchmark quality performance, the panel recommended that independent randomised patient satisfaction audits should be undertaken on an annual basis which should explicitly assess service accessibility (and other patient experience data).

NLBSS Response
The NLBSS is very responsive to direct, patient feedback and complaints and prides itself on the quality and timeliness of our responses. A proactive annual patient survey will be developed, to complement this, during 2011-12.

Recommendation 2.7
To help improve service accessibility for those women who do not speak English, the panel recommended that NLBSS amend the breast screening invite to include a short statement in

relevant community languages which refers service users to where they may obtain further breast screening information (this could be done in conjunction with other screening units).

NLBSS Response
NLBSS' draft equality impact assessment recognises that there may be a benefit in including a statement in community languages in the breast screening invitation pack, and commits to investigate the feasibility during the period covered by the action plan.

Recommendation 2.8
To help improve information available to women prior to screening, the panel recommended that NLBSS amend the breast screening invite to signpost women to the NLBSS website where more detailed information about breast screening can be obtained (on screening location, making and changing appointments and information in community languages).

NLBSS Response
This has been done

Recommendation 2.9
The panel noted that the invite was of critical importance to service accessibility and as such recommended that NLBSS fully test the invite for readability, understanding and relevance on an ongoing basis.

NLBSS Response
The NLBSS invitation letter has been completely rewritten as a result of feedback from the Haringey scrutiny patient survey, and is now in day-to-day use. The new-style NLBSS letter is based on the Central and East London breast screening service invitation letter, which was redesigned to be user-friendly with advice from their Communications department.

Recommendation 2.10
To improve accessibility to breast screening clinics, the panel recommended that NHS Haringey should commission a feasibility study to assess potential suitable breast screening sites in Haringey. In particular this study should assess:

- shorter-term options for developing mobile screening unit access at neighbourhood health centres (polyclinics) and other community locations
- longer-term options for the development of a static screening site in a central Haringey location.

NHS Haringey Response
Due to the financial difficulties that NHS Haringey is currently facing, a proposed feasibility study may need to be postponed. However, we are committed to discuss with NLBSS alternative sites for breast screening units, especially in the central part of the borough.

Recommendation 2.11
The panel recommended that NHS Haringey/ NLBSS consider ways in which access to out-of-hours breast screening appointments can be improved for women resident in Haringey, in particular, to develop out-of hours access to sites within the Haringey locality (or neighbouring borders such as NMH, Whittington or Forest Road Polyclinic).

NLBSS Response
The NLBSS currently offers some Saturday clinics at Forest Polyclinic.
NHS Haringey Response
Availability of out-of-hours sessions for Haringey residents seem to be sufficient at present but we are closely monitoring demand and are open to negotiate with the service a possibility of extending a number of out-of-hours sessions, if deemed to be necessary.

Recommendation 2.12
To support local primary care involvement in breast cancer screening the panel recommended that, in line with other neighbouring primary care organisations, NHS Haringey should consider the implementation of a Local Enhanced Service for Breast Screening. This could be developed on the Westminster model to incentivise general practice to:

- appoint a GP screening lead in each practice
- issue pre-invitation letters to the screening population
- develop a list cleaning procedures
- undertake training prior to breast screening round
- promote breast screening during screening round
- systematically contact non-attendees at breast screening clinics (or other body named in 2.2)

NHS Haringey Response
As already mentioned under 2.2, a Local Enhanced Service for the breast screening programme is currently not seen as a priority for the PCT. However, some of the points listed in this recommendation are taken forward by Health Trainers and the PCT. NHS Haringey is currently advertising for a GP Cancer Lead who will cover the Cancer Screening role.

Recommendation 2.13
To support the identification and dissemination of good practice, identification of training needs and effective cascading of breast cancer screening information, the panel recommended that a network of breast cancer leads are identified across the borough: at PCT wide level, local collaborative and individual General Practice level. The panel recommend that screening leads convene biennially.

NHS Haringey Response
NHS Haringey welcomes this recommendation and will be taking this forward via the Commissioning Executive Committee that is attended by Clinical Directors from each collaborative.

Recommendation 2.14
The panel noted the importance of developing breast screening interventions that are both effective and sustainable. To this end, the panel recommended that a second timed appointment is routinely sent out to non-attendees at the breast screening unit.

NLBSS Response
There is some evidence that 2nd timed appointments can increase attendance. However since the Haringey Scrutiny, the NLBSS has carried out some work on the uptake/coverage denominator and has identified that GP lists (which make up the denominator) are so highly inflated and of such a large scale across London[1] that it may not be at all cost-effective to implement 2nd timed appointments routinely.

We believe that until this denominator is adjusted for list inflation, or changed to ONS population estimates, any initiative will be of limited affect and will be dampened down by the list inflation factor. NLBSS have sent a paper to the London Screening Improvement Programme with this evidence.

However NLBSS are likely to pilot 2nd timed appointments at some stage over the next 12 months.

[1] Note that a study in 2003 years ago suggested that Haringey had the greatest list inflation in London at 34% (http://www.rss.org.uk/docs/David%20Lawrence.ppt, David Lawrence for Brent PCT (Hon Senior Lecturer at London School of Hygiene and Tropical Medicine). It is likely that the scale is still similar despite the seven years that has passed.

In the meantime, NLBSS has introduced an intervention where clients who we are notified have moved address are sent an open invitation letter, and some of these clients go on to attend.

Recommendation 2.15 and 2.16
To support population wide initiatives to improve breast screening uptake, it is recommended that a programme of community interventions is commissioned by NHS Haringey, which seek to raise awareness of breast cancer, publicise the benefits of screening and provide interventions which target and promote uptake amongst those women known not to attend breast screening (i.e. black and minority ethnic groups), or who are at particular risk of developing breast cancer (i.e. Ashkenazi Jewish), where uptake is low (known GP practices) or are particularly vulnerable (women with a learning disability or mental health problem).

To support community interventions to improve breast screening uptake, the panel recommended that newly appointed Local Health Trainers liaise with individual practices at an early stage in the screening round to undertake targeted development and awareness work with community groups and among eligible women in that practice area.

NHS Haringey Response
As part of the NHS Cancer Health Trainer Project we have one health trainer with a specific focus on screening working with DNA groups and raising awareness in the community – specifically targeting three practices around breast screening that have lower uptake (including one with a large Jewish population). In addition, an alogarithm for promoting the breast cancer screening programme is being developed for the other health trainers to use amongst eligible clients in their 1-1 work.

The Haringey Life Savers project is also focusing on raising awareness of the breast cancer screening programme and signs and symptoms of breast cancer. This project is also focusing on areas with low uptake such as Hornsey and the North East part of the borough.

NHS Haringey will be evaluating both initiatives in order to assess its impact on the uptake and coverage locally. It is envisaged that the evaluation report will inform any future activity planning and commissioning intentions.

Recommendation 2.17
The panel welcomed the development of the Breast Cancer Screening Action Plan which is to be agreed and monitored through NHS London. The panel felt that this process could be supported further through the development of a more localised breast screening action plan which:

- defines how local partners and other community stakeholders can support the improvement of screening uptake
- establishes clear priorities for directing local action and resources to improve screening uptake
- sets clear targets and milestones for improving screening uptake.

NHS Haringey Response
A local health promotion cancer screening action plan is in draft form and will be submitted to the Haringey Cancer Screening Steering Group for approval by the end of October 2010. We will be inviting local stakeholders from the DNA population to join the membership of the Haringey Cancer Screening Health Promotion Group that will be monitoring the implementation of a local action plan.

D R A F T

Recommendation 2.18

Whilst there is sufficient capacity for the planned age extension for breast screening (47-73 years by 2012), the panel recommended that NHS Haringey (with other commissioners) should assess future demand and capacity at NLBSS to reflect future demographic changes and anticipated improved screening uptake.

NHS Haringey Response

The NLBSS Commissioning Consortium will be reviewing the existing 5-year capacity plan to include predicted demographic changes and anticipated improved screening uptake over the next six months.

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Overview and Scrutiny Committee
Update on recommendations from the Scrutiny Review of Stroke Prevention
September 2010

Original Recommendations agreed by the Commission and OSB *Agreed by Commission* ***April 2009***	**NHS Haringey Response to "Scrutiny review of stroke prevention"** *Agreed at Cabinet and Council* ***June 2009***	**Update on Recommendations** *For discussion at Committee* ***October 2010***
National Stroke Strategy **Quality Marker 1: Awareness raising**		
<u>Recommendation One</u> **1. Workforce Development Plan to be jointly developed between Haringey Council and Haringey Teaching Primary Care Trust** a. Risk, symptom and `what to do' training for staff (NHS Haringey and ACCS) who come into regular contact with those who are at risk of stroke - to include Teachers, Meals on Wheels staff, Home Care staff, Residential Care staff, Health Trainers, Community Development workers etc.	a. Yes – As part of the North Central London network NHS Haringey is working on several training opportunities for some of these practitioners that cover identification and prevention of stroke. The training is run by the PCT and acute trust (hospital). NHS Haringey will also explore jointly with Haringey Council opportunities for training on "what to do" to be incorporated as part of the Health and Safety and First Aid training to the practitioners mentioned.	a. Stroke training lead identified 06/10 – clinical specialist physiotherapist for stroke at Greentrees. Learning outcomes for the training sessions have been developed in consultation with staff, stroke survivors and family / carers. These sessions will be incorporated within the staff training programme for NHS Haringey and Haringey Council (also accessible to those working in the third / voluntary sector) These will be run as three half day sessions looking at: ▪ Stroke awareness and information (basic signs of stroke and relevance of accurate information) ▪ Communication (focusing on needs of those

		with aphasia) ▪ Rehabilitation and Re-ablement (facilitating health and local authority to work in a more integrated fashion with a shared philosophy). These will start in October 2010
b. To be provided by the voluntary and community sector e.g. Different Strokes, Stroke Association.	b. No – We would not expect the voluntary sector to deliver such training (it is usually acute trust, PCT and London Ambulance service for example) but they could possibly participate in such training. However this can be further explored if appropriate.	b. Voluntary sector and stroke survivors and their families are currently involved with the design of the training sessions e.g. Interact Reading, Different Strokes and Stroke Association. They will also be involved in their delivery.
c. 'Stroke Training' should be embedded as part of the overall training on `Assessment and Care Management' for people working with Adults who have disabilities.	c. Yes – This is appropriate and will also be explored as part of the Health and Safety and First Aid training to these practitioners	c. Stroke training lead to liaise with the trainers of the Health and Safety and First Aid training 09/10 to ensure that the sessions include FAST awareness
<u>Recommendation Two</u> **2. Targeted awareness raising for members of the public**		
a. Particularly in areas where there is a population at high risk of stroke, including; ▪ Asian, black, mixed ethnic groups (particularly men)', carers, manual workers, workers aged 40 years and over with a hereditary risk of stroke, people experiencing high levels of stress or high blood pressure. ▪ Staff and residents in residential nursing homes, day centres and other settings where staff and residents need to know the	a. Yes, except no plans for addressing residents in Residential homes specifically at this point – A number of initiatives are in development to support this. ▪ Following the Overview and Scrutiny Committee review, NHS Haringey & Haringey Council in partnership with NHS Islington & Islington Council developed Stroke Awareness Poster Campaign. The posters were placed in buses and underground stations in July 09. This will be repeated, with different messages including	▪ 450 members of the public educated around the FAST message 03/10 at the stroke awareness week ▪ 60 local authority staff members educated around the FAST message 04/10 ▪ All stroke survivors given information about secondary prevention at their six week review post discharge home ▪ All Haven day centre staff attended stroke training day 03/10 ▪ 12 health trainers attended stroke training day 03/10

symptoms in case of a stroke.	promoting the vascular checks (now called NHS Health Checks) programme in January 2010. It will run in the more deprived parts of the borough. More details are available on request. ▪ Health trainers are being recruited by NHS Haringey. Some will have a specific focus on vascular prevention (stroke, diabetes, heart disease). They are drawn from deprived communities and will work in those areas. ▪ Advertising on TVs within GP surgeries will be used for raising awareness in patients. ▪ Staff will be offered training (as in 1 above) ▪ There are currently no plans to raise awareness with the public within residential homes and day centres specifically.	▪ Haven day centre staff now working within a more re-ablement approach – currently developing evidence based exercise programme in partnership with Clinicenta rehabilitation assistant ▪ Health trainers have been involved with the stroke awareness weeks and received 100 referrals during the awareness weeks ▪ 45 care / nursing homes visited explaining FAST message ▪ 55 staff (health and local authority including residential / nursing home staff) have attended stroke day training session provided by the University of Hertfordshire. 50 more to attend in by 10/10 ▪ Working with HAVCO to target seldom heard groups – meeting to take place 09/10
b. Stroke refresher seminars involving all Haringey GPs	b. Yes - Stroke refresher seminars involving all Haringey GP's will be developed by the Joint Stroke Care Co-ordinator (due in post later this year) in conjunction with the Practice Based Commissioning GP Collaborative	b. Stroke training lead to liaise with GP collaboratives 10/10.
c. FAST posters to be sent to all Haringey GP Surgeries, community centres, religious centres, sports clubs and other appropriate locations.	c. Yes – FAST posters were sent to GP's, community centres, religious centres and sports clubs.	c. All GP surgeries visited by FAST awareness workers and given FAST posters 03/10 – 05/10
d. FAST All-Users email with link- to DoH web-site at both the Council and NHS Haringey – message to be consistent across both organisations. e. FAST information to be placed on the internal and external website of both the Council and	d. (& e). Yes – FAST information email to staff and information page on the intranet was taken forward in both NHS Haringey & Haringey Council. It will be updated for the Stroke Prevention Publicity Campaign in January 2010.	d. (& e) Financial systems team (Council) agreed to put FAST message on 10/10 payslip. All Council and NHS Haringey staff emailed the FAST message 03/10. FAST Message within the NHS newsletter 03/10. Stroke awareness news placed on Harrinet 03/10. Stroke awareness launch 03/10 on the Council

NHS Haringey - message to be consistent across both organisations.		external website. Haringey Stroke Facebook page – live since August 2010
f. Consideration to be given to a social marketing campaign including the possible use of `hard hitting' images, for example those shown by Ricability to the Scrutiny Panel.	f. Will link with London social marketing campaigns and materials and use local data to target – NHS Haringey has experience of commissioning social marketing campaigns and commissioned Dr Foster analysis which can be used to target health promotion campaigns. NHS Haringey will link with the London Social Marketing Unit re London wide social marketing materials and campaigns on stroke and vascular checks.	f. This has not progressed. The London Social Marketing Unit are no longer in existence. We currently have no funds to take this forward but will be publicising the local NHS Health Check programme widely.
g. An article in Haringey People providing information on stroke prevention, including information from Different Strokes, the national campaign, risk factors and preventative measures.	g. Yes – An article featured in Haringey People earlier this year. NHS Haringey will liaise with Haringey Council to consider running another article relating to the vascular checks programme or the Stroke Prevention Publicity Campaign in January 2010.	g. Article in Haringey People 02/10 reporting on the setting up of the stroke implementation team. Article included information about the signs of stroke, how to prevent stroke and the agencies that can assist with prevention. Several articles have also been published in local papers over the course of 2010 highlighting the stroke awareness week and the launch of the stroke information drop-in sessions on the first Wednesday of the month at Wood Green Library
National Stroke Strategy **Quality Marker 2: Managing risk**		
<u>Recommendation Three</u> **3. Annual Review/Patient Toolkit**		
a. Best Practice requirement for GPs (or practice nurse/nurse practitioner) to conduct	a. Not at present. Can be explored – NICE (national institute of clinical effectiveness)	a. Transfer of care / end of life local implementation team are currently developing a

annual reviews of stroke and TIA patients which goes beyond the current blood pressure and cholesterol check. b. The annual review template on EMIS (primary health care software) should be edited to include active referral and a personal prevention plan covering health, social and emotional needs. This could lead to active referral and uptake of stroke clubs, counselling, volunteering, getting back into work, reducing salt intake, personal exercise plan etc.	guidance is not due out until 2012 on stroke follow- up. Current guidance does not state the frequency of checks in addition to blood pressure and cholesterol on those who have had a stroke. This can be explored further once the coordinator in post. For those at risk of stroke and those who also fall into the high risk categories, there will be annual follow up of risk factors under the vascular checks programme. b. Being investigated – NHS Haringey is looking into the possibility of this recommendation with the EMIS lead.	protocol for annual reviews of stroke survivors which is a requirement identified within the National Stroke Strategy. This should be completed by 10/10. Six week and six month reviews (post discharge home) are currently being undertaken for all stroke survivors. b. To be taken forward by lead GP for stroke
<u>Recommendation Four</u> **4. Active identification** a. Of people at risk of stroke by GP practices (including people experiencing high levels of stress) e.g. Asian, Black, Mixed ethnic groups, family carers, manual workers, and adults aged 40, over with a hereditary risk of stroke and people experiencing high levels of stress or high blood pressure. ▪ These should be invited for an annual personal plan consultation.	a. Yes, subject to vascular checks implementation – This is a core function of the vascular checks programme (see main report for detail) that will be launched in Haringey this year. The Vascular checks (now called NHS Health Checks) invite all people 40 - 74 to assess risk factors of stroke, heart disease, diabetes and kidney disease. NHS Haringey will target the programme so as to identify those most at risk. Those identified at high risk will have an annual recall.	a. The NHS Health Check programme being implemented locally. Those identified as having a >20% risk of developing CVD within the next 10 years are recalled annually.

b. Greater obligation for GPs to identify potential stroke patients through the exploration of options for developing a Stroke Local Enhanced Service (LES).	b. Yes – NHS Haringey is exploring the development of a LES for vascular checks which includes identifying patients at risk of stroke. This is subject to local funding decisions.	b. Local funding for the NHS Health Check programme has now been agreed.
<u>Recommendation Five</u> **5. Vascular Checks (now called NHS Health Checks)** a. NHS Haringey to ensure that all agencies are aware of the forthcoming Vascular Check programme and NHS Haringey's roll out plans to ensure that there is sufficient infrastructure to support people being identified as being at risk and given appropriate advice and/or referral.	a. The vascular checks programme will be widely publicised. Infrastructure may be limited to current programmes – NHS Haringey will undertake a publicity campaign for the Vascular Checks programme. This will include publicity to all agencies and public awareness raising through methods outlined in 2 a above. The programme will have screening based mainly in primary care with additional support from health trainers and community nurses (British Heart Foundation). We aim to find the funding for screening shortly, once agreed publicity will commence. Additional funding to strengthen the infrastructure e.g. obesity care pathways is also being sought, although likely to be limited. Resource booklets of current options have been developed.	a. From February 2010 to-date, a total of 1,650 NHS Health Checks have been conducted. A 3-month NHS Haringey pilot was conducted between February 2010 – May 2010. The aim of the pilot was to evaluate the effectiveness of implementing the programme locally. 1,010 patients were invited and there was a 66% uptake (n=669). 8% of patients were identified as being at 'high risk' of developing CVD within the next 10 years. ▪ The results demonstrate that the programme was positively received by pilot practice staff who were highly motivated, enthusiastic and generally well organised. In addition, feedback from patients about their experience of receiving an NHS Health Checks was also largely positive. ▪ Details regarding the roll-out of the programme will be finalised in the near future. ▪ A further 163 checks were conducted in

		partnership with the British Heart Foundation in a range of community settings between November 2009-March 2010. 13% of individuals were identified as being at 'high risk' of developing CVD within the next 10 years.
b. NHS Haringey should consider the inclusion of a waist measurement in the local vascular check tool.	b. Waist measurement if not part of the current national guidance for vascular checks. This can be considered further at a local level by March 2010.	b. Waist measurement will not be included as it does not form part of the national NHS Health Check protocol.
c. Haringey Leisure Services to support Vascular Risk Assessments with provision of affordable referral options (for example through Active for Life scheme)	c. Active for Life (AFL) referral scheme will support vascular checks as it will provide a referral route for those who meet the criteria. In addition the council and PCT have submitted a bid to develop a programme of basic entry level physical activity sessions at a subsidised rate for those who do not meet the criteria for the AFL scheme but who have very low levels of physical activity. The AFL scheme is free for a 12 week period. It is then subsidised for a period of 6 months after which time the participant will transfer onto a mainstream membership, the cost of which will be determined by their personal circumstances.	c. Following a NHS Health Check, those meeting the criteria for AFL are being referred onto the programme. ▪ Unfortunately the bid to provide a programme of physical activity for those not meeting the AFL criteria was unsuccessful.
Recommendation Six **6. Reinforce link between health and lifestyle**		
a. All practices to be actively encouraged to sign up to the GP referral scheme on roll-out to West of the Borough.	a. Roll out to West not currently feasible due to funding constraints. Reminder to GPs will be sent out – All practices (in the East) are	a. There are currently 33 practices signed up

▪ Reminder of criteria and benefits to be sent to all GP's currently signed up.	regularly encouraged to sign up to the AFL scheme. There are currently 30 practices signed up. However, the scheme has not been extended to the West due to lack of funding and capacity issues. Funding is being sought from various sources. All GP practices will be reminded of the benefits of the scheme and the referral criteria by October 2009. A short publicity DVD has been developed to advertise the AFL scheme which will be made available to GPs in the next few months (to all those who have the facilities to play DVDs).The aim is for this to be played in the reception area to encourage patients to ask their health care professional if they meet the criteria to be referred.	
b. Leisure Services to actively encourage those coming to the end of the GP referral scheme to sign up for continued Membership	b. AFL personnel will encourage – The AFL scheme personnel and not Leisure Services are responsible for encouraging those who complete the scheme to take up a continued membership. Very recently, in collaboration with Leisure Services, anew system has been set up to allow for an easier transition from AFL membership to a mainstream membership and this is being monitored closely by Leisure Services. a. b. Notes: There is also a Health Walks programme which operates across the borough which is free to all participants and there are no entry criteria. Haringey Council has an overarching aim to increase physical activity by residents that are infrequently active or lead sedentary life styles. This is branded under the Hari Active Programme	b. Participants who complete Active for Life are given a membership letter to enable them to join leisure centre at a discounted rate. 726 participated in GP referral scheme by 08/10.

	lead by Recreation Services. The aim is to increase physical activity by 1% per year by developing sustainable activity programmes and moving participants to 1-3 times activity per week. 49% of Haringey residents are currently inactive.	
National Stroke Strategy **Quality Marker 3: Information, advice and support** **Quality Marker 4: Involving individuals in developing services**		
<u>Recommendation Seven</u> **7. Community Involvement** a. A co-ordinated approach and accompanying action plan should be developed across the partnership to develop the voluntary and community sector. This should: ▪ Link volunteering initiatives across the borough ▪ Link up with the Expert Patient Programme ▪ Ensure that skills learnt are passed onto the community ▪ Support steps to employment where possible	a. (& b) Yes, the health trainer's programme is an example of this – NHS Haringey is developing a Health Trainers campaign in partnership with local communities and voluntary sector. The detailed plans are being developed We have recruited 12 health trainers from the local community. Some will work from health centres, others from community settings. They will be involved in low level prevention work, support employment and link with the expert patient programme. Some may focus particularly on vascular prevention. The Expert Patient Programme is accessed by many people who have had strokes, focussed on rehabilitation and self management rather than on prevention. There have been some strong links between EPP and local communities by delivering the programme in different community languages.	a. Stroke delivery plan was developed 01/10 and is monitored by the stroke care co-ordinator. The stroke awareness and prevention local implementation team is the forum in which community involvement is encouraged. Membership includes representatives from Public Health, Different Strokes, Age Concern, Leisure, Day Centres, Stroke Association, Health Trainers and Libraries. This team co-ordinated the stroke awareness week in March 2010. ▪ Recently a stroke team focusing on re-integration into the community for those who have suffered a stroke and their families has been developed. This team will work alongside the community rehabilitation team and will facilitate stroke survivors and their families to make the transition to a meaningful life post stroke. ▪ Stroke survivors do not appear to undertake the Expert Patient programme in great

		numbers (this is also reflected nationally) and work will be undertaken to explore the reasons underlying this. One reason could be due to the fact that stroke (similar to acquired brain injury) is a long term condition that has a sudden rather than a gradual onset.
b. Greater collaboration between the voluntary and community sectors, NHS Haringey and Adult Services to enable low level prevention work to be led by people in the community with support from professional services for example the Health Trainers Programme. ▪ Consideration to be given to the use of the health centres for this.	b. Yes – NHS Haringey, will discuss with HAVCO and the council, whether a wider action plan for linking volunteering across the boroughs and other elements suggested in a. above is also required.	b. The library health checks now include stroke awareness raising. Since January 2010, 282 people have received stroke awareness advice as part of the library health check. The recently established stroke drop-in sessions at Wood Green Library will also include prevention advice and is facilitated by stroke survivor and carers.
<u>Recommendation Eight</u> **8. Information Provision** a. Exploration of the possibilities of joint working with other boroughs and the voluntary and community sector for information provision as well as specific Haringey information where relevant.	a. Yes – Haringey worked with Islington borough on the July 2009 campaign. Also we jointly developed a recent 'Getting Back Home' guide for stroke patients including what to expect in hospital and when returning home and how to reduce further strokes (copies available on request). Haringey undertakes significant work with the voluntary sector- LINKS and HAVCO and will work with them further as more is information developed.	a. Stroke Information Committee was set up 03/10 and is chaired by member of LINk. The group membership is comprised of stroke survivors and a carer. The aim of the committee is to ensure that all stroke related information is user friendly. ▪ Currently developing stroke information protocol that will be presented at the next stroke implementation team meeting in 09/10. The protocol will set out
b. Stroke Prevention booklet to be commissioned with specific focus messages particularly relevant to Haringey's	b. To review – NHS Haringey will run publicity events in January 2010 and is developing resource packs for use in GP surgeries to	b. Stroke information committee currently reviewing all stroke related information that is

demographics ensuring consultation with both services users and the voluntary sector.	support the vascular checks programme. National publicity is also in development that has been piloted with focus groups including in deprived parts of London. Additional booklets therefore need careful consideration, if developed then consultation with users and voluntary sector representative of the local community would be appropriate.	available. The committee will decide whether the prevention booklet is required following completion of their review.
National Stroke Strategy **Quality Marker 20: Research and Audit**		
Recommendation Nine **9. Lead GPs** a. With responsibility for stroke in Haringey to be identified - one per collaborative	a. Yes – Lead GP's for stroke to be identified. Two GP's will represent GPs on the Haringey Cardiac & Stroke Group	a. Dr. Elizabeth Young is the GP lead for stroke in Haringey since 04/10
Partnership working		
Recommendation Ten **10. Set up a multi agency steering group that takes forward the action points and Quality Markers from the National Stroke Strategy.** ▪ To hold quarterly stroke steering group meetings ▪ To oversee the development and performance management of a local stroke care action plan. ▪ To provide a forum for clinical pathway development. ▪ To horizon scan for new Stroke Care guidance/guidelines with potential	Yes – NHS Haringey will set up a multi agency steering group. Given the overlapping risk factors for prevention and elements of service provision and that the sector group that drives the treatment of stroke focuses on cardiac and stroke disease, we will establish a Haringey Cardiac & Stroke Group. This will be established and driven by the new joint stroke coordinator and will encompass the elements listed in this recommendation with an	Stroke Implementation Team developed 11/10 consisting of stakeholders from health, local authority, voluntary sector and stroke survivors and carers. Clear terms of reference agreed by the group focusing on the implementation of the National Stroke Strategy locally as well as ensuring best practice is maintained and developed along all aspects of the pathway. The group is chaired by the stroke care co-ordinator

implications for commissioning or performance. ▪ To investigate the current situation with regards to Oberoi and take a co-ordinated overview of what improvements could be made to maximise the benefit of this system.	emphasis on development and monitoring of an action plan including stroke prevention. A vascular checks steering group is already established; this will be reviewed to be more multi-agency and would be answerable to this group	and meets quarterly. The group have had three meetings to date. Four local implementation teams (LITs) report to the group. LITs are as follows: ▪ Stroke prevention and awareness ▪ Integrated stroke pathway ▪ Re-integration into the community ▪ Transfer of care / end of life **Main outcomes thus far:** ▪ Successful stroke awareness week 03/10 ▪ Clear integrated stroke pathway for Haringey ▪ Stroke implementation team vital forum for improving and monitoring stroke services for Haringey residents ▪ Stroke support worker supporting stoke survivors from the in-patient setting to back home ▪ Six week and six month review templates for stroke survivors developed ▪ Hope project supporting families of stroke survivors whilst their relative is receiving care in the in-patient setting ▪ Monthly performance monitoring along all aspects of the pathway ▪ Delivery of stroke specific training to over 100 staff members ▪ Vibrant voluntary / third sector with seven agencies involved in stroke services now (previously was two)

Author: Tristan Brice (NHS Haringey)

Agenda Item 10

Haringey Council

Agenda item:

[No.]

Overview and Scrutiny 4th October 2010

Report Title: Winter Service Plan
Report of : Niall Bolger, Director of Urban Environment Signed : NP Bolger. 15th Sept. 2010.
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Wards(s) affected: All	Report for: Key Decision

1. Purpose of the report

1.1. The Council as a Highways Authority has an obligation to keep highways free of snow and ice as far as reasonably practicable. This report seeks approval for our 2010/11 Winter Service Plan which details the Council's policies and operational procedures for dealing with snow and ice on the highway.

2. Introduction by Cabinet Member (if necessary)

2.1. Following the severe weather experienced last winter, Members were consulted about how we could improve our winter service arrangements. The severe weather last winter created a national grit shortage, leading to all Highways Authorities being instructed by Government to reduce gritting operations to conserve supplies. This had an impact in Haringey on carriageways and pavements that were not within the Priority 1 category.

2.2. This review of the Winter Service Plan is intended to take account of the feedback from consultation with Members, as well as the feedback received from residents and other sources during last winter, to provide the best possible response to future severe weather events. Within the revised plan priority has been given to

carrying out actions aimed at keeping transport and the emergency services moving, keeping businesses, schools and essential services open, and providing assistance for vulnerable people where it is needed.

3. State link(s) with Council Plan Priorities and actions and /or other Strategies:

3.1 Council Priorities

The Winter Service Plan links to all of the Council's priorities to some degree.

3.1.1 Priority 1 – Making Haringey one of London's greenest boroughs.
The Winter Service Plan sets out when, where, how and in what quantities salt grit will be used to treat ice and snow. Salt grit can be damaging to the environment and can cause harm to street trees and other plant and animal life. It can also affect bridges and accelerate corrosion of the steel when used in strong concentrations. Therefore it is important to use it only when necessary and only in the quantities required to deliver the required outcomes. The Winter Service Plan sets out the decision making process about when to grit as well as how and in what quantities grit will be laid to ensure it is only used when necessary and at recommended spread rates to avoid over-use.

3.1.2 Priority 2 – Creating a Better Haringey: cleaner, greener, safer.
The primary objective of the Winter Service Plan is to provide carriageways and footpaths that are free of ice and snow and so are safe to use, as far as reasonably practicable. It is not possible to guarantee that all carriageways and footpaths will be free of snow and ice and so resources will be deployed to benefit the most people by focussing on heavily used roads, as well as vulnerable people by focussing on roads where there are Residential Care Homes and schools.

3.1.3 Priority 3 – Encouraging a lifetime of well-being, at home, work, play and learning.
The Winter Service Plan has been designed to help residents and visitors to the borough do their usual activities through spells of cold weather when there is ice and snow to contend with.

3.1.4 Priority 4 – Promoting independent living while supporting adults and children when needed.
The Winter Service Plan has been designed to provide carriageway and pavement gritting at and leading to Residential Care Homes and schools at a level of priority that recognises how important they are, even though they are not necessarily heavily used by other road users.

3.1.5 Priority 5 – Delivering excellent, customer focussed, cost effective services
During severe weather it is not always possible to make every pavement and carriageway safe for pedestrians and drivers. However, it is important to ensure that the resources that are available are deployed to the best possible effect. The Winter Service Plan provides the details of how the Council will set out to achieve this so that, even those who find their own street has not been gritted, can get an

understanding of why this is and what the Council is doing for the borough as a whole that does benefit them, like making sure goods can be delivered to the shops they rely on, that public transport hubs are accessible and that bus routes are operational.

3.2 Use of Resources

3.2.1 The activities in the Winter Service Plan are delivered through the Integrated Waste Management and Transport Contract. To demonstrate value for money this contract was competitively tendered and awarded to Haringey Accord Ltd who have now been taken over by Haringey Enterprise Ltd. This contract is due to expire and a competitive dialogue process is currently under way for a new contract due to commence next April. The winter service is included as part of the package of functions in the new contract. The procurement process for the new contract will ensure that value for money is achieved for the delivery of winter service operations.

3.2.2 This contract is the most appropriate place for the winter service. It is almost always the case that at the on-set of severe weather requiring major gritting activities, street cleansing - and sometimes refuse and recycling collections - are suspended leaving a pool of skilled staff and fleet that cannot do their usual work. These resources can be deployed to gritting work. It is also appropriate because the winter service operation is based at Ashley Road Depot where the Council salt store is located. The combined effect of bringing together staff, fleet, depot and storage ensures the best use of resources is achieved to deliver the winter service.

4. Recommendations

4.1. That the revisions to the Winter Service Operational Plan 2010/11 be noted including the policies that determine when gritting will be undertaken and the prioritisation of locations for gritting activity (see paragraph 5.6).

4.2. That the proposed extension of the grit bin network to include 44 new sites at a cost of £15,000 be noted (see paragraph 5.8.1).

4.3 That the proposed minimum grit stock levels be noted (see paragraph 5.9.2).

4.4 That the proposal for an annual review of the Winter Service Operation Plan be noted.

4.5 That Overview and Scrutiny provides specific comments or recommendations to Cabinet concerning the revised Winter Service Operational Plan 2010/11.

5. Reason for recommendation(s)

5.1. Haringey Council's policy is to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. The Council considers that the best way to achieve this is to prioritise certain locations and

surface types based on risk assessment. The detailed operational procedures and prioritised locations are provided in the Winter Service Operational Plan attached as Appendix 1 to this report.

5.2. Gritting Service

5.2.1 There are three types of gritting activity, these are as follows:

- Frost patrols, to deal with the formation of ice at low temperatures
- Pre-treatment, to provide gritting in advance of forecast snowfall
- Post-treatment, to provide gritting after snowfall and during continued snowfall

5.2.2 Also provided as part of the gritting service is a network of grit bins and a grit store at Ashley Road Depot.

5.3. Frost patrols

5.3.1 It will be the Council's policy to continue to carry out Frost Patrols when there is a forecast of near zero or sub-zero overnight temperatures, suggesting the risk of formation of frost and ice. Frost patrols are the most common form of gritting activity and happen on average 20 to 30 nights per winter season. They will provide for a programme of mechanical and manual gritting of a network carriageways and pedestrian areas based on the following criteria:

- Carriageways with the steepest gradients;
- Carriageways with steeper gradients and/or that are more likely to ice over and for longer due to exposure and/or due to elevation; and
- Heavily used pedestrian areas with steepest gradients, bridges and steps in exposed locations that are most likely to ice over and for longer than other pedestrian areas.

5.3.2 The list of carriageways for treatment on frost patrols is detailed in Appendix B of the Winter Service Operational Plan. Muswell Hill is an example of a frost patrol carriageway. The list of pedestrian areas for treatment on frost patrols is detailed in Appendix M. The steps at Tottenham Hale Station is an example of a frost patrol pedestrian area.

5.4. Pre-treatment

5.4.1 It will be the Council's policy to carry out pre-treatment when there is a forecast of snow falling, combined with low temperatures giving rise to the risk of the snow settling to any depth likely to cause highway surfaces to become slippery.

5.4.2 Pre-treatment will provide for a programme of mechanical and manual gritting of a network of Priority 1 carriageways and Priority 1 pavements based on the following criteria:

- Carriageways with the steepest gradients, highest elevation/exposure and heaviest traffic, or any combination of these factors, including all bus routes

and any road serving hospitals, emergency service premises and special education needs schools; and

- Pavements in Town Centres and around Residential Care Homes, hospitals, emergency service premises and other essential services.

5.4.3 The list of Priority 1 carriageways for pre-treatment on the forecast of snow is detailed in Appendix B of the Winter Service Operational Plan. Wood Green High Road is an example of a Priority 1 carriageway. The list of Priority 1 pavements for pre-treatment on the forecast of snow is detailed in Appendix M. Green Lanes is an example of a Priority 1 pavement.

5.4.4 If a snow event occurs during school term time, carriageways leading to schools will be gritted directly after the gritting of the Priority 1 carriageway network has been completed.

5.5. Post treatment

5.5.1 It will be the Council's policy to carry out post-treatment activity to deal with fallen snow and compacted ice following and during a snow event where low temperatures are forecast that will prevent natural melting. Where necessary, post-treatment will be undertaken as repeat treatment for Priority 1 carriageways and pavements to keep them safe and operational throughout any snow event. Provided that the gritting of Priority 1 carriageways and pavements has been satisfactorily completed, further gritting will proceed on other carriageways and pavements and pedestrian areas based on the following criteria:

- Priority 2 Carriageways, those that carry significant levels of traffic and/or have less steep gradients, followed by Priority 3 Carriageways which are those remaining carriageways that have no significant gradient and carry light levels of traffic.
- Priority 2 pavements, those that serve schools (term-time only), followed by Priority 3 pavements, to support refuse and recycling collections, followed finally by Priority 4 pavements, any other pavement not already gritted.

5.5.2 The lists of Priority 2 and 3 carriageways to receive post treatment gritting activity are detailed in Appendix B of the Winter Service Operation Plan. The list of Priority 2 pavements to receive post treatment activity is detailed in Appendix M. There is no list for Priority 3 or 4 pavements. The work undertaken as part of these priorities would depend on the day of the week when the work is required with due consideration of what catch-up arrangements might be required for refuse and recycling collections delayed due to the weather.

5.5.3 It should be noted that during any given weather event it is unlikely that every carriageway and pavement priority will be completed. This is because weather events usually do not last so long that it is physically possible to carry out this level of work output and when they do last a long time it is often the case that higher priority work has to be repeated. It will be the Council's policy to ensure that work has been satisfactorily completed at each level of priority before

proceeding to the next.

5.5.4 Cycle paths that are within carriageways will be gritted at the priority level of the carriageway that they are within. Gritting of separate cycle lanes has not been set out as a priority in the Winter Service Operational Plan. The reasons for this are;

- cycle paths only form part of any cycle journey, there can be no guarantee that the non-cycle-path parts of any cycle journey will have been gritted, therefore gritting of cycle paths does not result in safe cycle journeys;
- gritting of cycle paths that are separate from carriageways requires manual gritting in the same way that pavements are gritted, which is inefficient and slow. Carrying out manual gritting of separate cycle paths would benefit less people and services than would benefit from the pavement gritting priorities as set out above; and
- cycling in good conditions carries some innate risk factors for cyclists, cycling in snow and ice conditions carries much higher risk factors for cyclists. The Council could be more exposed to the possibility of claims if gritting of cycle paths is prioritised in a way that would appear to encourage an activity that should not be encouraged in snow and ice conditions.

5.6 It is recommended that it will be the Council's policy to activate frost patrols, pre and post treatment gritting activity in accordance with the arrangements set out in paragraphs 5.3.1, 5.4.1 and 5.5.1 above.

5.7 It is recommended that the Council approves of the carriageway and pavement priorities for gritting activity as detailed in Appendices B and M of the Winter Service Operational Plan. The Winter Service Operational Plan is Appendix 1 of this report.

5.8 Grit Bins

5.8.1 There is currently a network of 103 grit bins in the borough. These have been placed mainly at locations where there are footpaths with gradients where gritting of footpaths can be undertaken to deal with ice or snow when appropriate. Following the extreme weather last winter the council received requests for 47 more grit bins. These are detailed in Appendix N of the Winter Service Operational Plan. The suggested sites have been inspected by officers and graded as to priority for installation based on risk factors such as gradient and proximity to junctions as follows – 27 high priority, 17 medium priority and 3 low priority. There is no case for installing grit bins at the low priority sites suggested as these locations were flat and with no specific risk factors. It is recommended that grit bins are installed at the 44 high and medium priority sites a cost of £15,000.

5.9 Grit Store

5.9.1 The grit store is located at Ashley Road Depot and can hold approximately 1,500 tonnes of grit. Haringey uses Cleveland Potash, one of only two major suppliers of grit in the UK, for it grit supplies. Last winter there was a national

shortage of grit and a National Salt Cell was established, meaning that the Government took control of all grit supplies. The usual expectation is that grit supplies are delivered within 4 weeks of any order being placed but this does not apply when a Natiional Salt Cell has been established.

5.9.2 The rate of use of grit can be unpredictable but consideration should be given to what the minimum stock of grit should be at any point during the winter. Therefore it is recommended that the following minimum stock levels should be maintained throughout the winter and where stock falls below these minimum levels then in-season grit top up orders will be placed to bring the stock back up to at least the minimum levels;

- 1st November, minimum of 1,500 tonnes;
- 1st December, minimum of 1,200 tonnes;
- 1st January, minimum of 900 tonnes;
- 1st February, minimum of 900 tonnes; and
- 1st March, minimum of 900 tonnes.

5.9.3 These minimum grit stock levels are in keeping with nationally recognised minimums designed to ensure that there is some consistency across different local authorities and to ensure that there is a minimum level of resilience to respond to severe weather events.

6. Other options considered

6.1. [click here to type]

7. Summary

7.1. The winter of 2009/10 was the worst for 30 years. This placed all local authorities under severe pressure and tested winter service plans to the extreme. There have been some useful learning points from last winter's experience but care needs to be taken not to put in place unnecessary and possibly costly changes to the Winter Service Operational Plan that might not be required for an ordinary winter.

7.2. The Winter Service Operational Plan contains a number of changes that should help to improve the Council's response to severe weather conditions. These are as follows:

- Thirty two carriageways have been lifted out of Priority 2 or 3 into Priority 1, these changes were due to review of risk factors and also the presence of certain types of premises like the Mortuary and SEN schools. Five carriageways have been taken out of Priority 1 for opposite reasons.
- A new Priority 1B Carriageway category has been devised so that in term time schools on Priority 2 or 3 carriageways can be given accelerated treatment if it is warranted.

- Sixty one carriageways have been lifted out of Priority 3 into Priority 2 in recognition of the need to help support services gain access to Residential Care Homes from an earlier stage than would otherwise have been the case.
- Town Centre and Residential Care Home pavement gritting is now known as Priority 1 pavement gritting and has been extended to automatically include gritting outside transport hubs, hospitals and emergency service premises.
- A new Resilience Network has been devised in conjunction with Transport for London which ensures that in the event of another severe shortage of grit like last winter, there will be a recognised pan-London minimum gritted carriageway network that will keep London's main roads moving.
- Arrangements for gritting pavements for schools have been formalised into a new Priority 2 pavement gritting schedule that can be used in term time if required.
- There is a proposed extension of the grit bin network from 103 sites up to 147 sites.

7.3. Many of these changes have arisen as a result of feedback and suggestions from various sources which are explained in Section 12 of this report.

7.4. It is important to understand that the Winter Service Operational Plan is only designed to deal with gritting of public highways. Homes for Haringey, the Parks Service, CYPS, ACCS and Corporate Property Services all have responsibility for winter service and gritting arrangements within the external areas and premises they are responsible for. The same applies to HSP partners and Registered Social Landlords in regard to their own property. Guidance and support is available from the Environmental Resources Team to help with these arrangements if required.

7.5. The Winter Service Plan does not address the issue of pot-holes that may arise after severe weather.

8. Chief Financial Officer Comments

8.1. The costs of the Winter Service Plan are included within the existing contract with Haringey Enterprise and are largely fixed and budgeted for within Environmental Resources. In the event of a particularly severe winter additional costs may be incurred largely due to the cost of purchasing additional salt supplies.

8.2. Winter Service functions will continue to be provided by an external contractor in the future and procurement for the new contract is at an advanced stage.

8.3. There is a one-off cost of £15,000 related to the recommendation to install additional grit bins. It is assumed these costs will be contained within existing funding for 2010-11. In future years all costs of winter maintenance will be

contained within the cost envelope for the new contract.

9. Head of Legal Services Comments

9.1 Corporate Legal Services have no comments to make on this report.

10. Head of Procurement Comments –[Required for Procurement Committee]

10.1. [click here to type]

11. Equalities & Community Cohesion Comments

11.1. The Winter Service Operational Plan recognises that vulnerable people are placed at potentially greater increased risk than other people at times of severe weather. For this reason Residential Care Homes and schools have been given special consideration in the establishment of pavement and carriageway gritting priorities.

11.2. It is not possible to produce a Winter Service Operational Plan that addresses the needs of every vulnerable person in a pre-determined way. The Council will always endeavour to respond to an urgent call for gritting in isolated locations to help vulnerable people, but in doing so we must also focus on delivering the priorities set out in the plan. Similarly, we will respond to calls for urgent gritting where they are received from the emergency services.

11.3. Severe weather can sometimes promote a community spirit with neighbours helping each other in adversity. The Council will encourage this through the advice and guidance given out on the web-site.

12. Consultation

12.1. On the 1st February 2010, the then Cabinet Member for Environment and Conservation, Cllr. Bevan, wrote to all Councillors asking to hear about experiences from the last two winters to contribute to a review of the winter service. The responses that were received from Councillors, along with the feedback and suggestions received from a wide range of other sources have been captured and summarised in Appendix 2 of this report, Summary of Consultation and Feedback.

12.2. Included in the Summary of Consultation and feedback are the details of who and where feedback was received from, what the feedback was and how the Environmental Resource Service has responded to the feedback. The feedback is quite varied in nature ranging from simple grit bin location suggestions to more analytical questions about why some pavements or carriageways are higher or

lower priority than others. In most cases it has been possible to respond positively to the feedback and reflect this in the changes that have been made to the Winter Service Operational Plan, as summarised in Section 7 above.

12.3. The Environmental Resource Service was required to work very closely with the Emergency Planning Team, CYPS, ACCS and other Council services during the worst of the weather last winter. This helped all of the respective services to get a good understanding of the challenges and demands faced by each other. A good deal of what was learnt during this time has been used to make changes to the Winter Service Operational Plan. It has also helped to clarify lines of responsibility so that each service is aware of and can prepare to meet its own responsibilities for treatment of ice and snow.

12.4. Further consultation is planned with Emergency Services, neighbouring London Boroughs, TfL and other key partners prior to Cabinet on 14th October 2010. Appendix 2 will be updated with any feedback from this consultation.

12.5. The Winter Service Operational Plan should be regarded as a dynamic document and subject to annual review to ensure that it continues to reflect the needs of people in Haringey and changes in the nature of the borough. It is planned that Haringey People and Area Assemblies be used to promote awareness Winter Service Operational Plan giving residents the opportunity to comment on it, thereby helping to inform next year's review. It is recommended that the Winter Service Operational Plan be reviewed annually.

13. Service Financial Comments

13.1. The cost of providing the winter service within the current contract is fixed so that for an average winter the Council would not expect to pay any significant additional cost to or make any significant deduction from the contractor. As such there is a reasonable level of cost certainty. The changes to the winter service explained in this report and set out in the Winter Service Operational Plan have been explained to Haringey Enterprise Ltd, the service provider. Enterprise has stated that there will be no additional cost for the provision of the revised winter service operation for the coming winter.

13.2. Looking further ahead, a draft of the revised Winter Service Operational Plan has been provided in confidence to the two bidders taking part in competitive dialogue process for the new waste management contract due to commence in April 2011. Both bidders are aware that there is an overall cost envelope for the new contract and that the winter service is required to be provided within this cost envelope. Therefore, the provision of the revised winter service will not lead to additional costs in the new waste management contract.

13.3. There is a one-off additional cost of around £15,000 associated with the installation of the 44 new grit bins recommended for installation as detailed in

Section 5 of this report. This additional cost can be managed within the budget of the Environmental Resource Service.

14. Service Comments, Advice to Residents

14.1. The Council does not expect or encourage residents or businesses to clear snow or ice from the pavements or footpaths that are part of the highway outside where they live or work. This is because:

- they could injure themselves doing this work
- they may not be fit enough to do such work
- they may not have the correct tools or protective equipment to do this work or know how to use them properly and safely
- they could injure other people or create conditions that cause injury to others
- they could damage property

14.2 The Council will provide advice and guidance to residents through the web-site about how to prepare for and cope with severe snow and ice weather conditions.

15. Comments from the Emergency Planning and Business Continuity Manager

15.1 The plan reflects the lessons from the last winter. In particular, the need to keep essential services running and schools open through severe weather has been thoroughly incorporated. The plan also aligns properly with London-wide arrangements for dealing with severe weather emergencies. In preparing the plan, officers have been mindful of limitations in the national supply arrangements for gritting salt which means there is an unavoidable risk that demand exceeds supply. The plan takes precautions to manage this risk effectively by strengthening the management of the Council's salt supply.

16. Use of appendices /Tables and photographs

Appendix 1 – Winter Service Operational Plan
Appendix 2 – Feedback and Consultation Table

17. Local Government (Access to Information) Act 1985

Highways Act, 1980

Well Maintained Highways - Code of Practice for Highway Maintenance Management

Highway Winter Maintenance Guide

Pollution Prevention Guidelines Highway Depots: PPG10

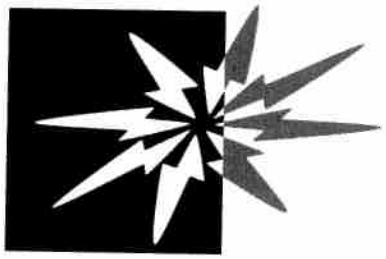
Winter Service Review Report, Appendix 1

LONDON BOROUGH OF HARINGEY

WINTER SERVICE

OPERATIONAL PLAN
2010 – 2011
DRAFT v6i

FRONTLINE SERVICES
Urban Environment Directorate



Haringey Council

LONDON BOROUGH OF HARINGEY

FRONTLINE SERVICES
Urban Environment Directorate

WINTER SERVICE OPERATIONAL PLAN FOR THE WINTER OF 2010/11

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EXECUTIVE SUMMARY

1) Introduction

The Winter Service is the obligation placed on local authorities to keep their streets and roads free from ice and snow, so far as is reasonably practical.

The Haringey Winter Service Operational Plan is the document that clarifies the winter gritting policy and the operational service plan to demonstrate how Haringey intends to meet its obligation during the winter of 2010/11.

Responsibility for the provision of the Winter Service Operational Plan resides within the Directorate of Urban Environment, Frontline Services Business Unit, Environmental Resources Team based at River Park House. The mainstay of the actual Winter Service operation is based at Ashley Road Depot, Tottenham, N17.

In July 2005 a revised Code of Practice for Highways Maintenance was published by the Roads Liaison Board. This document outlined best practice nationally and recommended actions to be taken for Winter Service, these recommendations are contained within Section 13 of the Code of Practice. Due to the severe winter in 2008/2009 this Section of the Code of Practice together with Appendix H of the same Code were totally revised and published in December 2009. Therefore this Winter Service Operational Plan takes into account the new guidance and has been laid out in accordance with the recommendations of Appendix H of the Code. There may be further guidance issued as a result of the even more severe winter weather in 2009/2010 but this plan has been written prior to such guidance being issued.

2) Synopsis

Haringey's Winter Service Policy and Plan includes the recommendations of the Code of Practice, the first being;

> *"Authorities should formally approve, adopt, and publish, in consultation with users and key stakeholders, a Winter Service Operational Plan, based on the principles of this Code."*

Another recommendation of the Code is to review the policy and plan annually, this is to ensure that that the policy and plan are current and to consider new technologies and methods.

It is also accepted that the Policy and Plan, if followed, is consideration should Haringey be taken to court by a third party for loss or damage, to individuals as well as property.

3) Methodology

The Haringey Winter Service Operational Plan details how Haringey will carry out its Winter Service. It is a lengthy and technical document that, once adopted for the approaching winter, will be published on the Council's web-site. The published version will, however, have confidential contact names and numbers removed.

The method in determining which parts of the Haringey Street network which need treating is a prioritised, risk-based approach. The Haringey Street Network is a complex mix of carriageway and footway hierarchy.

The carriageway network has been broken down from the most heavily used and dangerous in terms of gradient, to the least used and those without any gradient. The breakdown of the carriageway network also takes into account the presence of;

- essential and emergency services such as fire stations, ambulance stations, hospitals and bus stations; and
- facilities used by vulnerable people, such as Residential Care Homes and schools;

to give those carriageways enhanced levels of priority during snow events.

The footway network has been broken down into using similar principles to those applied to carriageways.

The method used is risk-based. This is where all streets are assessed and prioritised based on the risk if the street is not treated. It is not possible to treat every street in the borough, this is summarised in the policy statement below.

Haringey receives its weather forecast information from its contractor. For the winter of 2010/11 the contractor is Haringey Enterprise Ltd. The parent company for Haringey Enterprise Ltd is Enterprise PLC. The company website is:

http://www.enterprise.plc.uk/

The contractor is required to purchase bespoke weather forecast information from a reputable forecaster. The forecaster currently being used for this is MeteoGroup UK. The company website is:

http://www.meteogroup.co.uk/

When the weather forecast information indicates low temperatures, frost, ice or snow, action will be taken to implement the Winter Service Operational Plan. Sometimes these weather conditions, or the severity / timing of them, are not forecast and when this happens action will also be taken to implement the Winter Service Operational Plan.

4) Types of Winter Service activity, surface types, application methods

Although the Winter Service activity is commonly referred to as "gritting", strictly speaking the normal material used is not grit, it is rock salt for de-icing. However, for ease of reference the terms 'grit' and 'gritting' are used in this plan. The use of grit can have environmental consequences. It can adversely affect vegetation, pollute watercourses and leave a residue on footways. It can also damage the road structure, bridges and structures, utility apparatus and vehicles. Used responsibly it can have minimal environmental impact. In the interests of

sustainability it is important to ensure that only the minimum amount of grit is used to deal with the prevailing conditions.

There are three distinct types of gritting activity. These are:

- Frost patrols, to deal with the risk of frost/ice formation on dry surfaces resulting from overnight low temperatures;
- Pre-treatment, where snow is forecast or where road surfaces are wet and sub-zero temperatures are forecast before drying out will naturally happen; and
- Post treatment, where snow has fallen and/or continues to fall.

There are three types of surface for the application of grit and two methods for applying the grit. The types of surface and the application methods are:

- carriageways, almost all carriageways are treated by mechanical means using dedicated gritting vehicles and/or vehicles with demountable gritting bodies, this is an efficient and rapid application method;
- footpaths, almost all footpaths are treated by manual application of grit by teams using shovels supported by a caged street cleansing vehicle for carrying grit, this is a less efficient and slow application method. Grit bins can support footpath gritting; and
- cycle paths, where these are within carriageways they can be gritted by mechanical means as part of the carriageway gritting programme, where these are separate from the carriageway they can only be gritted by manual means. Grit bins can support separate cycle path gritting.

5) Policy Statement

Haringey Council's policy is to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. The Council considers that the best way to achieve this is to prioritise certain locations and surface types based on risk and level of use. The detailed operational procedures are covered by the Winter Service Operational Plan which is to be reviewed and published each year.

The policy for invoking gritting activity in Haringey is based on the three types of gritting activity as follows.

Frost patrols

Frost patrols will be carried out when there is a forecast of near zero or sub-zero overnight temperatures, suggesting the risk of formation of frost and ice. Frost patrols are the most common form of gritting activity and happen on average 20 to 30 nights per winter season.

Pre-treatment

Pre-treatment is designed to mitigate against the possibility of snowfall settling. Pre-treatment will be carried out when there is a forecast of snow falling, combined with low temperatures giving rise to the risk of the snow settling.

Post-treatment

Post-treatment activity is designed to disperse settled snow and compacted ice following and during a snow event where low temperatures are forecast that will prevent natural melting.

Non-priority and Ad-hoc gritting requests

Where unexpected requests for carriageway or footpath gritting are received to support emergency responses by the "Blue Light" emergency services, these will be carried out at the earliest available opportunity. Where requests are received from other sources, consideration will be given to responding to these with due regard to the Council's overarching priority hierarchy.

Grit bins

There is currently a network of 103 grit bins in the borough. These have been placed mainly at locations where there are footpaths with gradients where gritting of footpaths can be undertaken to deal with ice or snow when appropriate. The Council is considering the installation of more grit bins at up to 47 new locations.

Grit supply

The Council's grit supply is located at Ashley Road Depot. The store holds approximately 1,500 tonnes of grit. It is the policy of the Council to enter each month in the core winter season with grit stocks of at least the following levels:

- 1st November, minimum of 1,500 tonnes;
- 1st December, minimum of 1,200 tonnes;
- 1st January, minimum of 900 tonnes;
- 1st February, minimum of 900 tonnes; and
- 1st March, minimum of 900 tonnes.

More detailed information about the Council's priorities and policies in regard to frost patrols, pre-treatment, post treatment, non-priority gritting, grit bins and grit stocks is provided in Section A1 below.

INTRODUCTION

The format of this Plan is taken directly from the revised version of Chapter 13 of the 'Well Maintained Highways Code of Practice for Highway Maintenance Management', published in December 2009. For ease of reference in this Plan the Code of Practice will be referred to as 'the Code'. Throughout this Plan parts of the Code will be summarised in shaded box format without further acknowledgment to avoid unnecessary repetition.

Although sometimes termed 'Winter Maintenance', the particular network management requirements during winter are not maintenance, in the traditional sense, but specialist operational services. The term 'Winter Service' has been adopted by the Code.

Winter Service deals with regular, frequent and reasonably predictable occurrences like low temperatures, ice and snow, as well as with exceptional events. Whist the effects of climate change are likely to result in an increased

frequency and intensity of severe winter events, these can be taken into account in Winter Service planning. Therefore Winter Service can and should be subject to the same regime of plan, deliver, review and improve as other aspects of the highway maintenance regime.

Policies and plans developed for Winter Service are likely to have relevance in emergency planning for dealing with extreme weather conditions including flooding, high winds and high temperature, as discussed in Section 14 of the Code. The incidences of such events may be affected by climate change. They are also likely to have some relevance to the wide range of non-weather related emergencies that could affect the highway network.

Although a very specialised area, Winter Service is a significant aspect of network management both financially and in terms of its perceived importance to users. It can also have significant environmental effects. The organisation of the service is likely to have considerable implications for the overall procurement and management of other highway maintenance services. This Section of the Code should therefore be read in conjunction with other sections dealing with these issues and Appendix H of the Code.

Objectives

Winter Service can contribute significantly to each of the core objectives set out in the Code as described below:

Customer

There are, in all parts of the UK, very considerable user needs and expectations and these can be a major influence on customer satisfaction through demonstrating an efficient, effective and proportionate response to winter conditions.

Safety

Safety is a prime consideration for Winter Service, even though statutory obligations and user needs vary in different parts of the UK.

Serviceability

Maintaining availability and reliability of the highway network is a key objective for Winter Service and one where user judgements of performance will be immediate rather than longer term.

Sustainability

Low temperatures and the formation of ice can cause serious damage to the fabric of running surfaces and accelerated damage of the network. Effective Winter Service can contribute to a reduction in whole life costs and minimise damage to the environment.

The plan has been revised in the light of the new guidance and is set out in the exact format with the same headings as detailed in the revised Appendix H of the Code of Practice.

This plan does not address the issue of pot-holes that arise after severe weather.

A STATEMENT OF POLICIES AND RESPONSIBILITIES

A1 Policies and objectives

Authorities should formally approve and adopt policies and priorities for Winter Service, which are coherent with wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking and cycling. They should also take into account the wider strategic objectives of the authority.

Issues for consideration in developing policy should include:
- treatment of facilities for public transport users;
- treatment of facilities for road users;
- treatment of facilities for walking and cycling;
- treatment of transport interchanges;
- treatment of promoted facilities;
- extent of priority for emergency services;
- extent of priority for key public services and critical infrastructure;
- extent of priority for vulnerable users;
- other local circumstances.

Authorities should develop service standards for Winter Service which define the Overall Winter Period, the Core Winter Period, the desired level of resilience and treatment routes.

These policies and service standards should be developed as far as reasonably possible with users and key stakeholders and should also be based on a risk assessment to define the scope of the service

Authorities should formally approve, adopt, and publish, in consultation with users and key stakeholders, a Winter Service Plan based on the principles of this Code.

The Winter Service Plan should be reviewed annually in consultation with a wide range of stakeholders.

Suggested contents of the Winter Service Plan are detailed in Appendix H (of Code of Practice). The Plan should recognise the fundamental differences between the main components of Winter Service for carriageways, cycle routes, footways and any critical areas and infrastructure as follows:

- pre-treatment - "precautionary" salting;
- post-treatment - continuing salting following the formation of ice;
- clearance of ice and snow;
- dealing with continuous severe conditions.

The Council will formally approve and adopt the policies and the priorities as listed in this plan. Therefore the Council policy is as follows.

SUMMARY

Haringey Council's policy is to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. The Council considers that the best way to achieve this is to prioritise certain locations and surface types based on risk assessment. The detailed operational procedures are covered by the Winter Service Operational Plan which is to be reviewed and published each year.

The policy for invoking gritting activity in Haringey is based on the three types of gritting activity as follows.

Frost patrols

Frost patrols will be carried out when there is a forecast of near zero or sub-zero overnight temperatures, suggesting the risk of formation of frost and ice. Frost patrols are the most common form of gritting activity and happen on average 20 to 30 nights per winter season. Frost patrols will provide for a programme of mechanical and manual gritting of a network carriageways and pedestrian areas based on the following criteria:

- carriageways with the steepest gradients likely to cause vehicles to slide and not stop even when brakes are applied;
- carriageways, with steeper gradients that are more likely to ice over and for longer due to exposure and/or due to elevation; and
- heavily used pedestrian areas with steepest gradients, bridges and steps in exposed locations that are most likely to ice over and for longer than other pedestrian areas.

Cycle paths within carriageways that are gritted as part of a frost patrol will benefit from this activity. However, there will be no gritting of cycle paths within carriageways that are not gritted as part of the frost patrol and no gritting of cycle paths that are separate from carriageways.

The list of carriageways for treatment on frost patrols is detailed in Appendix B, the Frost Patrol carriageway gritting list. The list of pedestrian areas for treatment on frost patrols is detailed in Appendix M, the Frost Patrol pavement gritting list.

Pre-treatment

Pre-treatment is designed to guard against the possibility of snowfall settling. Pre-treatment will be carried out when there is a forecast of snow falling, combined with low temperatures giving rise to the risk of the snow settling. Pre-treatment will provide for a programme of mechanical and manual gritting of a network of carriageways and pedestrian areas based on the following criteria:

- carriageways with the steepest gradients likely to cause vehicles to slide and not stop even when brakes are applied;
- carriageways carrying the heaviest vehicular traffic;
- carriageways serving Special Educational Needs schools;

- heavily used footpaths and pedestrian areas serving locations where emergency and essential services are present, for example Town Centres, hospitals, Residential Care Homes and transport hubs; and
- pedestrian areas at bus stops, kerbs and crossings.

It will be the aim to pre-treat carriageways defined in the Priority 1 Carriageway gritting list and all footpaths defined in the Priority 1 and 1B Pavement gritting lists before snow begins to fall.

The list of carriageways for Priority 1, pre-treatment gritting activity is detailed in Appendix B.

The list of pavements for Priority 1 and Priority 1B, pre-treatment gritting activity is detailed in Appendix M.

Cycle paths within carriageways that are gritted as part of pre-treatment gritting activity will benefit from this activity. However, there will be no gritting of cycle paths within carriageways that are not gritted as part of the pre-treatment activity and no pre-treatment of cycle paths that are separate from carriageways.

Post-treatment

Post-treatment activity is designed to disperse settled snow and compacted ice following and during a snow event where low temperatures are forecast that will prevent natural melting. Post-treatment will provide for a programme of mechanical and manual gritting of a network carriageways and pedestrian areas based on the following criteria:

- carriageways serving schools;
- carriageways with less steep gradients likely to cause vehicles to slide and not stop even when brakes are applied, including also carriageways serving Residential Care Homes;
- carriageways that are flat and carry only light vehicular traffic and to support refuse and recycling collections;
- footpaths serving schools; and
- footpaths to support refuse and recycling collections.

The importance of keeping schools open during severe weather was highlighted during the winter of 2009/10. To reflect this as a priority in this plan there are special arrangements for gritting for schools when snow falls during school term time. A special carriageway gritting list, called Priority 1A (Schools) carriageway gritting list, has been devised detailing any carriageway where a school is located that is not on the Priority 1 carriageway gritting list. The Priority 1A (Schools) gritting list will be invoked for a snow event during term time making these carriageways the first to be gritted after all Priority 1 carriageways have been treated. A pavement gritting list, called Priority 2 pavement gritting list, has been devised for the same reason and will be invoked in the same circumstances after Priority 1 pavement gritting has been completed.

Depending on the on-going weather and forecast situation, and provided that Priority 1 and 1A carriageway gritting has delivered safe carriageway conditions

on all of those carriageways, gritting of carriageways will proceed as detailed in the Priority 2 carriageway gritting list.

Depending on the on-going weather and forecast situation, and provided that Priority 1, 1A and 2 carriageway gritting has delivered safe carriageway conditions on all of those carriageways, gritting of carriageways as detailed in the Priority 3 carriageway gritting list will be considered. Generally Priority 3 carriageway gritting will be undertaken in an order to support refuse and recycling collections and subject to all higher priority carriageway gritting holding good.

Depending on the on-going weather and forecast situation, and provided that Priority 1, 1B and 2 pavement gritting has delivered safe pavement conditions on all of those pavements, gritting of pavements will proceed in an order to support refuse and recycling collections and subject to all higher priority pavement gritting holding good.

There are no designated target times for completion of post treatment gritting activities. This is because there are too many variables at play in this situation that do not allow meaningful targets to be formalised. Nevertheless, assessment of performance will be carried out through measurement of work completed, monitoring, observations and feedback.

The lists of carriageways for Priority 1A, 2 and 3 post-treatment gritting activity are detailed in Appendix B.

The list of pavements for Priority 2 post-treatment gritting activity is detailed in Appendix M. There are no formal lists for pavement gritting beyond Priority 2 as this activity will be driven by whatever day of the week when snowfall occurs and the locations where refuse and recycling collections are taking place, whether these be on scheduled collection days or delayed due to the weather.

Cycle paths within carriageways that are gritted as part of post-treatment gritting activity will benefit from this activity. However, there will be no gritting of cycle paths within carriageways that are not gritted as part of the post-treatment activity. Gritting of cycles paths has not been prioritised within this plan for a number reasons. These are:

- cycle paths only form part of any cycle journey, there can be no guarantee that the non-cycle-path parts of any cycle journey will have been gritted, therefore gritting of cycle paths does not result in safe cycle journeys;
- gritting of cycle paths that are separate from carriageways requires manual gritting in the same way that pavements are gritted, which is inefficient and slow. Carrying out manual gritting of separate cycle paths would benefit less people and services than would benefit from the pavement gritting priorities as set out above; and
- cycling in good conditions carries some innate risk factors for cyclists, cycling in snow and ice conditions carries much higher risk factors for cyclists. The Council could be more exposed to the possibility of claims if gritting of cycle paths is prioritised in a way that would appear to encourage an activity that should not be encouraged in snow and ice conditions.

Post-treatment cannot provide for complete gritting of every carriageway, pavement and cycle path in the borough as it is not reasonably practicable to achieve this.

The following tables summarise the gritting priorities and the times when action will be taken.

Carriageway Route/Priority	Treated on forecast of frost?	Treated on forecast of snow?	Treated during or after snow?
Frost Patrol	Yes	No	No
1	No	Yes	Yes
1A	No	Yes (if time permits)	Yes
2	No	No	Yes (if P1/P1A are complete)
3	No	No	Yes (if P1/P1A/2 are complete)

Footpath Route/Priority	Treated on forecast of frost?	Treated on forecast of snow?	Treated during or after snow?
Frost patrol	Yes	No	No
1	No	Yes	Yes
1B	No	Yes (if time permits)	Yes
2	No	No	Yes (if P1/ P1B are complete)
3	No	No	Yes (but in parts and only if P1/P1B/P2 are complete)
4	No	No	Yes (but unlikely and only if P1/P1B/P2/P3 are complete)

Non-priority and Ad-hoc gritting requests

Responding to ad-hoc gritting requests and complaints about lack of gritting of non-prioritised or low priority areas can have a detrimental affect on the Council's overall response to weather events if not carefully managed. Where unexpected requests for carriageway or footpath gritting are received to support responses by the emergency services, these will be carried out at the earliest available opportunity. Where requests are received from other sources, consideration will be given to responding to these with due regard to the Council's overarching policy criteria which have been set out above. If a non-priority gritting request is refused or given a delayed response time, the person or organisation making the request will receive an explanation of the reason for refusal or delay. These

requests will be logged for review at the end of the winter season as they might be resolved by other means in future, for example by providing new grit bins.

Grit bins

There is currently a network of 103 grit bins in the borough. These have been placed mainly at locations where there are footpaths with gradients where gritting of footpaths can be undertaken to deal with ice or snow when appropriate. The Council is considering the installation of more grit bins at 47 locations.

Grit bins are a useful immediate resource in times of need. They help to increase the storage capacity for grit as there is a limit to what can be stored at the depot. Whilst grit bins serve a useful purpose they can only contribute to a limited degree to the overall response to a snow or ice event. They can be subject to theft or abuse and as such cannot be relied upon to deliver Winter Service requirements in isolation from other gritting activities.

A list of the locations of grit bins in Haringey is detailed in Appendix N. Also detailed in Appendix N is the list of 47 sites where consideration is being given to the installation of more grit bins ready for the winter of 2010/11.

Grit supply

The Council's grit supply is located at Ashley Road Depot. The store holds approximately 1,500 tonnes of grit. There is generally a 4 week lead in time from the order of grit to the supplies being received. It is the policy of the Council to enter each month in the core winter season with grit supplies of at least the following levels:

- 1st November, minimum of 1,500 tonnes;
- 1st December, minimum of 1,200 tonnes;
- 1st January, minimum of 900 tonnes;
- 1st February, minimum of 900 tonnes; and
- 1st March, minimum of 900 tonnes.

Should these minimum stock levels not be met at any given time, orders will be placed to bring the supply up to at least the minimum level. If there is a run on grit during any given month then a decision will be taken to order further supplies as and when required. The Contractor will be required to provide the Council with daily stock estimates during times of grit stock use to ensure that orders can be triggered if there is a risk of dropping below minimum tonnages.

The minimum stock level of 900 tonnes is in compliance with the Council's commitment to meet the minimum standard laid down by the UK Road Liaison Group's (UKRLG) recommendation, which provides enough grit to be stored to treat the whole of the Priority 1 Carriageway network 6 times in 6 days.

It should be noted that in the event of a national emergency, the Government may form a National Salt Cell, taking control of grit supplied to Highways Authorities. This is very unusual but has happened in the last 2 winters. In this event, the arrangements for maintaining the minimum supplies of grit shown

above will not be valid and the Council will have to rely on the grit it has in stock at that time and any allocation that is agreed by the National Salt Cell.

A2 Client and Service Provider risks and responsibilities

Each winter, usually from late autumn to early spring, the Contractor provides twenty-four hour control of gritting operations throughout the Borough, except for Red Routes which are covered by Transport for London (TfL) working for the Greater London Authority (GLA).

Transport for London (TfL) is responsible for the Winter Service on Red Routes. In Haringey the Red Routes are:

- A1 (Archway Road and Aylmer Road);
- A503 (Seven Sisters Road); and
- A10 (Great Cambridge Road; part of The Roundway; part of Lordship Lane; Bruce Grove and part of Tottenham High Road including the gyratory system - Monument Way, The Hale, Broad Lane).

The Client's responsibility includes for the provision of adequate grit supplies, the appointment and monitoring of a contractor to apply the salt, issuing instructions to the contractor in severe weather, based on meteorological forecast data, and ensuring the completion of a snow log which is a complete record of all gritting operations to deal with ice and snow.

The contractor is responsible for the provision of the appropriate equipment and necessary resources to apply grit at specified spread rates, to respond to instructions to treat highways and to provide accurate records of all gritting operations.

The following shows the split of the main Winter Service responsibilities:

Preparation of Winter Service Operational Plan	Haringey Council
Grit Purchase	Haringey Council
Routing (pre-salting and snow clearance)	The Contractor
Vehicles/plant	The Contractor
Decision Making	The Contractor for frost patrol activity. The Contractor and Haringey Council for pre and post treatment
Operational Supervision	The Contractor
Staffing Levels	The Contractor

Performance Monitoring	The Contractor and Haringey Council
Grit Bin filling	The Contractor
Maintain Snow Log	The Contractor

A3 Partnership or shared risks and responsibilities

The Winter Service is provided primarily by The Contractor. Haringey Council has responsibilities as listed in A2 above.

A4 Decision making process and responsibilities

CLIENT CONSIDERATIONS

The decision to grit in the light of expected freezing conditions is with the Contractor's Manager except when severe weather or snow is expected when the decision to suspend other work relies upon the agreement of the Authorised Client Officer.

For further information on decision making process please refer to Appendix A.

It is generally necessary for routes to be gritted in a numerical order. If reports of road conditions indicate that alterations would be advisable it is for the Contractor's Manager to determine and notify the Authorised Client Officer.

OTHER COUNCIL SERVICES ICE AND SNOW TREATMENT PROCEDURES

Leisure Areas including parks and open spaces

The Leisure Service is responsible for creating a plan for treatment of ice and snow in the external areas of all Leisure Centres, Leisure buildings, depots, parks and open spaces

Housing Estates (managed by Homes for Haringey)

The Director of Homes for Haringey (HfH) is responsible for creating a plan for treatment of ice and snow in the external areas of Housing Estates. (It is acknowledged that HfH would use the operatives normally deployed to estate cleansing to carry out its own Winter Service plan and that it is currently the same contractor that would do this as it is for the main highways Winter Service. Nevertheless, a separate Winter Service plan for HfH Estates is required to ensure there is a clear and independent response when required.)

Industrial Estates and External areas of Council Buildings

Head of Property Services is responsible for creating a plan for treatment of ice and snow in the external areas of industrial estates and external areas of Council buildings.

External areas within School Properties

The Director of Children and Young People services in partnership with individual schools is responsible for treatment of ice and snow in the external areas of school premises and other education establishments within the control of the Council.

Residential Care Homes – External Areas

The Director of Adult Culture and Community Services is responsible for treatment of ice and snow in the external areas of Residential Care Homes and other premises within the control of ACCS.

Advice and Support

The Environmental Resource Service provides advice and support to other Council Services to assist in planning for and carrying out their Winter Services. This advice and support can also be provided for Haringey Strategic Partners if required.

A5 Liaison and communication arrangements with other authorities and other public services

Neighbouring Authorities

The public travel roads expecting a consistency that is very difficult to achieve across borough boundaries. The fact that a road is treated in a neighbouring borough but not in Haringey is hard for the ordinary road user to understand, even if they know where the various borough boundaries are.

Therefore it is important to have liaison with the different decision makers in neighbouring authorities. There will obviously be times when it is not appropriate to treat roads in Haringey when it might be in other Boroughs. There could equally be times when it is appropriate to treat routes in Haringey and not in other neighbouring authorities. However, the possibility of people coming over a boundary onto an icy untreated Borough road should be considered in any decision making process.

A decision making e-mail will be sent to each neighbouring authority and TfL each day when Winter Service action is going to be taken. This e-mail will provide details of what gritting activity is planned (Frost Patrol, Pre or Post-Treatment) and which areas will be treated (Priority Number and Surface Type) to notify them what Haringey is doing. Note this will only happen when it is likely that treatment will occur.

Contact details can be found in Appendix A. These details are provided to key personnel involved in the provision of Winter Service response to ensure ease of contact during a Winter Service mobilisation event and are confidential. Enquiries from the public should be handled by the Haringey Enterprise or Council Call Centres.

Transport for London

The Red Route roads in the Borough are the responsibility of Transport for London (TfL), part of the Greater London Authority (GLA). It is their responsibility

to treat the carriageways, pavements and cycle paths of the following roads and parts of roads that are within Haringey. The roads that TfL are responsible for in Haringey are detailed in Section A2 above.
The possibility of people coming off a treated Red Route onto an untreated major borough road should be considered in any decision making process.

Registered Social Landlords

Registered Social Landlords (RSLs), especially those in control of large estate areas, have responsibility for treating snow and ice on their land. Advice and assistance can be provided by the Environmental Resource Service to help them do this.

Thames Water Sewers

In the unlikely event that accumulated snow has to be disposed of, permission is required from the Thames Water for clean snow to be deposited into their sewers, in such a manner as to avoid any obstruction in the sewers. In all cases it is the Authorised Officer that seeks approval.

When snow is being deposited into the sewers a Contractor Supervisor must be stationed at the open inspection cover.

All drivers are required to enter the loads on their log sheet together with their time of arrival at and departure from the sewer inspection cover. The Supervisor in charge at the sewer must sign the log sheet against the time shown.

A6 Winter risk period

The winter season will commence on 1st November 2010 and full standby arrangements will be in place until 31st March 2011

In the unlikely event of adverse weather conditions outside of this period contingency arrangements are in place to respond accordingly. The monitoring of the weather conditions together with the decision making process will be run fully from 1st October 2010 though to 30th April 2011

In the event of a period of severe weather, contingency arrangements include the suspension of street cleansing so that Street Cleansing operatives can carry out manual gritting of pavements. If at any time it is unsafe to collect refuse or recycling without prior treatment of carriageways and footpaths, gritting activity to support refuse and recycling collections will be attempted provided other priority work has been satisfactorily completed. In very severe weather it is sometimes necessary to suspend refuse and recycling collections. In this scenario the refuse and recycling operatives would be deployed to manual gritting activities, primarily in locations where it will assist the early resumption of refuse and recycling collections.

A7 Resilience standard

RESILIENCE
Authorities should consider, consult on and formally adopt local service standards for resilience of their Winter Service in terms of number of days

continuous severe conditions salting on a defined Minimum Winter Network for the Overall Winter Period and for the Core Winter Period. **(Recommendation 2)**

Establishing a Winter Service resilience standard requires consideration of the number of days resilience to be adopted, definitions of the Overall Winter Period[1] and Core Winter Period[2], whether it should refer to the normally salted network or to a smaller locally determined Minimum Winter Network[3].

[1] Overall Winter Period – Locally defined since the winter period may vary according to climatic conditions, but usually at least the beginning of October to end of April.
[2] Core Winter Period – Locally defined since the winter period may vary according to climatic conditions, but usually at least December to February inclusive.
[3] Minimum Winter Network – That part of the carriageway network normally treated in winter which provides a minimum essential service to the public, including strategic routes, access to key facilities and other transport needs.

It is suggested that at least 6 days resilience for salt and other resources, including equipment, drivers and fuel, would represent sensible good practice for determining the number of days' resilience during the Core Winter Period. This is based on a number of days' severe conditions plus replenishment time and taking into account weekends, and combinations of public holidays and weekends such as Christmas and the New Year.

This approach based on a reasonable number of days' resilience in the ability to deliver a defined Winter Service should ensure that highway authorities hold or have easy guaranteed access to sufficient salt, gritters and drivers and other essential resources to deal with severe winter weather conditions.

Some highway authorities may already have a good level of resilience, but if individual authorities decide they need to increase resources, they will need to consider the practical implications and a reasonable implementation period. Implications may include any new arrangements or facilities required and cost.

In developing their local service standards based on days' resilience, authorities should assess the risks that are faced in the delivery of the Winter Service. The assessment should cover all items of policy and management including:

- network for treatment;
- adjoining highway networks;
- grit management policies;
- operational resources (including equipment, salt stocks and fuel);
- access to Winter Service depots and salt storage areas;
- staff training;
- availability of operational staff.

CLIMATE CHANGE

It is now acknowledged that the world is experiencing a rapidly changing climate.

> It is generally accepted that although weather is likely to be milder and wetter in winter, there may be more occurrences of severe weather events.
>
> The effects of climate change make it difficult for highway authorities to anticipate winter conditions from year to year. Wide variation and extreme events as a consequence of climate change needs to be taken into account in Winter Service planning. The events of the 2008/09 winter provide evidence of what can happen and are reviewed in detail in the UKRLG report *Lessons from the Severe Weather February 2009.*
>
> Authorities should review their approach to climate change and in particular their resilience to prolonged cold weather. **(Recommendation 3)**

The winter of 2008-09 led to a review of service resilience and although Haringey along with all other Authorities did not run out of salt, for some this was due to provision of mutual aid supplies. In order to ensure a minimum service is able to be delivered across London a resilience network has been devised. The winter of 2009-10 required Haringey along with the rest of London to use this resilience network when the shortage of salt again led to national restrictions in another very severe winter. This has led to a review and changes have been made as a result.

Currently there is only a carriageway resilience network and it is hoped a similar London wide footway resilience network may be achieved. In very severe conditions, like the winter of 2009-10, it may be necessary to restrict or stop all non-essential gritting activity in order to conserve resources so as to ensure 6 days salt stock for the resilience network. The minimum grit supply arrangements shown in the Section 5 of the Executive Summary above are in keeping with the requirement to hold at least 6 days of grit to keep the main gritting routes treated.

A8 Legislative background

The Code of Practice gives the following summary of the legislative background:

> The statutory basis for Winter Service varies in different parts of the UK. In England and Wales Section 41 (1A) of the Highways Act 1980 was modified on 31st October 2003, by Section 111 of the Railways and Transport Act 2003. The first part of Section 41 now reads:
> "a) *The authority who are for the time being the highway authority for a highway maintainable at the public expense are under a duty, subject to subsections (2)and (3) below, to maintain the highway.*
> *b) (1) In particular, a highway authority are under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice."*
>
> This is not an absolute duty, given the qualification of "reasonable practicability" but it does effectively overturn previous legal precedence, albeit not with retrospective affect. Section 150 of the Highways Act 1980 still imposes a duty upon authorities to remove any obstruction of the highway

resulting from *"accumulation of snow or from the falling down of banks on the side of the highway, or from any other cause"*.

In addition, the Traffic Management Act 2004 placed a network management duty on all local traffic authorities in England. It requires authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving. In meeting the duty, authorities should establish contingency plans for dealing promptly and effectively with unplanned events, such as unforeseen weather conditions, as far as is reasonably practicable.

Given the scale of financial and other resources involved in delivering the Winter Service it is not reasonable either to:
- provide the service on all parts of the Network;
- ensure running surfaces are kept free of ice or snow at all times, even on the treated parts of the network.

The Code of Practice has 20 recommendations and these could be seen as Best Practice in any peer review. These are given below:

1. Authorities should formally approve and adopt policies and priorities for Winter Service, which are coherent with wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking and cycling. They should also take into account the wider strategic objectives of the authority.
2. Authorities should consider, consult on and formally adopt local service standards for resilience of their Winter Service in terms of number of days continuous severe conditions salting on a defined Minimum Winter Network for the Overall Winter Period and for the Core Winter Period.
3. Authorities should review their approach to climate change and in particular their resilience to prolonged cold weather.
4. Authorities should consider whether collaborative arrangements such as shared services, lead authority arrangements, collaborative service procurement, and sharing depots and salt stock, would provide an effective and value for money approach to increasing Winter Service resilience.
5. Authorities should determine critical areas and infrastructure in conjunction with key public services and other stakeholders and seek to ensure that appropriate winter treatment has been considered by the appropriate party.
6. Authorities should ensure effective communication of information for the public before and during both normal and severe winter conditions.
7. Authorities should ensure that there is appropriate consultation and communication with other highway authorities, key public services and other stakeholders to ensure improved service for the public.
8. Authorities should formally approve, adopt, and publish, in consultation with users and key stakeholders, a Winter Service Plan based on the principles of this Code.
9. Authorities should define treatment route plans for carriageways, cycle routes and footways for pre-treatment and snow conditions, based upon

the general maintenance hierarchy, but adapted to take into account the factors identified by this Code.

10. Authorities should prepare contingency Winter Service Plans for severe weather conditions which include possibilities such as salting a Minimum Winter Network. Authorities should seek agreement on plans in advance with other highway authorities and key public services such as hospitals and public transport providers. There should be a co-ordinated approach to implementing Minimum Winter Networks across adjacent highway authorities.
11. Authorities should explore the potential for mutual aid in salt supply and other aspects of Winter Service and should make contingency arrangements in advance.
12. Authorities should take full advantage of decision support systems and services to enable timely, efficient and accurate decision making.
13. Authorities should continually monitor performance during service delivery and respond effectively to changing conditions or network incidents.
14. To ensure appropriate level of competence, training and development needs of all personnel should be established and reviewed annually, including health and safety and appropriate vocational qualifications. Training should then be provided where appropriate before the Winter Service season.
15. Authorities and relevant organisations should provide training and conduct periodic exercising to test plans for responding to severe weather events.
16. Authorities and salt suppliers should treat the supply of salt as a service rather than a simple commodity purchase.
17. As a means of enhancing local salt storage capacity, authorities and salt suppliers should jointly consider supplier owned salt stocks held on a short or long term basis in a number of widely distributed locations around the country. A joint approach may include agreements such as purchase of some or all stock by the end of a season or provision of land.
18. Authorities should seek a broad approach to salt supply, for example establishing framework contracts with more than one supplier.
19. Authorities should consider whether efficiency benefits can be obtained from collaborative salt procurement and should also consider ways to improve the balance of risk between salt suppliers and themselves, e.g. longer contracts, performance contracts with minimum guaranteed purchase and supply, and contracts that include supply of salt and investment in facilities.
20. All aspects of the Winter Service Plan, including service delivery arrangements, should be reviewed annually in consultation with key stakeholders to take account of changing circumstances.

B ROUTE PLANNING FOR CARRIAGEWAYS, FOOTWAYS AND CYCLE ROUTES

Treatment Routes

Authorities should define treatment route plans for carriageways, cycle routes and footways for pre-treatment and snow conditions, based upon the general

maintenance hierarchy, but adapted to take into account the factors identified by this Code. **(Recommendation 9)**

The treatment routes for Winter Service should take as a starting point the hierarchy developed for other maintenance purposes but this is likely to require extensive modification to consider:

- wider transport and other policy priorities referred to above;
- special requirements of carriageways, footways and cycle routes;
- safe and reliable access to emergency facilities including Fire and Rescue, Police, Ambulance Services and hospitals;
- other public services access needs and critical infrastructure where the maintenance of access may be critical;
- public transport routes and access to stations, bus garages and depots;
- safe and reliable access to main industrial and business centres of key importance to the local and regional economy;
- any significant variation between summer and winter traffic;
- accessibility dependencies of remote communities for example Scotland's island and peninsular communities;
- the special needs of disabled people or older people particularly where these can be effectively targeted;
- known problems, including significant gradients, exposed areas and other topological factors;
- climatic and thermal capacity differences within the area;
- co-ordination and co-operation with other authorities.

Consideration of these issues is likely to suggest differences in networks adopted for each element of Winter Service. Such decisions will usually not be clear cut. For example treatment of footways will differ from carriageways and for low traffic roads it may be difficult to justify high priority for service provision.

Risk assessments should be undertaken to establish which routes should be included in a programme of treatment during winter. In particular, the treatment of carriageways, footways and cycle routes must be considered taking account of risk to all highway users and consideration of the available resources.

Where the authority is actively promoting facilities, or there are clear trends of increasing use, a more proactive approach to Winter Service may send an important message.

Transport interchanges perform a key role in the delivery of integrated transport, which should be reflected in Winter Service policies and priorities. These include airports, rail and bus stations and the means of access to them whether by main routes for walking, cycling, public transport or car. Parts of the interchange may be subject to differing management regimes and it will be important to agree common standards and ensure effective co-ordination of resources.

It should be recognised that many authorities will have difficulty treating all bus routes as part of their precautionary salting routes. The treatment of bus routes should be based on risk assessment of local circumstances such as service frequency and their importance to integrated transport services. It is important that treatment routes include the access roads to bus garages.

Similar considerations apply to school bus routes where, although authorities should endeavour to provide Winter Service support, there may be practical difficulties in wide spread treatment of such a diverse network.

In general salting should not be undertaken between the stop lines of level crossings, even when covered with snow. Before ploughing over a level crossing the driver must stop and telephone the signalman for permission to proceed and then inform the signalman when past the crossing. Snow blowers must not be used on level crossings.

One means by which authorities can assist the local community in areas not on priority routes or at known trouble spots, including gradients and sharp bends is by the provision of public access salt bins. Where these are provided authorities should make arrangements for their replenishment as necessary and to ensure that they do not become unsightly or used for the unauthorised disposal of waste.

B1 Carriageway routes by risk level

Carriageways for Pre-Treatment

The total length of roads in Haringey for gritting under this Plan is 340 kms. Private roads and roads on Homes for Haringey Estates are not generally treated as part of this plan. The only exceptions to this rule are non-public highway carriageways that carry bus routes. These are a few carriageways passing through Homes for Haringey estates on Broadwater Farm and Ferry Lane, along with Alexandra Palace Way, as it is not feasible for those responsible for these carriageways to be in a position to respond quickly and with the right equipment in a severe weather event.

All carriageways for pre-treatment have a speed limit of 40 mph or less and are defined as Built up roads. The Priority 1 carriageway gritting routes (including TfL) cover about 37% of the total length of roads in the Borough and is considered to be an adequate level of provision, leaving the less used roads to be treated only in the worst of conditions and after the top priority routes have all been made as safe as possible.

All carriageways will be treated during the winter according to their level of priority. During pre and post treatment gritting activities, Priority 1 carriageways are the highest priority and will always be treated first. Provided that gritting of Priority 1 carriageways has been satisfactorily completed, and subject to there being no pressure on salt stock levels, treatment of Priority 1A carriageways can proceed if the on-going snow/ice/weather situation warrants this. Following this, gritting of Priority 2 carriageways can proceed if the on-going snow/ice/weather situation warrants this. Finally, provided that gritting of Priority 1, 1A and 2

carriageways has been satisfactorily completed, and subject to there being no pressure on grit stock levels, treatment of Priority 3 carriageways can proceed if the on-going snow/ice/weather situation warrants this.

It is quite unusual for an on-going severe weather event to last so long that it becomes necessary to consider gritting Priority 3 carriageways. This is because it is usually the case that in an on-going severe weather event, Priority 1 and 2 carriageways require repeat gritting to keep them open, thereby reducing the likelihood that any Priority 3 carriageway gritting will be undertaken at all. In a situation where Priority 3 carriageway gritting is undertaken, the order in which this will be carried out will be such that it supports the provision of refuse and recycling collections.

To be effective, grit must be spread evenly and at rates to suit prevailing weather conditions.

Frost Patrol – Main Roads (Non Red Route)

Haringey has a Frost Patrol for precautionary gritting on approximately 44 kms. Frost patrols will provide for a programme of mechanical gritting of a network carriageways based on the following criteria:

- carriageways with the steepest gradients likely to cause vehicles to slide and not stop even when brakes are applied; and
- carriageways, with steeper gradients that are more likely to ice over and for longer due to exposure and/or due to elevation.

For the list of carriageways covered by Frost Patrols please see Appendix B.

Priority 1 Carriageways (Non Red Route)

Haringey has a Priority 1 carriageway gritting network of approximately 124 kms which provides for a programmes of mechanical pre or post-treatment gritting based on the following criteria:

- carriageways with the steepest gradients likely to cause vehicles to slide and not stop even when brakes are applied;
- carriageways carrying the heaviest vehicular traffic; and
- carriageways serving Special Educational Needs schools.

These roads form the backbone of the carriageway network within the Borough of Haringey and as such the Winter Service Operation should be that of not allowing snow to lay on the carriageway surface. When there is a forecast of snow, the Contractor's Manager should aim to start the gritting programme so that it is completed just prior to the forecast time for snowfall to begin.

The list of carriageways for Priority 1 gritting activity is detailed in Appendix B.

Priority 1A Carriageways

The list of Priority 1A Carriageways has been created for the 2010/11 winter for the first time and provides for gritting of a network of road totalling 24 kms. This is a list of non-Priority 1 carriageways that serve schools in the borough which are

usually listed as Priority 2 and 3 carriageways. The purpose of this new priority category is to provide the opportunity to carry out accelerated carriageway gritting of Priority 2 and 3 carriageways serving schools when a snow event occurs during term time.

The list of carriageways for Priority 1B gritting activity is detailed in Appendix B.

Priority 2 Carriageways

The list of Priority 2 carriageways provides for gritting of a network of carriageways totalling 69 kms. Priority 2 carriageways carry less traffic and have lower risk levels due to gradient and are the next most important carriageways to grit after Priority 1 and 1A carriageways. Also, any carriageway serving a Residential Care Home that is not treated as a Priority 1 carriageway is automatically included as a Priority 2 carriageway.

The list of carriageways for Priority 2 gritting activity is detailed in Appendix B.

Priority 3 Carriageways

Priority 3 carriageways carry the least volumes of traffic and have the lowest risk levels compared to Priority 1 and 2. It is desirable to grit Priority 3 carriageways but this will only be considered as and when Priority 1 and 2 carriageways have been satisfactorily treated and only then if there is no pressure on grit stocks.

The list of carriageways for Priority 3 gritting activity is detailed in Appendix B.

Contingency Arrangements - Resilience Network for Carriageways

If there are extreme conditions where salt supplies are limited or other resources are restricted (such as fuel supplies or drivers) contingency arrangements are required to ensure that a reduced network of carriageways can continue to be gritted. This is called the Resilience Network.

A Resilience Network of carriageways has been developed in partnership with Transport for London and neighbouring boroughs which ensures that Haringey forms part of a London-wide network of roads designed to keep the capital moving. This network of roads primarily targets the continuation of bus routes and the ability of the Police, Fire and Ambulance services to continue as normal and respond to emergency calls.

Any decision to resort to gritting the Resilience Network only would normally be made by a meeting of the Council's Risk and Emergency Planning Steering Group. Further details about the intervention of this group are provided at D15, Escalation and Emergency Operating Procedures. In very exceptional circumstances the Authorised Officer may make a decision to resort to the Resilience Network. This would be required to be reported to the Council's Risk and Emergency Planning Steering Group within one working day with an explanation for the decision and for approval to be requested to continue with Resilience Network gritting only – if this is justified.

The list of carriageways for Resilience Network gritting activity is detailed in Appendix B.

Annual Review of Carriageway Priorities

The priority route system will be reviewed annually to take into account alterations to bus routes, new traffic management schemes and other changeable factors. Dry runs will be made to test the practicality of the routes and amendments made where necessary.

Carriageway routes for post–treatment by risk level

The priority routes for post-treatment are the same as they are for as for pre-treatment but with increased spread rates as per section F8 depending on the prevailing and forecast weather conditions.

Carriageway routes for snow clearing by risk level

Snowfall on Roads

When snow is forecast to fall in the Borough, conditions are monitored very closely so that, if possible, all Priority 1 carriageways can be gritted before snowfall commences. It can be difficult to predict when rain may turn to snow and vice versa. Consequently an inaccurate forecast or a well-intended decision to grit can occasionally lead to unnecessary gritting.

Gritting does not take place whilst rain is falling, as it will be washed away. This may lead to an unavoidably delayed response to the deteriorating road conditions and sometimes this is perceived by the public, erroneously, as a failure to respond on behalf of the Council.

When snow falls in succession over a number of days, all gritting vehicles will be mobilised to keep a high concentration of grit on the roads. At such times, numerous complaints or reports of packed snow lying on lower priority roads will be received from the public and from other sources. Except in the case of emergencies or some other justifiable need, these will only be addressed when the higher priority routes are fully treated, thereby ensuring maximum efficiency through planned, proactive gritting rather than unplanned, reactive gritting which can be inefficient.

In England and Wales, Highway Authorities had until recently only a statutory duty under Section 150 of the Highways Act to remove obstructions. Snow is considered to be an obstruction when it impedes use of the road network. With the legislation now enacted this duty is now being extended to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

The Council has therefore adopted the Institution of Civil Engineers design and practice guide "Highway Winter Maintenance" as far as is applicable to an urban situation like Haringey, where heavy snowfalls are very infrequent. It would usually be inappropriate to use snow ploughs, blowers or similar plant even if there was sufficient snow fall to justify the expense, due to the urban nature of the network, with parked cars and pedestrians in almost all streets.

It is expected that severe weather warnings will be provided by the weather forecaster, MeteoGroup, in advance of any significant snow falls. In the event of

sudden changes there will be an update to the forecast. If in doubt the forecaster can be spoken to directly to enable clearer understanding of the local situation.

Although London in general rarely gets significant falls of snow, if heavy snow is forecast the following information from the Highway Winter Maintenance Guide by ICE may well be useful: (this has been modified to meet Haringey's circumstances).

On receiving the snow warning the following procedure should be carried out:

1. Pre-treat the spreading network in accordance with the rates given in section F8 immediately prior to snow falling to prevent snow settling on the road surface.
2. Retreat uncompacted snow with salt (grit) at 10 g/m^2 per 25 mm of snow.
3. When prolonged falls are forecast it will be found useful to continuously treat from the onset of snow to prevent build up and to prevent compaction by traffic. Such treatment should be at 20-40 g/m^2 so that a wet base is maintained.
4. A further treatment of salt (grit) is required at the rate of 10 g/m^2 for every 25 mm of uncompacted snow for each degree centigrade that the air temperature is below freezing.
5. If snow has become compacted and the temperature is low (- 5°C or below) neat salt (grit) must not be used, as it will accumulate in the form of salt solution in depressions and produce a very uneven and slippery running surface. In these circumstances spreading of fine aggregate, like coarse sand, is advised.
6. A 50/50 fine aggregate/salt (grit) mix should be used on hard-packed snow. Fine aggregate is not required on uncompacted snow as the action of salt (grit) will cause the snow to melt.
7. Very low temperatures do not usually follow immediately after a snow fall and it is therefore very important to apply salt (grit) early, and then do so again to try to get the resultant slush off the road before compaction by traffic.

The carriageway network should be cleared in the order of priority shown above. detailed at B1 above.

Post-snow actions

After the snow period it is important that all gullies and drainage outlets are cleared of any accumulations of grit. Carriageway channels and footpaths where grit residue remains should be swept.

All vehicles and equipment should be cleaned, lubricated and checked.

All grit bins should be checked and refilled as necessary.

Priority Points to be Gritted Manually

For the most part carriageways will be gritted by mechanical spreading vehicles, but the Contractor's Manager will be responsible for seeing that narrow access or

very steep sections of road are gritted manually, if required, as soon as snow clearing operations are started.

Leisure Areas, Homes for Haringey Estates, Industrial Estates, Council Premises, School Premises, Residential Care Homes

It is the responsibility of individual services to create plans for treatment of ice and snow on the carriageways they manage, as referred to in Section A4 above.

B2 Response and treatment times for all carriageway treatments

The target response times are currently at the discretion of the Contractor within the Contract. These are under review and will need to be reviewed and set out in detail in future plans. This will be done in conjunction with the competitive dialogue process underway in the summer/autumn of 2010 for the Waste and Other Services Contract due for award late in 2010 for commencement in April 2011. Therefore, target response times are expected to form part of the 2011/12 Winter Service Operational Plan.

The treatment time, which is the period between vehicles leaving the depot and the completion of each priority carriageway route, is dependant upon weather conditions, traffic conditions, reliability of plant and vehicles, availability of trained personnel and efficient use of resources.

In most cases frost patrols are undertaken overnight and are completed by the time ice has started to form and before the rush hour commences.

Often pre-treatment in readiness for snowfall is carried out at night with the target being to complete the Priority 1 carriageways and pavements by 7.30am if possible and before snowfall has begun.

If snow falls which has not been predicted, the Contractor's Manager and the Authorised Client Officer will decide whether any work should be suspended and will mobilise gritting vehicles as soon as possible with gritting of the Priority 1 routes first. The time taken to complete this operation will depend on traffic congestion and the varying weather conditions.

Under such circumstances public reports and gritting requests will be widespread and the only action available is to continue gritting and snow clearance pro-actively until the weather conditions ease and the situation becomes controllable again. The only exception to this will be to respond reactively to emergency service requests and any non-priority ad-hoc requests of a justifiable nature.

Daytime gritting is disrupted by traffic, consequently every effort is made to have any wet roads gritted before the temperature drops below zero and, if possible, before the busy early morning or afternoon traffic.

Footpaths are normally only treated during periods of prolonged and severe weather conditions. Separate cycle paths are not gritted separately but in prolonged conditions may be cleared of snow when other higher priority gritting has been satisfactorily completed.

OPERATIONAL PLAN

Currently, there are four gritting vehicles available at Ashley Road Depot from 1st October this year, two of these are dedicated gritting vehicles and two are demountable gritting vehicles. Routes will be allocated by the Contractor's Manager who is on duty and must be strictly adhered to.

The Winter Service operation will be controlled from Ashley Road Depot, to clear snow, ice or frost from all Borough highways including all bus routes and should be operated 24 hours a day until this task has been completed.

Drivers must follow the procedures laid down in the Winter Service Operational Plan with due regard to loading of grit, the number of loads and returning completed rounds.

All gritting operations must be completed in the order of priority as set out at Section B1 above, unless instructed otherwise by the Authorised Client Officer.

All work will be co-ordinated by either the Contractor's Manager, or their delegated Manager.

Gritting will commence within two hours of being notified by either the Contractor's Manager or the Authorised Client Officer, or at a time agreed in advance that may be longer than two hours between the decision to grit and the gritting commencement time.

Routes will be allocated by the Contractor's Manager on duty and must be strictly adhered to.

B3 Routes for footbridges, subways and other high risk pedestrian areas

Consideration has been given to which parts of the pedestrian network present the highest levels of risk in the event of ice and snow.

A list of locations for spot treatment in the event of a frost forecast has been developed.

Separate lists of pavement gritting have been developed for more widespread treatment in the event of a forecast of snow or during and after snowfall

It is considered that dropped kerbs and crossings on main roads present a higher risk of injury and these will be treated as part of the priorities.

B4 Response and treatment times for footway and cycle route treatments

Footways and separate cycle paths

The target response times are currently at the discretion of the Contractor within the Contract. These are under review and will need to be reviewed and set out in detail in future plans. This will be done in conjunction with the competitive

dialogue process underway in the summer of 2010 for the Waste Management Contract due for award late in 2010 for commencement in April 2011. Therefore, target response times are expected to form part of the 2011/12 Winter Service Operational Plan.

In most cases spot treatment of pedestrian locations in response to a forecast of frost is undertaken overnight and completed by the time ice has started to form and before the rush hour commences.

It is often the case that pre-treatment in readiness for snowfall is carried out at night with the target being to complete the Priority 1 routes by 7.30am if possible and before snowfall has begun.

If snow falls which has not been predicted, the Authorised Client Officer and Contractor's Manager will decide what work should be suspended and will mobilise footpath gritting activity soon as possible, and will arrange the gritting of the Priority 1 pavements first. However, the time taken to complete this operation will depend on traffic and weather.

Under such circumstances public reports and complaints will be widespread and the only action available is to continue gritting and snow clearance until the weather conditions ease and the situation becomes controllable again.

Separate cycle paths are not usually gritted but in prolonged conditions may be cleared of snow when other higher priority manual footpath gritting has been satisfactorily completed.

B5 Routes for other footway and cycle route treatment by risk level

Footways

If snow falls and settles priority will be given to treatment of footways in all major shopping streets, at transport hubs, outside residential care homes, emergency services premises and hospitals. Also included in this list are bus station approaches and terminus points. Pedestrian crossings, subway entrances and stairways will also be treated as priority areas.

There are four priorities of footway gritting, and it is unlikely that resources will permit Priority 3 or 4 to be covered unless there are several days of settled snow.

Priority 1 – Town Centres, Residential Care Homes, transport hubs, hospitals, emergency service premises, dropped kerbs, bus stop areas and crossing points on main roads.

Priority 2 – footpaths leading from Priority 1 pavement gritting areas to school entrance and exit points (term time).

Priority 3 – footpaths on residential roads to support refuse and recycling collections.

Priority 4 – remaining footways and separate cycle paths.

For the list of footpath areas covered please see Appendix M.

If snow has settled on a footpath and cannot be treated by grit alone, a pathway of 1.2 metres must be cleared of snow and gritted manually to allow two pedestrians to pass each other without obstruction.

Whenever possible, banking of snow will be avoided when clearing the footway. Where banking occurs a pathway should be cleared to the kerb edge every 25 metres or so and where obvious crossing points exist.

A pathway should also be cleared to give access for pedestrians to use telephone kiosks, bus shelters and post boxes.

Annual Review of Footpath Priorities

The priority route system for pavement gritting will be reviewed annually to ensure that it takes account of any changes that may be necessary.

Mechanical Clearance

Upon receipt of snow warning and where practicable, mechanical pavement gritting will be carried out, if available.

Heaping of Snow

Snow must not be heaped or made into ridges unless special dispensation is given by the Authorised Officer.

Heaping of snow must on no account be made on pedestrian crossings or bus stops. If heaps or ridges are made in the channel, a space of not less than 30 cm (1'0") wide must be left between the snow and the kerb to allow for drainage and sufficient space must be left between the heaps or ridges for the convenience of pedestrians.

Gully grates must be kept free from obstruction

Cycle paths

Cycle paths which are part of the carriageway are gritted as part of the carriageway priority gritting plan.

Separate cycle paths are not prioritised for gritting for the reasons referred to at Section 5 of the Executive Summary above.

B6 Allocation of plant, vehicles, equipment and materials to routes

The Contractor's Manager will allocate vehicles plant and other equipment to those best suited for the needs of the routes. The smaller vehicles will be used for the narrower streets. The larger vehicles will be used to try to prevent need for return to depot for additional grit within a run.

B7 Location and maintenance of grit bins and grit heaps;

Grit Bins on streets

Within the current Winter Service Plan, grit bins are provided at 103 locations that present particular snow and ice problems, such as steps, steep gradients or areas used by people with mobility issues. Consideration will be given to extending the number of grit bins at 47 locations in response to feedback from residents and Members following the severe winter of 2009/10.

For the list of locations with grit bins please see Appendix N. Also shown in Appendix N is the list of locations where new grit bin installations are being considered.

Grit Bins supporting public sector services

During the winter, there has historically been demand for grit to be provided at schools, day centres, libraries, elderly persons homes and neighbourhood offices. Services with outdoor areas have been encouraged to create their own Winter Service Plans to help make them as self-sufficient as possible during future winters. The Environmental Resource Service will assist in preparations for winter at these locations - including provision of grit, grit bins and bagged grit supplies. Assistance will be provided during the winter season but it is unlikely that the Environmental Resource Service will be in a position to provide a swift response during a severe weather event.

Annual Review of Footpath Priorities

The priority route system will be reviewed annually to ensure that it takes account of any changes that may be necessary and also takes account of any valid requests for new grit bin installations.

B8 Special sites or features (e.g. near railways or traffic calming).

There is one level crossing which is at Marsh Lane N17. This is on the Priority 1 network. Network Rail issue guidance which should be adhered to at all times. This is given in Appendix P. There are no other special features that cause special difficulty or consideration in treatment of roads at present but if any are identified they will be accounted for as part of the annual review of the Plan.

C WEATHER PREDICTION AND INFORMATION

C1 The decision making process

See section I6 for details.

C2 Road weather information bureau service

Haringey's Contractor receives weather forecast information from their supplier. Enterprise currently use MeteoGroup.

C3 Road weather stations

Haringey has no road weather stations at present

C4 Timing and circulation of information

During cold spells and severe weather, Meteogroup provides two written weather forecasts per day. These forecasts are Haringey-specific. If required, the Contractor can call Meteogroup to discuss the forecast in order to aid decision-making. Such calls are most likely to be made when forecasts are marginal and the decision whether to grit or not is not clear cut.

The Contractor is required to share forecast information with Client Officers.

See section I10 for further information.

C5 Road weather forecast

See C2 above.

C6 Reporting procedure

See section I13 for further information

C7 Thermal mapping

See section I4 for details.

C8 Maintenance of ice detection equipment

There is no ice detection equipment currently installed in Haringey.

C9 Information to be provided

Written forecasts provide information about temperatures, precipitation type and volume, ice risk and timings. Forecasts are given for the next 12 hours and 24 hours and, to aid forward decision making, forecasts are also provided for the next 2 to 5 days.

Weather reports will be sent to the Authorised Client Officer by the Contractor's Manager immediately when adverse weather conditions are expected. Each day the Contractor's Manager will complete the Daily Decision Justification Log (Appendix F) and e-mail a copy to the Authorised Client Officer.

Where there is a deterioration or improvement likely during the period of forecast, then the Contractor's Manager must inform the Authorised Client Officer of any likely change in the expected conditions. If necessary a further Daily Decision Justification Log (Appendix F) will be completed and sent by e-mail but telephone confirmation of the change must also be given.

D ORGANISATIONAL ARRANGEMENTS AND PERSONNEL

Resources

Authorities provide Winter Service through combinations of their own resources and those of service providers contracted to them. There is a wide variety of approaches. Many highway authorities provide some of their own facilities with others provided by the private sector. In all cases, service providers' activities are governed by their contract with the highway authority.

In some authorities refuse collection, street cleansing and grounds maintenance services often provide support to the Winter Service, especially in times of prolonged ice and snow. Arrangements should be made well before the commencement of the season.

Detailed route planning and for each aspect of Winter Service will need to be optimised to ensure economic, efficient and effective resource allocation. This will depend on:

- spreading vehicle characteristics and capacity;
- depot and salt location;
- Response times (the period between decisions being taken to begin treatment and vehicles leaving the depot. It is suggested that authorities should adopt a target response time of no more than one hour. This should apply both within and outside normal working hours);
- Treatment times (the period between vehicles leaving the depot and the completion of treatment on all priority routes. Authorities should adopt target treatment times based on risk assessment of local circumstances that provide for the completion of pre-treatment before ice forming. They should however recognise however that treatment times might vary in different weather conditions).

A key factor in ensuring that response and treatment times are met once a decision has been taken to treat is the availability of appropriately trained personnel. Identifying the extent of resources needed under various scenarios and the potential source of these will be an important aspect of pre-season planning. This planning should cover the whole range of requirements and conditions likely to be encountered, including:

- Pre-season preparation;
- Precautionary treatment;
- Footway and cycle route treatment;
- Post treatment;
- Snow clearance;
- Continuous severe conditions;
- Post snow emergencies (flooding etc).

Planning of resources should cover the entire workforce involved in the Winter Service. It is particularly important not to overlook:

- the need for staff to be available throughout defined risk periods;
- the need for the treatment operations to be co-ordinated and supervised;
- resources and equipment for treating carriageways, footways and cycle routes;
- resources for dealing with vehicle breakdowns, problems with fuel supply and communications failure;
- resources for the storage, delivery and loading of salt.

In planning resources the following issues regarding personnel also need to be addressed:
- implications of Drivers' Hours Regulations;
- extent and nature of double manning and driver support;
- shift system arrangements;
- provision for holidays and sickness.

Authorities in planning their resources should ensure that they are compatible with the resilience standards adopted by the authority.

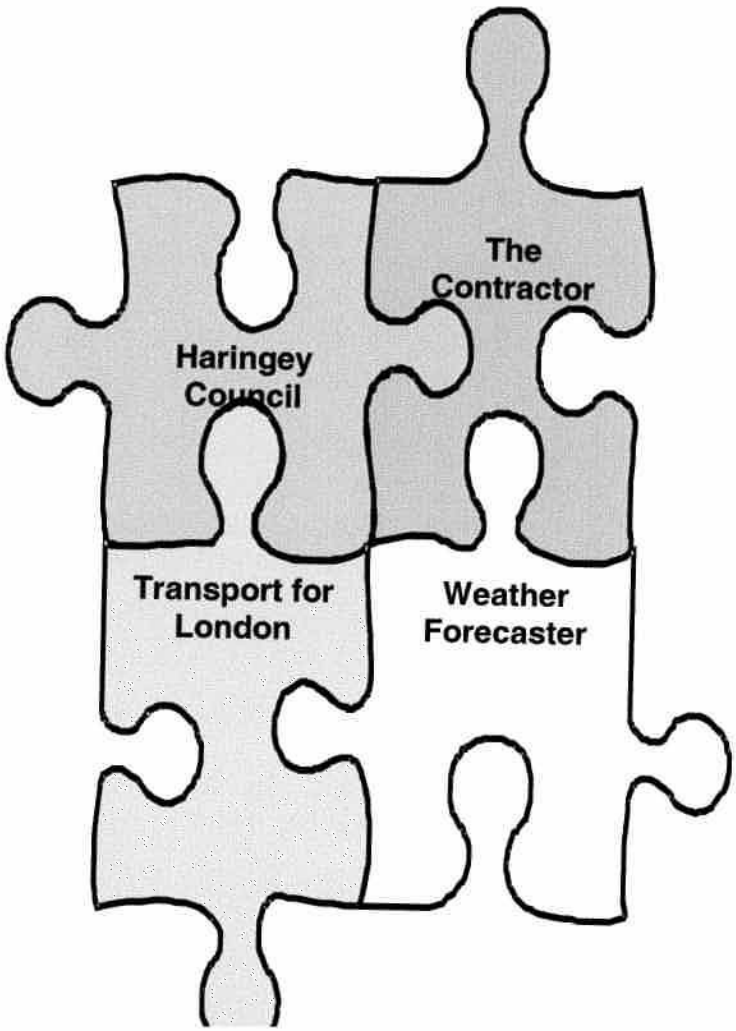
Authorities often place reliance in times of prolonged ice and snow on temporary contracts with contractors, farmers and others to supplement resources for snow clearing. Arrangements should be made to ensure that necessary insurance cover is in place.

In rural areas, authorities should examine the potential for using local council snow wardens, who may have an effective role in gathering information and providing Winter Service Managers with details of specific local problems. If snow warden schemes are adopted clear terms of reference should be established.

D1 Command, control and operational organisation

The organisational chart is given in D10, but it is important to realise the interlinking of the different parts of the service provision.

This is shown diagrammatically in the figure on the right, showing that Haringey Council is reliant upon not only the Contractor for the delivery of the service and the Meteo Group for the accuracy of the weather forecasts but also on the work of Transport for London (TfL) in gritting Red Routes.



The public expects the Council to get it right every time, and they do not see

complicated relationships and responsibilities. It is therefore important that close working relationships are developed with the other parties involved.

D2 Arrangements with other authorities;

CO-ORDINATION AND COLLABORATION
Authorities should consider whether collaborative arrangements such as shared services, lead authority arrangements, collaborative service procurement, and sharing depots and salt stock, would provide an effective and value for money approach to increasing Winter Service resilience. **(Recommendation 4)**

Co-ordination and co-operation between authorities in Winter Service planning including defining treatment routes, response, and treatment times is of crucial importance. This should be a formal process between the adjoining local authorities and with the authority responsible for the strategic network. The intention should be to negotiate effective service integration across administrative boundaries and to enable operation of the plant and vehicles required to achieve adequate resilience.

In these circumstances close liaison both with public transport operators and local authority transport co-ordinators is essential, at the annual review, on an ongoing basis throughout the season and on a continual basis in severe weather conditions. This is particularly important as, although changes to public transport routes and frequencies will be made throughout the season, it will not usually be practical or desirable for consequent changes to the treated network during the season. This may influence the nature and timing of changes to public transport routes.

The efficient operation of many essential public services may be dependant upon ice or snow removal from key areas of private land, which is fundamentally the responsibility of land owners.

Authorities should determine critical areas and infrastructure in conjunction with key public services and other stakeholders and seek to ensure that appropriate winter treatment has been considered by the appropriate party. **(Recommendation 5)**

Authorities should explore the potential for sharing depots as this may provide opportunities for efficiencies. Other areas where collaboration should be considered include decision support services for weather particularly where authorities have similar climatic conditions.

D3 Arrangements with other public services

The Council realises the strategic importance of the Highway network to a number of other public services and the arrangements take into account the

latest information on Public Transport changes including revisions to bus routes, railway and underground stations and other transport providers.

Key public buildings especially hospitals are considered as part of the route planning and, where possible, routes are prioritised to enable access to be maintained as much as possible.

The Council also recognises that the Emergency Services have a vital role to play and although not all roads and footways in the Borough can generally be treated, any call for assistance from the emergency services will be responded to with mechanical and pavement gritting as appropriate.

D4 Decision making;

Decisions and Management Information
Authorities should take full advantage of decision support systems and services to enable timely, efficient and accurate decision making. **(Recommendation 12)**

Decision support systems and management information are the basis of effective Winter Service delivery. More details are given in the *ICE Design and Practice Guide, Highway Winter Maintenance* published in 2000.

Systems will use current information and trends in conjunction with relevant software to extrapolate and display predicted conditions over a range of periods.

The decision support information will be used by the authority's designated Winter Service controller, or similar, together with local experience, and against the background of a range of pre-determined scenarios, in deciding the action to be taken. The decision should usually be delegated to a single person, although in larger authorities with varying climatic conditions the role may be delegated to two or more persons. Controllers will of course need to maintain close consultation with others both within and adjoining the authority and also those dealing with the strategic network.

A suggested decision making framework, which will need to be adapted for local circumstances, is included in Appendix H (of code of practice).

The quality of decisions made by the controller will be the key factor in determining both the effectiveness of the Winter Service and also how it is perceived by users and the community.

See item I6.

D5 Operational record keeping and reporting

The record keeping is set out elsewhere in this document

D6 Plant and vehicle staffing arrangements, including management of drivers' hours regulations

STANDBY ARRANGEMENTS

On receipt of instructions to commence Winter Service Operations, the Contractor's Manager on duty will immediately proceed to call in all staff on the Call Out list. The list will be revised as and when required.

Frost Patrol work does not constitute an emergency and the Contractor will be expected to observe the normal legislative requirements on drivers' hours.

D7 Materials management

Haringey currently uses rock salt for all the carriageway and footway treatments.

D8 Training and development arrangements;

Training and Development
To ensure appropriate level of competence, training and development needs of all personnel should be established and reviewed annually, including health and safety and appropriate vocational qualifications. Training should then be provided where appropriate before the Winter Service season. **(Recommendation 14)**
Issues where training is required are described below. This is not an exhaustive list and will largely be based on local circumstances:
- the content and operation of the Winter Service Plan;
- driving in difficult and hazardous road conditions including duty of care to other road users;
- circumstances where special safety considerations apply;
- snow ploughing, in particular around rail level crossings, tramways, partially segregated areas,
- dealing with emergencies;
- dealing with post ice and snow emergencies especially flooding.

In addition to such specific training it will be necessary to ensure that all personnel are provided with information during operational periods on current network characteristics and constraints, including:
- nature and location of highway works, including statutory undertakers;
- temporary and permanent barriers;
- nature and location of any traffic diversions;
- nature and timing of any events likely to affect network use.

Authorities should prepare specific health and safety policies, guidance, and risk assessments with their service provider. These should be issued and discussed with all personnel, including temporary contractors, and should form the basis of further training as necessary.

Training provided to service delivery personnel should also include specific reference to the heath and safety needs of users, including:
- avoidance of spraying pedestrians, cyclists and vehicles where practicable with salt or slush when salting or ploughing;
- avoidance of risks to pedestrians and cyclists when using vehicles in segregated or partially segregated areas and in treating footways;
- ploughing and manoeuvring in restricted circumstances;
- other road vehicles that may not be under proper control.

Authorities should consider both qualifications (e.g. City and Guilds) and practical experience training. Some authorities have found it useful for those personnel involved in Winter Service management and decisions to undertake training in familiarisation and interpretation of weather forecast information.

It is the Contractor's responsibility to employ competent staff in the Winter Service who have practical experience of supervising gritting operations. They will have authority under the contract to make decisions about when to deploy Frost Patrols and liaise with the Council's Authorised Client Officer decisions about pre and post-treatment. The Contractor's Manager will be competent to personally manage and supervise the Winter Service operations.

The Authorised Client Officer has an absolute requirement to secure Winter Service activities on its highways. Before the start of the Operational Period each winter, the Contractor will demonstrate his readiness to perform the following Tasks under the contract:

- Frost Patrols;
- Pre and Post-Treatment; Salting
- snow clearance;
- grit bin maintenance;
- vehicles, plant and equipment provision and maintenance;
- competent management and supervision;
- specialist weather forecasting service; and
- communications.

Prior to the start of the Winter Service Operational Period the Contractor shall use the Dry Run Exercise to satisfy themselves and the Authorised Client Officer that they are fully prepared for the coming Winter Service Operational Period.

The Contractor will ensure that all drivers are familiar with the priority routes and any special arrangements. The Contractor is looking into the appropriateness of requiring that operatives are accredited in accordance with City and Guilds 6159 qualification (previously called 6157) in Winter Services. This proves the Contractor's competence to operate gritting machines with snow plough attachments, therefore it may not be appropriate for the urban environment of Haringey's roads. However there would need to be a decision taken due to it being in the Code of Practice

Loading shovel drivers shall have a Certificate of Training Achievement Award.

All allocated drivers must undergo training prior to operating any vehicle to ensure that they are fully aware of the vehicle operations and systems of allocation as dealt within Winter Service Operation.

D9 Schedules of Contract and Voluntary Personnel (CVP)

Section not used in Haringey.

D10 Employee roles and responsibilities

The following key organisation structure is given below and the roles and responsibilities are as with the normal chain of command.



The responsibility of the various parties follows this chain of command although in general it will be the Authorised Client Officer and the Contractor's Manager who have responsibility on a day to day basis.

D11 Contact and commissioning arrangements for CVP

Section not used in Haringey.

D12 Employee duty schedules, rotas and standby arrangements

Appendix J gives the duty rota for the winter period and lists all the names qualifications and home address and telephone numbers. (This information to be collated and supplied by the Contractor)

The Contractor's General Manager will provide to the Contractor's Winter Service Manager details of drivers capable of operating the mechanical shovel which are to be clearly marked 'Mechanical Shovel Driver'.

The respective Managers will check these lists every Friday afternoon during the winter period and advise each other of alterations due to sickness and holidays.

D13 Winter Service exercising arrangements;

Exercising

Authorities and relevant organisations should provide training and conduct periodic exercising to test plans for responding to severe weather events. **(Recommendation 15)**

It would be beneficial for authorities to build severe weather conditions into regional or local training exercises or to develop specific Winter Service exercises involving adjacent authorities and relevant partners. Such testing of plans and personnel associated with the Winter Service would ensure authorities are fully prepared. It would also assist with ensuring that resilience of Winter Service is addressed and communication networks developed and improved.

Joint exercises have been run with all the London Boroughs and Transport for London in December 2009 and May 2010. These have also involved the Emergency Services and Public Transport operators. This type of exercise will continue to be run as necessary to ensure smooth co-ordination across London.

A dry run is carried out each year prior to the commencement of the Winter period and all gritting vehicles and demountable bodies are checked to ensure they work properly and are correctly calibrated.

D14 Standard operating procedures

These are given in Appendix A.

D15 Escalation and emergency operating procedures

With the experience of the last 2 winters and the extreme shortage of grit nationwide, the need for an escalation process and emergency operating procedure has been included. This should not be seen to be just for grit supply but for any shortage of resource. A serious flu outbreak affecting drivers, a fuel shortage or another reason altogether could lead to a similar need for escalation.

The London Boroughs have established London-wide arrangements for responding to severe weather conditions. The London Local Authority Co-ordination Centre (LLACC) links key local authority Winter Service and emergency planning staff with professional partners in the emergency services and transport sector. In particular, Transport for London's London Streets Traffic Control Centre. Originally established for response to high-impact, spontaneous incidents, it is recognised that the LLACC can fulfil a broadening role in regional severe weather co-ordination by facilitating mutual aid sharing, compiling daily reports, producing stock projections to inform allocations, and maintaining the regional picture through effective information-sharing.

In the event that any cold weather event becomes so prolonged or serious that the standard policies and priority work set out in this Plan cannot be delivered, the Council's Emergency Plan will be used in conjunction with this plan. This will allow for management of communication to the public, decisions to be made about maintaining essential services and the protection of vulnerable people. The Authorised Client Officer will confer with the Emergency Planning Officer who will advise the duty CEMB member of the need to activate the Emergency Plan. It is likely that a meeting of the Risk and Emergency Planning Steering Group will be called to coordinate the Council's response. The Risk and Emergency Planning Steering Group will consider the matters to be addressed in the same manner as any other emergency and follow these up as appropriate. The Emergency Planning Officer may also call a Multi-Agency Silver meeting to liaise with the Emergency Services and other local partners.

It should be noted that any severe weather event of this magnitude will also require national and/or London-wide coordination. Therefore the Council is likely to coordinate its response through the London Local Authority Coordination Centre.

D16 Operational monitoring

The primary responsibility for the work including the normal decision on Frost Patrols is with the Contractor and they will carry out their own supervision and operational monitoring.

During severe weather monitoring will also be undertaken by Client Officers to ensure that the Contractor has responded in a sufficient and timely manner.

D17 Health and safety procedures

The whole operation of the Winter Service is generally carried out in unfavourable weather conditions and often at night. Therefore safety factors are paramount. It

is necessary for every part of the operation to be carefully considered when any new plant or new procedure is introduced.

The Contractor's operatives have undergone health and safety induction training which makes them aware of the safety issues involved in Winter Services as well as who the safety coordinator is.

They are issued with a copy of the Contractor's safety, health and environmental guide, and a copy of site specific rules.

Operatives have signed to confirm that they have received induction and are aware of current procedures involved on site for health and safety matters and emergency procedures are in place.

All safety, health and environmental matters are communicated to operatives by means of toolbox talks, memos or risk assessments.

Training is essential but is not in itself sufficient. Every person engaged on the Winter Service must comply with the following documents at all times:

- Haringey Health and Safety Policy and any company policies applicable to the individual employees;
- Health, Safety and Welfare at Work Employee Handbook;
- Safe Working Method Statements; and
- Risk Assessments for each activity.

It is the responsibility of the Contractor to produce and revise the above and to comply with the Health and Safety at Work Act at all times.

D18 Contingency arrangements

One of the key resource requirements for the Winter Service is trained LGV drivers with the necessary experience of driving the specific vehicles and routes. The winter period is also a time of high risk of flu which can reduce the level of resource. A pandemic was widely expected for last winter which could have seriously restrict the ability of Haringey to carry out this vital service. Therefore it is considered essential that back up trained operatives be available at all times for this kind of possibility. It is up to the Contractor to ensure that contingency arrangements are in place.

During severe weather where it may not be possible to grit all carriageways of every priority level, the build up of compacted ice may occur. Due to the priority arrangements in this plan this should only occur on flat, little used roads. In such circumstances the Police have the power to close roads considered to be dangerous and the Head of Sustainable Transport may erect ice warning signs so that drivers are aware.

E FACILITIES, PLANT, VEHICLES AND EQUIPMENT

In assessing the required plant and vehicles authorities should ensure that sufficient resources are available for the delivery of the Winter Service during severe and prolonged ice and snow. This should be compatible with the resilience standards adopted by the authority.

It is unlikely that, with the level of investment involved, authorities will be able to make frequent changes to the fleet, other than replacement or renewal. It is important however, that opportunities are taken when overall service procurement changes are being contemplated to thoroughly review Winter Service and equipment procurement.

There have been significant advances in the equipment available on the market in recent years. Vehicles are now capable of delivering a range of treatment types and can have sophisticated technology. The procurement of such technology potentially allows a more targeted and effective approach to treatment of the road network and an improved audit trail of where treatments have been undertaken.

It is often extremely difficult and inefficient to remove significant depths of snow using only salt and therefore consideration should be given to the use of snow ploughs mounted on spreaders or other suitable vehicles. Snow ploughs are durable, require little maintenance and should therefore prove very cost effective.

However, in urban areas there may be considerable difficulties in utilising snow ploughs and in this situation any consideration should be on a risk based approach.
It is also important to consider equipment requirements for dealing with footways and cycle routes. Specialist equipment, such as footway ploughs and footway salt spreaders may be necessary for this purpose.

The location of depots should be kept under review and specifically addressed when consideration is being given to procurement arrangements. It would be unlikely if all present depots from which authorities undertake Winter Services are ideally located, and significant financial and operational savings can often be achieved from re-location.

The environmental effects of highway maintenance depots and operations are dealt with in Section 15 of this Code, and these can be particularly significant in the case of the Winter Service, where operations will inevitably involve unusual hours of working. Every effort should be made to minimise the environmental intrusion of depots and so far as is practicable the effect of Winter Service operations.

A significant contribution to minimising environmental effects can be made by providing covered storage for all vehicles, equipment and materials, which can also reduce waste and maintenance problems.

Purchase and ownership of vehicles and equipment will also be a key issue for consideration in relation to the procurement of services. Private sector partners may be able to assist with financing arrangements and authorities will need to balance the financial advantages of this against the contractual and operational risks involved.

E1 Winter Service compounds and facilities

The Control room and vehicle storage depot is at Ashley Road Depot.

The grit store is also at Ashley Road Depot. It can hold around 1,500 tonnes of grit at full capacity.

E2 Calibration procedures

To be effective, grit/salt shall be spread evenly and at rates to suit prevailing conditions. Spreading shall be undertaken by automatic machines. The controls of spreading machines shall be calibrated and clearly marked for distinct rates of spread up to a maximum of 40 gms/m^2. Higher rates are unnecessary, wasteful and can be environmentally harmful. Care shall be taken to ensure that spread widths are neither too wide nor too narrow.

It is never recommended that salt be spread at a rate greater than 40 gms/m^2. It is further recommended that calibration testing of the spreaders would be of benefit each year together with precise instructions to the operators as to the settings needed to give the required rates of spread.

E3 Fleet inventory including licence requirements and capacity

TRANSPORT

The following transport and equipment is to be made available:

- Gritter/s - LGV
- Gritter/s - Non LGV
- Gritter/s - Demountable
- Caged Vehicles

The caged vehicles will be used for the delivery of grit to sub-depots and to support manual footpath gritting activities.

E4 Fuel stocks and locations

The drivers will be responsible to ensure vehicles have adequate fuel. There is a fuel facility at Ashley Road Depot. In the event of any breakdown of the fuel facility at the depot arrangements are in place for fuel to be drawn at public fuel stations.

E5 Location of plant, vehicles, snow-blowers and other equipment

A weekly report will be provided by the Contractor during the Winter period on the availability of vehicles, Any vehicle not available must be notified to the Authorised Client Officer. During a weather event when gritting operations are in progress, daily reports will be required.

Mechanical Shovel

A mechanical shovel or other mechanical loading equipment must be available at all times when gritting is in progress.

E6 Contingency arrangements

The need for extra vehicles plant and equipment during severe weather is unlikely to be able to be met without significant budgetary change as at such times suitable hired vehicles will be unlikely to be available. Keeping the existing fleet well maintained at all times is the responsibility of the Contractor.

If fuel is in short supply Haringey will have priority fuel deliveries and the use of this fuel will be restricted to the essential services like this.

E7 Garaging, servicing and maintenance arrangements

Use of Transport

No vehicles will be allowed to stand loaded with grit for any length of time.

Washing of Vehicles and Plant

All vehicles used to transport salt should be thoroughly washed at the end of operations and where possible all moving parts should be greased. Gritting vehicles and plant are unloaded and thoroughly washed down whenever circumstances permit, ideally this would be done at the end of each working shift. This will be carried out under the instruction of the Contractor's Manager.

The Contractor's Transport Manager is to ensure that all spreading machines are ready for immediate use at all times, are mechanically sound and parked in readily accessible positions as from 1st October each year. The availability of parking spaces is to be checked by the Contractor's Manager and Contractor's Transport Manager.

When a spreading machine or a mechanical shovel is under repair and remains off the road for more than 1 hour during a Winter Service response event, the Contractor's Manager must inform the Authorised Client Officer as part of the daily report. If more than one gritting vehicle and/or demountable gritting unit is unavailable at any time, this must be communicated to the Authorised Client Officer by telephone with an estimate of the time when each will be ready for operational service again. The intention at all times is to have all gritting vehicles available for service.

Workshop

Duty mechanical fitters will also be placed on call.

E8 Contact and hire arrangements for contract plant.

Names of firms having mechanical shovels for hire, with a minimum bucket capacity of 1 cubic yard (0.7646 cubic metres) are to be listed and held by the Contractor's Transport Manager.

F SALT AND OTHER DE-ICING MATERIALS

Salt and De-icing Materials

Salt for de-icing

Rock salt is the prime material for dealing with ice and snow on roads but can have environmental consequences. It can adversely affect vegetation, pollute watercourses and leave a residue on footways. It can also damage the road structure, bridges and structures, utility apparatus and vehicles. However, used responsibly it can have minimal environmental impact. In the interests of sustainability therefore authorities should ensure that only the minimum of salt is used to deal with the prevailing conditions. Suggested rates of spread are given in Appendix H (of code of practice).

Appendix H (of code of practice) lists a number of alternative materials that authorities could consider using in place of rock salt in particular circumstances. The costs of some of these are extremely high and particular materials also have some environmental consequences. They may prove, however, to be cost effective in specific locations, such as the treatment of footways, where the need for additional sweeping can be avoided, and bridges, where the damage caused by the use of salt can be avoided.
As rock salt requires the passage of traffic to improve effectiveness, it may be necessary to use brine in some cases for example some cycle routes.

Salt management

Many authorities award salt supply contracts to a single supplier on a call-off basis. Contracts are often awarded on a balance of quality and price, with price usually being the driving consideration. This approach has resulted in a price driven market where salt supply is often treated as a commodity purchase.

Authorities carry the risk of being able to obtain the salt they require when they require it. Suppliers carry the risks involved in producing and stock piling salt before sale. Commodity purchase arrangements do not necessarily embrace the service relationships between authorities and their salt suppliers which should lead to improved reliability, and knowledge and anticipation through good communications, and which are facilitated by contemporary procurement arrangements.

Authorities and salt suppliers should treat the supply of salt as a service rather than a simple commodity purchase. **(Recommendation 16)**

It has become common to restock at intervals during the winter season using salt management systems based upon predicted use of salt and delivery times. The salt shortage in winter 2008/09 demonstrated that it is difficult for salt supply arrangements to accommodate significantly increased short term demand. Authorities should therefore ensure sufficient resilience in their salt stocks.

Authorities should develop close working relationships with salt suppliers and ensure that initial salt quantities and reorder triggers are set to achieve their local resilience standard.

It may not be easy for some authorities to achieve an appropriate level of resilience through storing salt at their own depots. Salt suppliers may be able to hold dedicated stock at locations around the UK and authorities should consider whether such an approach is possible.

Communications and relationships with salt suppliers may be improved by the development of supplier user groups and authorities should consider participation is such groups.

Salt storage

The correct storage of salt is essential to minimise environment damage and storage in salt barns helps to prevent leaching, eases handling, helps in maintaining low salt moisture content, and is strongly recommended where additives are used. Detailed advice is available on alternative types and construction methods available. Where open stockpiles are used these should be covered with sheeting, or spraying with bituminous emulsion which provide an effective alternative.

Both permanent and temporary salt storage areas should be sited and managed in accordance with requirements of the Local Planning Authority and the Environment Agency. In particular they should not be sited where they could cause damage to landscape or nature conservation or have the potential to pollute watercourses or groundwater. Authorities should be aware of the deterioration in the quality of salt stored for long periods and the need for effective stock rotation.

Where grit is used for treatment, for example in the more extreme conditions applying in Scotland, storage requirements may be less stringent and local advice should be sought.

As a means of enhancing local salt storage capacity, authorities and salt suppliers should jointly consider supplier owned salt stocks held on a short or long term basis in a number of widely distributed locations around the country. A joint approach may include agreements such as purchase of some or all stock by the end of a season or provision of land. **(Recommendation 17)**

Salt Procurement

Authorities should seek a broad approach to salt supply, for example establishing framework contracts with more than one supplier. **(Recommendation 18)**

Authorities should consider whether efficiency benefits can be obtained from collaborative salt procurement and should also consider ways to improve the balance of risk between salt suppliers and themselves, e.g. longer contracts, performance contracts with minimum guaranteed purchase and supply, and contracts that include supply of salt and investment in facilities. **(Recommendation 19)**

F1 Location and capacity of stocks for salt and other materials

GRIT STORAGE

The salt store is at Ashley Road Depot.

The Authorised Client Officer is responsible for the maintaining of sufficient stock of Grit/Salt. The maximum capacity of the salt stock at anyone time is 1500 Tonnes.

The contractor will supply the Authorised Client Officer with the quantities of materials used daily during weather events and at the 1st of each month from 1st November to 1st March each year. This information will be used by the Authorised Client Officer to determine whether an order for grit is required.

When grit is delivered the Contractor will make arrangements for facilitating unloading and piling of grit into the grit store.

Due to the grit currently being stored in the open it is rarely dry, all rates of spread quoted throughout this operational plan are for dry grit. It is rarely possible to use the wet grit at lower spread rates, although the introduction of specialist systems for pre-wetted salt do allow lower spread rates.

According to the Environment Agency's "Pollution Prevention Guidelines Highway Depots: PPG10" there is a risk of pollution of rivers and groundwaters, due to the run-off from salt (grit) stockpiles. They recommend that salt stores are roofed, or if this is not practicable, covered over with an impermeable membrane, situated on an impervious base and sited at least 10m away from the nearest watercourse or soakaway. Drainage from stores and loading areas should pass to the foul sewer (see Section 1b), or a sealed tank. Drainage from these areas should not pass to a watercourse or soakaway. If this is unavoidable, a consent will be required from the Agency, which would contain strict quality conditions in order to protect the water environment.

Measures should be taken to ensure that salt from the store is not allowed to encroach onto the open yard, using, for example, a ramp across the entrance. According to the designers the yard is designed to avoid such problems.

The Environment Agency's PPG 10 is available on their website at the following address:

http://publications.environment-agency.gov.uk/pdf/PMHO0399BBUE-e-e.pdf

Grit Delivery, Grit Bin management

The orders for restocking of the grit store is the responsibility of the Authorised Client Officer. However, the Contractor should notify the Authorised Client Officer in good time in order to ensure delivery well before the stock level falls close to the minimum stock level given in F3 below (600 tonnes).

The responsibility for ensuring grit/salt bins are filled lies with the Contractor. Prior to the start of each Winter Service Operational Period, the Contractor shall cleanse, maintain and refill all the Roadside Salt Bins. During the Winter Service Operational Period, the Contractor will refill empty grit bins and report damaged grit bins to the Authorised Client Officer who will make arrangements for replacement.

F2 Contacts and purchasing arrangements for supplies

Haringey Council is responsible for the purchasing of all grit supplies and the Authorised Client Officer is to ensure that arrangements are in place for the supply of top up grit supplies if required during the winter period. The Contractor's Manager will provide details of remaining grit stock as described above.

F3 Minimum pre-season and in-season stock levels

As a result of the problems with Salt supply during the winter of 2008-09 and 2009/10 Haringey Council has reviewed its minimum stock levels.

In order to ensure service resilience it is proposed that:

- Overall Winter Period - 1st November to 31st March
- Core Winter Period - 1st December to 1st March
- Days Resilience (Overall Winter Period) 3 days
- Days Resilience (Core Winter Period) 6 days

Treatment of the Priority 1 carriageway network requires about 25 tonnes per treatment. In order to have 6 days supply at 6 treatments per day a minimum stock holding of 900 tonnes through the core winter period is required.

F4 In season re-stocking arrangements

Haringey currently uses Cleveland Potash to procure salt. Cleveland Potash is one of two major suppliers in the UK, the other being Salt Union.

Haringey Council is in the fortunate position of having reasonable stocks of salt and will keep a reserve to enable adequate stock at all times during the core winter period to treat the resilience network for 6 days.

Other contingency arrangements include mutual aid with other Boroughs and with TfL.

If stocks were unable to be re-supplied by the normal supplier in the short term it will be difficult to have alternative procurement options. These will be looked at next season. However, in the meantime if the main suppliers have another significant problem this year, then Haringey will look at alternative suppliers.

In-season grit re-stocking will be undertaken to ensure that minimum stock levels each month during the winter season are as follows:

- 1st November, minimum of 1,500 tonnes;
- 1st December, minimum of 1,200 tonnes;
- 1st January, minimum of 900 tonnes;
- 1st February, minimum of 900 tonnes; and
- 1st March, minimum of 900 tonnes.

F5 Testing arrangements

The chemical composition of all salt (grit) should be stated by the supplier and tested (where necessary) in accordance with BS3247 Part 1. All grit should be transported in covered vehicles and have a moisture content not exceeding 1.5% by mass when delivered.

F6 Stock level monitoring and forecasting procedures

As stated previously Haringey Council is responsible for the purchasing of all salt supplies and the Authorised Client officer is to ensure that arrangements are in place for additional grit supplies during the winter period.

F7 Loading arrangements

All loading will normally be carried out at Ashley Road Depot.

Supervisors in charge of loading should note that to prevent overloading of vehicles it is suggested that each gritting vehicle should be loaded to the optimum level to be determined by the Contractor's Manager on duty at the time. A note should be kept of any problems occurring with clogging or gritting mechanisms. In these circumstances, loads should be varied downwards following discussions with by Drivers. This information must be recorded and reported to the Authorised Client Officer.

Details of loads, destinations, vehicle fleet numbers, etc. will be entered onto the record form (Appendix G) at the commencement of each journey.

In theory the amount of salt needed for Priority 1, 2 and 3 carriageway treatment is as follows:

Priority	Length (km)	Approximate tonnage of salt required
Priority 1	124	25 tonnes per single network spread
Priority 2	68	15 tonnes per single network spread
Priority 3	162	30 tonnes per single network spread

These tonnages assume a 7.5m wide spread width at 20 gms/m² and allows for some wider carriageways to have repeat gritting runs to ensure adequate coverage).

F8 Treatment requirements including spread rates.

Precautionary Gritting

As a general guide, the following spreading densities should be used as appropriate:

20 gms/m²	Freezing conditions and light snow. For frost and light snow, precautionary gritting shall be carried out at a rate of 20gms/m² according to temperatures and anticipated severity of snowfall.
20-40 gms/m²	Dealing with snow up to 100mm deep, ice or hard packed snow. When freezing conditions are expected after rain, or where continuous snow is forecast, precautionary spreading rates shall be increased to 20-40 gms/m² according to temperatures and anticipated severity of snowfall.

On roads not subject to heavy traffic and when sustained low temperatures below minus 5°C are encountered, the amount of grit needed to maintain a given melting effect must be increased by 15-20 gms/m² for each degree drop in temperature below this point. This will be determined by agreement with the Authorised Client Officer.

Treatment of Ice

If ice has formed on the road surface grit shall be spread at a rate of 40 gms/m² depending on the amount of ice to be removed and the air temperature. This should ensure rapid melting.

Treatment of Snow

The maximum salt spreading rate recommended for melting up to 40 mm of fresh snow at 0°C is 40 gms/m². Repeated applications of grit can remove a heavy accumulation of snow and this can be a useful method of operation in urban areas where conditions make the use of snow ploughs difficult and snow removal impracticable.

Treatment of Hard Packed Snow and Ice

If the above recommendations are followed hard-packed snow and ice should be rare. However, where these conditions form at temperatures down to minus 5°C

and where the hard packed snow and ice are more than 20 mm thick, removal is possible by using successive grit spreads at 20-40 gms/m^2. At temperatures below minus 5^{o}C and where the hard packed snow or ice are more than 20 mm thick, the use of salt alone will result in an uneven and slippery surface.

In those exceptional circumstances a single-sized abrasive aggregate of particle size 0.6-1 cm, or a 0.5 mm sand having a low fine content can be added to the salt.

Reversion to salt (grit) only shall be made as soon as possible since abrasives contribute little to the removal of the snow and ice and may block drains and gullies on thawing.

Use of Salt/Sand and Ballast

In normal gritting operations it would be expected that only salt (grit) would be used

Fine aggregates will only be used in exceptionally severe weather and if considered to be worthwhile or necessary.

Care must be taken that salt is not spread needlessly, or wastefully, any lumps must be broken up.

In the event of mechanical grit spreading machines not being available, the spreading of grit, sand or ballast on the highway will be carried out by staff by means of hand shovels.

In any event, this should only be on the instruction of the Contractor's nominated Winter Service operation manager. Employees sent out to spread salt, sand or ballast must be reminded that care must be taken to ensure that it is not thrown onto pedestrians or vehicles.

Care must be taken to ensure that grit is not thrown onto grass and flower beds. Where practicable, grit must not be applied within 6 feet of a young tree.

G OPERATIONAL COMMUNICATIONS

G1 Technical systems information

There are no computerised systems involved in the present plan, and therefore all communications are carried out either by landline or mobile phone, or in person. All written communications are e-mailed and if urgent confirmed by phone.

G2 Reporting arrangements and protocols;

Daily Report

At the end of each day the following information should be passed to the Authorised Client Officer;

- work carried out;
- tonnage of grit used; and
- staff and equipment deployed.

Refuse Collection

Normal service must be provided at all times but any sites where access cannot be gained due to ice must be reported to the Authorise dClient Officer on a daily basis. Where the service cannot be maintained crews shall assist in gritting of footways, normally in their work area.

PROCEDURE AFTER GRITTING

A debriefing meeting is to be held at which a written report from the Contractor's Manager to Contractor's General Manager giving details of major activities with comments on working procedures and any possible improvements. These will be reviewed as part of the monthly Contract Liaison meetings and the annual review of the service.

G3 Inventory and allocation, including back up.

Copies of all forms are kept at both the Client Office and at the Contractor's Control room. This provides a back up in the event of flood, fire or other serious problem. As e-mail becomes a more common method of communication it is important that these are printed out or stored at the offices for both.

H CONTINGENCY PLAN

H1 Contingency arrangements for Winter Service delivery such as salt supply, drivers, fuel vehicles etc;

Authorities should prepare contingency Winter Service Plans for severe weather conditions which include possibilities such as salting a Minimum Winter Network.

Authorities should seek agreement on plans in advance with other highway authorities and key public services such as hospitals and public transport providers. There should be a co-ordinated approach to implementing Minimum Winter Networks across adjacent highway authorities.

As part of their contingency planning, authorities should define a Minimum Winter Network. This may be a subset of their normal treatment network and should provide a minimum essential service to the public, including links to the strategic network, access to key facilities and other transport needs.

It is important that Minimum Winter Networks ensure continuity across boundaries. It is recognised that authorities will have difficulty in treating all bus routes as part of their minimum network. Minimum Winter Networks

should however enable bus operators to run minimum services, as appropriate.

Mutual aid between authorities is often used in the response to "wide" area emergencies, as the impact on the local authorities, emergency services and other resources can be overwhelmed. Sharing, e.g. depots and salt stocks, through mutual aid may be helpful. Where planning to do so authorities should make contingency arrangements in advance.

Mutual aid can be an informal or formal process having written agreements. Arrangements are usually between organisations that work closely together on a regular basis or as part of local resilience forums. Both approaches work well if they are flexible enough to change in response to the dynamics of a situation.

Authorities should explore the potential for mutual aid in salt supply and other aspects of Winter Service and should make contingency arrangements in advance.

With the experience of the last 2 winters and the extreme shortage of grit nationwide the need for an escalation process and emergency operating procedure has been included in Section D15 and Appendix A.

This should not be seen to be just for grit but for any shortage of resource. A serious pandemic affecting drivers, a fuel shortage or another reason altogether could lead to a similar need for escalation.

H2 Arrangements for implementing minimum winter networks;

The implementation of the minimum winter network (Resilience Network) will probably be based on a regional or national decision due to the importance of clear and consistent communication to the media, public transport providers, emergency services and the public. Alternatively, the decision to resort to the Resilience Network locally could be taken by the Council's Risk and Emergency Planning Steering Group in response to extreme difficulties of a localised nature.

H3 Mutual Aid e.g. resources available from adjacent authorities;

The opportunity for mutual aid was tested over the last 2 winters. In the Local Government Association's publication "Weathering the storm II - Improving UK resilience to severe winter weather" published in July 2010 it states:

Mutual aid between councils and between councils and the Highways Agency played an important part in ensuring that no area ran out of salt. For those areas with some available stocks, willingness to enter into mutual aid was tempered by uncertainty about when they might receive further supplies themselves, particularly, as happened in a number of cases, when promised deliveries failed to materialise when expected due to logistical issues with the suppliers. In addition, councils were keen to ensure that all possible measures

to reduce salt usage and conserve stocks were in place in areas applying for mutual aid before making stocks available.

A number of areas are now seeking to put in place frameworks for mutual aid with surrounding authorities which include agreements on 2 ADEPT is the Association of Directors of Environment, Planning and Transport, formerly known as CSS conservation of stocks in times of supply shortages. Councils have suggested that this be incorporated into the Well-maintained Highways Code of Practice to encourage all areas to put similar arrangements in place.

In London the London Local Authority Co-ordination Centre (LLACC) has acted as a co-ordinator of mutual aid but the need for consistency in grit supply conservation and in the definition of the Resilience Network are seen as key to Authorities agreeing to this in the future. The issue of certainty of re-stocking of grit is also well recognised. All London local authorities are currently signing a Memorandum of Understanding, agreeing to provide mutual aid to one another during an emergency. Under this arrangement, Council is able to approach any other borough for mutual aid, in the event that the LLACC is not providing London-wide coordination.

H4 Liaison with Category 1 and Category 2 responders (reference Civil Contingencies Act 2004).

Although not everyone in Winter Service provision is aware of the Category 1 and 2 responders as referred to in the Civil Contingencies Act 2004, their understanding has increased no end over the past two winters.

In terms of the respective functions, Category 1 and 2 responders in London are no different to those in other parts of the country. However, London has particular patterns of public service provision and government which mean that some aspects of civil protection have to be organised differently. As well as being a region, London is also the capital city, with the effects of any incident felt right across the UK.

Part 1 of the Civil Contingencies Act 2004 establishes a clear set of roles and responsibilities for those organisations involved in emergency preparation and response at the local level. The Act divides local responders into two categories, imposing a different set of duties on each.

Category One organisations are those at the core of the response, such as blue light emergency services, local authorities, NHS and other health bodies. These organisations are subject to the full set of civil protection duties including risk assessment, development of emergency plans, the establishment of Business Continuity arrangements, the warning and informing of the public, sharing of information with other agencies to improve the response and multi-agency co-operation. Local Authorities are additionally required to provide advice to businesses and voluntary organisations about business continuity management.

Category One Responders in Haringey meet at the Haringey Emergency Planning Partnership meetings every three months. These meetings provide an opportunity to review local arrangements for winter resilience.

Category Two organisations are co-operating bodies which are less likely to be involved in the heart of planning work but will be heavily involved in incidents that affect their sector. Category Two responders have a lesser set of duties which involve co-operating and sharing relevant information with other Category One and Two responders. Category Two organisations include transport, utility and other private sector companies among others

London Local Authority Gold Operating Procedures

The London Fire Brigade – Emergency Planning owns, on behalf of all the London Boroughs, the London Local Authority Gold Operating Procedures. The function of the Local Authority Gold is to manage the collective response of London's local authorities to an incident requiring the opening of the Strategic Co-ordination Centre. This function is supported by a resolution passed by each London Borough and the Common Council of the City of London which delegates powers to Chief Executives to incur expenditure and deploy resources on behalf of one-another. The co-ordination of London's 33 local authorities will be directed by Local Authority Gold through the London Local Authority Co-ordination Centre (LLACC), also provided by the London Fire Brigade.

This well-established London Local Authority Gold (LLAG) is supported by the London Local Authority Coordination Centre (LLACC) which is in a position to liaise at a tactical level with TfL and other relevant agencies to share information and, where necessary, to assist in coordinating activity.

The procedures outlined in section D15 and in Appendix A2 take into account the probable involvement of the LLACC in any London wide event and co-ordination between the various parties.

I INFORMATION AND PUBLICITY

Communications - Information for the Public

Authorities should ensure effective communication of information for the public before and during both normal and severe winter conditions. **(Recommendation 6)**

Authorities should make widely available for users and the community a nontechnical summary of the Winter Service Plan, including plans of the treated network, together with guidance on safe use of the network. They should also establish arrangements for local radio and web based information.

Section 6 of this Code deals with arrangements for community involvement in highway maintenance and the importance of information and publicity. This provides opportunities and challenges, which should be positively addressed

by authorities and provide an important opportunity to demonstrate understanding of users' needs, and a strong service commitment.

It is of crucial importance that policies and standards of Winter Service provided by authorities are widely available and understood by users and the community.

As far as possible highway users should be made familiar with treatment routes, particularly in severe weather conditions. This will help in ensuring that expectations are realistic and consistent with the resources available as well as maintaining public safety.

Many authorities provide leaflets summarising policies and service standards, including maps showing routes treated, contact information and advice on safe network use. The leaflets should be reviewed annually and made available through the internet, libraries, information centres, schools and a wide range of outlets. Further details on the content and use of leaflets are included in Appendix H (of code of practice).

Authorities should establish effective working arrangements with local press and broadcast media to enable the presentation of timely and accurate information and advice on network condition and use, including travel information, network availability and risk of severe conditions such as snow and black ice. This is especially important during prolonged cold weather and is likely to involve television, radio and the internet. Local radio in particular considers this to be a most important aspect of their service to the community and it therefore provides the opportunity to build good working relationships over wider issues. Many authorities have specialist press and public relations personnel and it will be important to clarify and agree respective service and specialist responsibilities.

It is important to define and agree key contacts with press and broadcast media and also establish a clear understanding of the most effective timings for information to be provided, in order to reach necessary audiences and broadcast schedules. It may be helpful to arrange joint workshops or training sessions to build understandings and relationships.

There may also be a need in more widespread and extreme conditions to provide information to the public using national press and broadcast. This may be undertaken either directly or by arrangement with local media, and arrangements should be discussed with them. It may also be possible to utilise variable message signs.

Communications - Information for other services

Authorities should ensure that there is appropriate consultation and communication with other highway authorities, key public services and other stakeholders to ensure improved service for the public. **(Recommendation 7)**

It is important to provide information directly to key stakeholders, including adjacent highway authorities, all emergency services, public transport operators, motoring organisations, the education authority, schools, their bus operators, and key local organisations. This information could include:
- Sharing Winter Service Plans;
- A non-technical summary of the Winter Service Plan;
- Maps of treatment routes;
- Operational decisions on a timely basis.

I1 Local press and broadcast contact information

All enquiries from the media must be referred to the Council Communications Team in all circumstance; telephone number 020 8489 2901.

I2 Public information leaflets

The Council will publish on their internet site a copy of this plan (with confidential contact numbers removed) as well as route maps and other information. Advice will also be provided on the web-site about precautions that people should take during snow and ice weather conditions. Currently, due to the number of different transport users travelling from, to and through the Borough, and each Borough having different information there is not currently seen to be a benefit in producing a separate printed leaflet.

The Executive Summary of this plan is seen to be a non technical summary of the plan.

I3 Other key local and national contact information

The following contact numbers are given to enable contact with the neighbouring authorities and Transport for London when the situation requires. These are the general numbers and it is advisable to get actual contact names and numbers for the respective Control Officers. These numbers would not be published in this plan but in a confidential Appendix.

Hackney Contact numbers to follow	**www.hackney.gov.uk**
Islington Contact numbers to follow	**www.islington.gov.uk**
Enfield Contact numbers to follow	**www.enfield.gov.uk**
Barnet Contact numbers to follow	**www.barnet.gov.uk**
Waltham Forest Contact numbers to follow	**www.walthamforest.gov.uk**

Camden **www.camden.gov.uk**
Contact numbers to follow

Transport for London (TfL) **www.tfl.gov.uk**
Contact numbers to follow
020 7941 2011 (8.30 to 18.00 Mon – Fri) otherwise 020 7343 5000

I4 Thermal mapping

Haringey currently has not had any thermal mapping done and having talked with other Council's about the benefits of doing so has realised that the technology has now moved on. The possibility of route based forecasts may be considered once the technology is more proven.

I5 Responsibilities and guidance for providing information;

It is important that correct information is always given to the public. However it is difficult for the operations to continue smoothly if constantly interrupted by the public phoning for information. Therefore regular operations bulletins will be provided to the Haringey Enterprise Call Centre and the Haringey's Call Centre to give updates to callers. The Haringey web-site will also be updated regularly during snow events giving information about how the Council is responding to the weather.

Contact Haringey:	Normal Office hours	- 020 8489 1000
	Outside normal office hours	- 020 8348 3148*
Enterprise Call Centre:	Normal Office hours	- 020 8885 7700
	Outside normal office hours	- not applicable*

*Note that Enterprise does not operate an outside normal hours Call Centre facility. Any calls outside normal office hours should be directed to the Contact Haringey outside normal officer hours number. Winter Service complaints and service requests that are called through to the Contact Haringey Outside normal office hours number will be passed to staff on cover at Enterprise to deal with.

I6 The decision making process

The decision making process will be based on the Decision Matrix Guide from the Code of Practice this is reproduced in Appendix A for use by the Authorised Client Officer and the Contractor's Manager.

I7 Road weather stations

Haringey has no road weather stations at present.

I8 Information to be provided

The forms in Appendices E; F; G and H will be used to record the decision making process (or as many as are necessary for that particular occasion) and to communicate the information to others as required. If changes or alterations are to be made to these then the Client Officer and the Contractor's nominated Winter Service operation manager will agree the changes and revise them accordingly.

I9 Road weather information bureau service

See section C2.

I10 Timing and circulation of information;

The Daily Log, see Appendix E, will be completed every day by the Contractor's Manager for every day between 1st November 2010 and 31st March 2011. This will be done as soon as possible after the weather forecast is provided and the first record made by no later than 14.30 hours each day. If the forecast does not require a response no further action need be taken.

I11 Road weather forecast

See Section C5.

I12 Notification arrangements for failure to maintain the published network

It is recognised that there will be times when it is not possible to maintain the published network. This would normally be due to exceptional circumstances that have led to a planned reduction in activity leaving only the Resilience Network receiving treatment.

Any such planned reduction in network coverage (even if implemented rapidly) will be communicated to others as quickly as possible. The people who receive daily e-mails of planned service provision (key stakeholders and neighbouring authorities) will be told by that e-mail.

The general public will be informed as quickly as possible by means of press releases and website information as well as the call centre being informed so that anyone phoning to enquire can be informed.

I13 Reporting procedure

Appendix E will be completed every day by the Competent Supervisor for every day between 1st November 2010 – 31st March 2011. If the forecast is NIL no further action need be taken.

Appendix F will be completed by the Competent Supervisor every day that there is a forecast other than "NIL" If there is any doubt then a "Decision Justification"

log sheet will be completed. This will be faxed or e-mailed to the Contractor's nominated Winter Service operation manager and the Authorised Client Officer as soon as possible after the decision is made. If further work is required a "Decision to Grit" sheet will be completed as well and sent by fax or e-mail to the Contractor's nominated Winter Service operation manager at the same time as the "Decision Justification" log. This will then be completed by the Contractor's nominated Winter Service operation manager.

Appendix G will be completed by the Contractor's nominated Winter Service operation manager whenever precautionary salting is instructed. After completion a copy will be faxed or e-mailed to the Authorised Client Officer.

Appendix H will be completed by the Contractor's nominated Winter Service operation manager whenever follow-up salting is instructed. After completion a copy will be faxed or e-mailed to the Authorised Client Officer.

I14 Maintenance of ice detection equipment.

Haringey does not have any ice detection equipment so does not have a maintenance requirement at present.

J QUALITY MANAGEMENT

J1 Quality management regime;

In general, control of the Gritting of all Borough highways including all bus routes will be at the discretion of the competent Supervisor from the Contractor except in severe weather conditions when the Authorised Officer may suspend normal operations.

Some scheduled contract work (Street Sweeping) will be suspended as soon as a severe frost/snow warning is received from the Authorised Officer. This action will allow the manoeuvring and loading of the gritting fleet with minimum disruption to the service. A smooth start and quick build up to full strength is essential for the rapid response required to grit/salt Priority 1 roads in the initial stages of snow fall or heavy frost.

Winter Service operations will be controlled from the control room located at Ashley Road Depot.

Transport for London Road Networks (Red Routes)

Transport for London (TfL) is responsible for the Winter Service of Red Routes.

All enquiries concerning these roads should be addressed to TfL's agents. Telephone number 0845 305 1234

J2 Document control procedures

The documents to be sent out under the circulation list (see section B3) are all to be treated as uncontrolled copies. Revisions will only be circulated during the

course of the year to those on the restricted circulation list, and it is for each officer to maintain their copy as the latest version. There will be an annual review and the full circulation list should be reviewed and revised (if necessary) each year. Those who are on the revised list will receive the next year's document.

J3 Distribution of documents

A circulation list is given in Appendix I.

J4 Information recording and analysis;

Information Recording and Monitoring
Authorities should continually monitor performance during service delivery and respond effectively to changing conditions or network incidents. **(Recommendation 13)**

Comprehensive and accurate records should be kept of the all Winter Service activity, including timing and nature of all decisions, the information on which they were based, and the nature and timing of all treatment. Note that time taken running dead mileage at end of salting run is not included in treatment time. It is preferable to record both the time at the end of actual salting and the time of return to depot.

Authorities should make use wherever possible of electronic vehicle location systems together with automatic recording of salt spreading. This will simplify and improve the accuracy of records as well as provide corroboration of service delivery in cases where failure to salt is alleged.

Daily Report

The Contractor's Competent supervisor will complete daily the Daily Log (Appendix E) and whenever the Weather Forecast is other than "Nil" the Daily Decision Justification Log (Appendix F).

If gritting is to be carried out then the "Decision to Grit" form (also Appendix F) should also be used. The Contractor's nominated Winter Service operation manager will fill in the vehicle availability and personnel as a report back.

The Contractor's supervisor will also record the precautionary salting and any further work on the Winter Service Record (Appendix G) and Winter Service Record Additional Sheet (Appendix H) and will fax or e-mail these at the end of shift to the Client Controller.

At the end of each day the following information should be passed to the Authorised Officer;

- daily work carried out;
- tonnage of grit used; and

- staff and equipment deployed.

J5 Arrangements for performance monitoring, audit and updating

ANNUAL REVIEW

All aspects of the Winter Service Plan, including service delivery arrangements, should be reviewed annually in consultation with key stakeholders to take account of changing circumstances. **(Recommendation 20)**

All vehicles, plant, fuel provision, equipment and maintenance arrangements should be checked annually and in accordance with manufacturers' requirements to ensure that any necessary action can be taken to ensure full operational service status prior to the Winter Service season. This should include checking the calibration of all de-icing equipment and spreaders.

Authorities should review the administrative and management arrangements for Winter Service annually. This should include the role of the private sector in delivering highway services, and the use of support services such as refuse collection, street cleansing and grounds maintenance services.

As part of the Annual Review authorities should consult with bus operators regarding changes to routes. In doing so and where practicable bus operators should be encouraged not to change routes through out the winter season where there would be an effect on treatment routes.

The Annual Review should include an analysis on whether service delivery meets the Winter Service policy and plan. It should also include a review of the current thinking with regards to the impact of climate change. Service efficiency improvements such as route optimisation should also be considered.

The performance will be monitored as per the current contract.

New performance monitoring targets for the winter of 2011/12 onwards are being discussed as part of the competitive dialogue procees.

J6 Procedure for deviation from the Winter Service Plan.

The need to deviate from the Winter Service Operation Plan on occasions is understood in order to help specific needs by the Emergency Services or other Authorities or for other reasons.

The Authorised Client Officer or his deputy can decide to deviate from the plan but must record the event and his reasons for so doing. Any regular deviations necessary will be reviewed at the end of the season to see whether there is good reason to amend the Winter Service Operational Plan for future years.

If necessary changes in season to the Winter Service Operational Plan (e.g. addition of new roads onto routes) can be made but all such changes must be notified to those the plan was formally issued to.

APPENDIX A – DECISION MAKING PROCESS

WINTER SERVICE – GRITTING

PROCEDURE NOTES FOR CLIENT OFFICERS

As it is anticipated that this may be copied and used on its own, it is important that this is read in conjunction with the full Winter Service Operational Plan

<table>
<tr><td colspan="4">Table H2 - Sample Decision Matrix Guide</td></tr>
<tr><td rowspan="2">Road Surface Temperature</td><td rowspan="2">Precipitation</td><td colspan="3">Predicted Road Conditions</td></tr>
<tr><td>Wet</td><td>Wet Patches</td><td>Dry</td></tr>
<tr><td>May fall below 1°C</td><td>No rain
No hoar frost
No fog</td><td rowspan="4">Salt before frost</td><td>Salt before frost (see note a)</td><td>No action likely, monitor weather (see note a)</td></tr>
<tr><td rowspan="4">Expected to fall below 1°C</td><td>No rain
No hoar frost
No fog</td><td rowspan="2">Salt before frost (see note b)</td></tr>
<tr><td>Expected hoar frost
Expected fog</td></tr>
<tr><td>Expected rain BEFORE freezing</td><td colspan="2">Salt after rain stops (see note c)</td></tr>
<tr><td>Expected rain DURING freezing</td><td colspan="2">Salt before frost, as required during rain and after rain stops (see note d)</td></tr>
<tr><td>Possible rain
Possible hoar frost
Possible fog</td><td colspan="2">Salt before frost</td><td>Monitor weather conditions</td></tr>
<tr><td colspan="2">Expected snow</td><td colspan="3">Salt before snow fall</td></tr>
<tr><td colspan="4">The decision to undertake precautionary treatments should be, if appropriate, adjusted to take account of residual salt or surface moisture.
All decisions should be evidence based, recorded and require continuous monitoring and review.</td></tr>
</table>

Notes:

(a) Particular attention should be given to the possibility of water running across carriageways and other running surfaces e.g. off adjacent fields after heavy rains, washing off salt previously deposited. Such locations

should be closely monitored and may require treating in the evening and morning and possible other occasions. When a weather warning contains reference to expected hoarfrost, considerable deposits of frost are likely to occur. Hoarfrost usually occurs in the early morning and is difficult to cater for because of the probability that any salt deposited on a dry road too soon before its onset, may be dispersed before it can become effective.

(b) Close monitoring is required under this forecast condition which should ideally be treated just as the hoarfrost is forming. Such action is usually not practicable and salt may have to be deposited on a dry road prior to and as close as possible to the expected time of the condition. Hoarfrost may be forecast at other times in which case the timing of salting operations should be adjusted accordingly.

(c) If, under these conditions, rain has not ceased by early morning, crews should be called out and action initiated as rain ceases.

(d) Under these circumstances rain will freeze on contact with running surfaces and full pre-treatment should be provided even on dry roads. This is a most serious condition and should be monitored closely and continuously throughout the danger period.

(e) Weather warnings are often qualified by altitudes in which case differing action may be required from each depot.

(f) Where there is any hint of moisture being present, a pessimistic view of the forecast should be taken when considering treatment to negatively textured surfaces.

Target rates of spread

The following minimum spread rates of un-modified salt are suggested for different operational scenarios and are illustrated in Table H3.

Different rates of spread may be appropriate for pre-wetted or modified salt and these should be established based on documented evidence.

Pre-Treatment Salting
Salt stored under cover -10g/m2;
Salt stored in the open -15g to 20g/m2.

Post-Treatment Salting (For all methods of storage)
Prior to snowfall, or rain followed by rapid freezing, dependent on conditions - 20g to 40g/m2;
Snow in place, depth over 30mm - ploughing and salting up to 40g/m2.
Hard Packed Snow and Ice

Air temperature above minus 8°C - successive salting at 20g to 40g/m2;
Air temperature below minus 8°C - gritting with salt/single size abrasive aggregate not exceeding 6mm or 5mm sharp sand.

Table H3 - Sample Treatment Matrix Guide For Dry Unmodified Salt			
Weather Conditions **Road Surface Conditions** **Road Surface Temperature (RST)**	**Treatment**		
	Air Temperature	**Salting (g/m^2)**	**Ploughing**
Frost or forecast frost RST at or above - 2°C		10	**No**
Frost or forecast frost RST below - 2°C and above - 5°C		20	**No**
Frost or forecast frost RST at or below - 5°C and above - 10°C and dry or damp road conditions		20	**No**
Frost or forecast frost RST at or below - 5°C and above - 10°C and wet road conditions (existing or anticipated)		2x20	**No**
Light snow forecast (<10mm)		20	**No**
Medium/heavy snow or freezing rain forecast		2x20	**No**
Ice formed	Above - 5°C	20	**No**
Ice formed	at or below - 5°C	2x20	**No**
Snow covering exceeding 30mm		20-40 (successive)	Yes
Hard packed snow/ice	Above - 8°C	20-40 (successive)	**No**
Hard packed snow/ice	at or below - 8°C	salt/abrasive (successive)	**No**

Notes:

(a) Rate of spread for precautionary treatments may be adjusted to take account of variations occurring along the route such as residual salt, temperature variations, surface moisture (in the air or on the road surface) road alignment and traffic density.

(b) All decisions should be evidence based, recorded and require continuous monitoring and review.

(c) Ice refers to all ice on the road surface, including black ice.

LIST OF IMPORTANT NUMBERS

METEO GROUP

Meteo Group – Voicemail Service	TBC
Meteo Group – Officer Service	01392 884322 TBC

GRITTING CONTRACTOR – (Enterprise)

Enterprise Emergency Call Out	**020 TBC**

General Manager, Doug Taylor

Winter Service Manager, John Mercer

CLIENT OFFICERS

Stephen McDonnell,
Head of Environmental Resources
stephen.mcdonnell@haringey.gov.uk
Tel: 020 8489 2485

Mr Michael McNicholas
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Barnet Contact numbers to follow	**www.barnet.gov.uk**
Camden Contact numbers to follow	**www.camden.gov.uk**
Transport for London (TfL) Contact numbers to follow	**www.tfl.gov.uk**

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APPENDIX B – WINTER SALTING ROUTES – ALL PRIORITIES

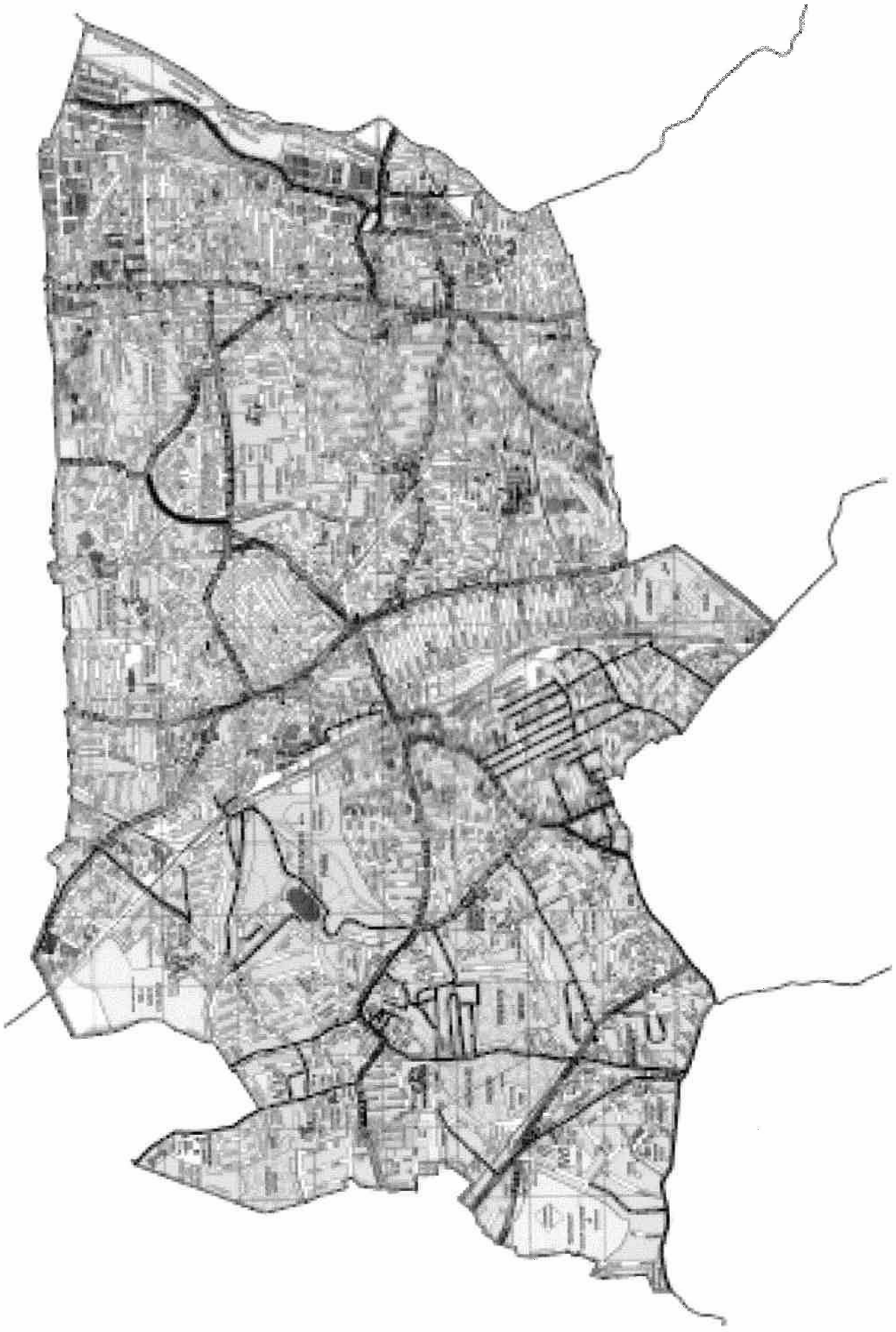
LONDON BOROUGH OF HARINGEY

WINTER SERVICE

Frost Patrol Carriageways

Location	Metres
Albert Road N22	808
Alexandra Palace Way N22/N10	1732
Alexandra park Road N22	1065
Bedford Road N22	204
Bounds Green Road From Durnsford rd to North Circular Rd N11	906
Bridge Road N22	121
Briston Grove	99
Buckingham Road N22	215
Cholmeley Crescent N6	455
Cholmeley Park N6	669
Clarendon Road N8 (Mary neuner rd to Hornsey park rd only)	194
Colney Hatch Lane N10	739
Connaught Gardens N10	451
Coppetts Road N10	1377
Cranley Gardens N10	1080
Creighton Avenue N2 From pages lane to Coppetts Road	298
Crouch End Hill N8	543
Crouch Hill N8	449
Denton Road N8	416
Durnsford Road N11	877
Elgin Road N22	173
Ellington Road N10	301
Elm Grove N8	309
Ferme Park Road N4/N8	1113
Ferry Lane N17	752
Fortis Green N10	365
Gladwell Road N8	220
Granville Road N4	358
Hale Road N17	401
Hampstead Lane N6	1600
Haringey Park N8	345
Haslemere Road N8	489
Highgate High Street N6	386
Hillfield Park N10	309
Hornsey Lane N6	1200
Inderwick Road N8	710
Jarrow Road N17	891
Jolly butchers hill N22	400
Leinster Road N10	136
Linden Road N10	224
Mary Neuner Road N22	330
Mayfield Road N8	421
Muswell Hill Broadway N10	679
Muswell Hill N10	832
Muswell Hill Road N6/N10	1260
Nelson Road N8	675
North Hill N6	1245
North Road N6	529
Oakfield Road N4	652

Oakington Way N8	99
Onslow Gardens N10	365
Pages Lane N10	385
Palace Gates Road N22	363
Priory Gardens N6	454
Ridge Road N8	453
Sheldon Avenue N6 (Hampstead lane to Denewood Road only)	595
Shepherd's Hill N6	940
Southwood Lane N6	786
St James Lane N10	570
Stapleton Hall Road N4	1166
Summerland Gardens N10	93
Tetherdown N10	358
The Avenue N10	652
The Roundway N17 (West of GCR)	1162
Uplands Road N8	449
Upper Tollington Park N4	541
Watermead Way N17	2685
Waverley Road N8	153
Western Road N22	367
Wolesley Road N8	458
Womersley Road N8	249
Woodland Gardens N10	474
Woodland Rise N10	540
Woodside Avenue N6	483
Total meterage	**44035**



Priority 1 carriageways

Location	Priority	Metres
Adams Road N17	1	197
Albert Road N22	1	808
Alexandra Palace Way N22/N10	1	1732
Alexandra Park Road N22	1	1065
Alexandra Park Road N10	1	732
Alexandra Gardens N10	1	191
Alexandra Road N8	1	495
Alfoxton Avenue N15	1	162
Allison Road N8	1	421
Ashley Road N17	1	529
Bancroft Avenue N2	1	284
Bedford Road N22	1	204
Belmont Road N17	1	235
Beresford Road N8	1	425
Bishops Road N6	1	256
Black Boy Lane N15	1	576
Boreham Road N22	1	251
Bounds Green Road N22/N11	1	2261
Bourne Road N8	1	131
Brantwood Road N17	1	932
Brereton Road N17	1	161
Bridge Road N22	1	121
Briston Grove	1	99
Broadwater Road N17	1	463
Brownlow Road N11	1	248
Buckingham Road N22	1	215
Buller road N22	1	100
Burdock Road N17	1	90
Burgoyne Rd N8	1	397
Burlington Road N10	1	77
Carligford Road N15 From Green Lanes to Bus stand entracnce	1	65
Castle Yard N6	1	89
Cavendish Road N4	1	367
Cholmeley Crescent N6	1	455
Cholmeley Park N6	1	669
Church Lane N17	1	309
Church Lane N8	1	419
Clarendon Road N8 (Mary neuner rd to Hornsey park rd only)	1	194
Colney Hatch Lane N10	1	739
Connaught Gardens N10	1	451
Coppetts Road N10	1	1377
Cornwall Road N15	1	556
Cranley Gardens N10	1	1080
Craven park Road N15	1	784
Creighton Avenue N10	1	657
Creighton Road N17	1	374
Cromwell Avenue N6	1	495
Crouch End Hill N8	1	543

Crouch Hill N8	1	449
Denton Road N8	1	416
Downhills Park Road N17	1	1114
Downhills Way N17	1	1145
Dowsett Road N17	1	586
Duckett Road N4	1	382
Dukes Avenue N10	1	855
Dunbar Road N22	1	414
Durnsford Road N11	1	877
Ellington Road N10	1	301
Earlham Grove N22	1	204
Elm Grove N8	1	309
Elmfield Avenue N8	1	269
Endymion Road N4	1	735
Ferme Park Road N4/N8	1	1113
Ferry Lane N17	1	752
Fortis Green N10	1	365
Fortis Green Road N10	1	374
Fortismere Avenue N10	1	281
Frobisher Road N8	1	511
Gaskell Road N6	1	268
Gladesmore Road N15	1	619
Gladstone Avenue N22	1	1321
Gladwell Road N8	1	220
Gloucester Road N17	1	500
Grand Avenue N10	1	361
Granville Road N4	1	358
Great North Road N2	1	507
Green Lanes N4 / N8	1	2092
Grovelands Road N15	1	242
Hale Road N17	1	401
Hampstead Lane N6	1	1600
Haringey Park N8	1	345
Haslemere Road N8	1	489
Hastings Road N17	1	66
Havelock Road N17	1	232
Hermistone Ave From Rokesley to Lightfoot Estate N8	1	94
Hermitage Road N4	1	1207
Hewitt Road N8	1	446
Higham Road N17	1	739
High Road N17	1	1880
High Road N22	1	1800
High Street N8	1	745
Highgate High Street N6	1	386
Highgate Hill N6	1	222
Hillfield Park N10	1	309
Hornsey Lane N6	1	1200
Hornsey Park Road N8	1	751
Inderwick Road N8	1	710

Jackson's Lane N6	1	335
Jarrow Road N17	1	891
Kings Road N17	1	227
Lansdowne Road N17	1	920
Lawrence Road N15	1	67
Leeside Road N17	1	901
Leinster Road N10	1	136
Linden Road N10	1	224
Lordship Lane N17/N22	1	2912
Marsh Lane N17	1	348
Mary Neuner Road N22	1	330
Mattison Road N8	1	405
Mayes Road N22	1	511
Mayfield Road N8	1	421
Middle Lane N8	1	978
Montenotte Road N8	1	132
Mount Pleasant Road N17	1	1015
Mount View Road N4	1	953
Muswell Hill Broadway N10	1	679
Muswell Hill N10	1	832
Muswell Hill Place N10	1	272
Muswell Hill Road N6/N10	1	1260
Napier Road N17	1	464
Nelson Road N8	1	675
Nightingale Road N22	1	600
North Hill N6	1	1245
North Road N6	1	529
Northumberland Park N17	1	1173
Northumberland Park Bus Terminal N17	1	152
Oakfield Road N4	1	652
Oakington Way N8	1	99
Onslow Gardens N10	1	365
Pages Lane N10	1	385
Palace Gates Road N22	1	363
Park Avenue N22	1	449
Park Avenue South N8	1	436
Park Lane N17	1	950
Park Road N8	1	383
Park View Road N17	1	990
Pemberton Road N4	1	421
Perth Road N22	1	705
Philip Lane N15	1	1430
Priory Gardens N6	1	454
Priory Road N8	1	1174
Queens Avenue N10	1	645
Queen Street N17	1	253
Queenswood Road N6	1	317
Radley Road N17	1	187
Redvers Road N22	1	168
Ridge Road N8	1	453
Rokesly Avenue N8	1	405
Roseberry Avenue N17	1	460

Rusper Road N22	1	511
Salisbury Road N4	1	170
Seymour Road N8	1	452
Shelbourne Road N17	1	678
Sheldon Avenue N6 (Hampstead lane to Denewood Road only)	1	595
Shepherd's Hill N6	1	940
Southwood Lane N6	1	786
Springfield Avenue N10	1	452
Spur Road N15	1	153
St Ann's Road N15	1	2058
St James Lane N10	1	570
St Loy's Road N17	1	447
Stanhope Road N6	1	661
Stapleton Hall Road N4	1	1166
Station Road N22	1	1022
Steele Road N17	1	277
Storey Road N6	1	126
Stroud Green Road N4	1	984
Summerland Gardens N10	1	93
Summersby Road N6	1	184
Tetherdown N10	1	358
The Avenue N10	1	652
The Avenue N17	1	868
The Broadway N8	1	126
The Park N6	1	275
The Roundway N17 (West of GCR)	1	1162
Tottenham Green East N15	1	114
Tottenham Lane N8	1	1423
Town Hall Approach Road N15	1	363
Trulock Road N17	1	272
Turnpike Lane N8	1	1050
Tynemouth Road N15	1	480
Umfreville Road N8	1	374
Uplands Road N8	1	449
Upper Tollington Park N4	1	541
Warham Road N4	1	437
Watermead Way N17	1	2685
Wargrave Avenue N15	1	622
Waverley Road N8	1	153
Weir Hall Road N17	1	382
West Green Road N15	1	2211
Westbury Avenue N22	1	1167
Weston Park N8	1	857
Western Road N22	1	367
White Hart Lane N22/N17	1	1929
Wightman Road N4/N8	1	773 Check total meterage
Willan Road N17	1	359
Williamson Road N4	1	176
Willoughby Lane N17	1	624

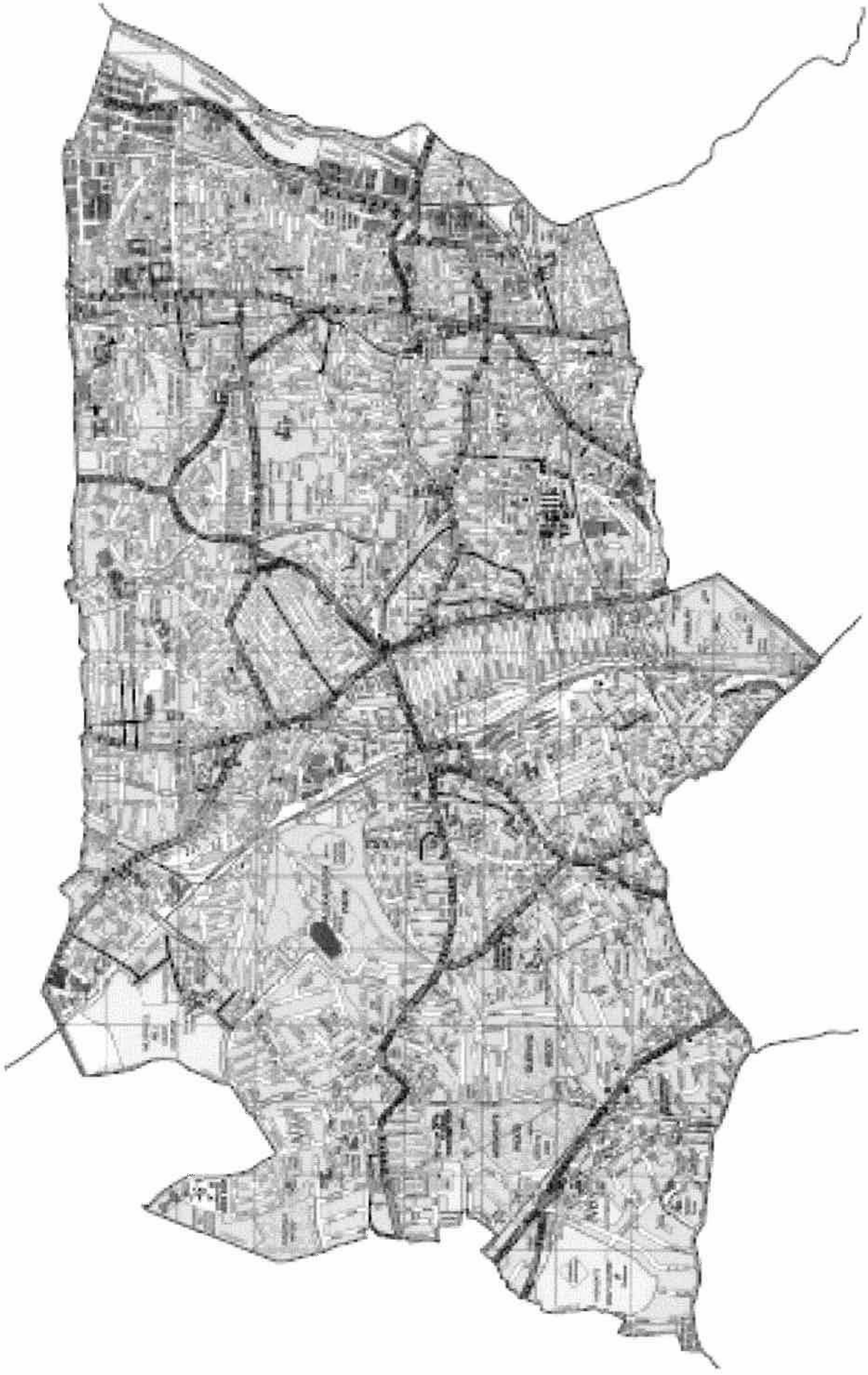
Wilmott Road N17	1	203
Windsor Road N17	1	116
Winkfield Road N22	1	354
Wolesley Road N8	1	458
Wolves Lane N22	1	681
Womersley Road N8	1	249
Wood Lane N6	1	293
Wood Vale N10	1	597
Woodland Gardens N10	1	474
Woodland Rise N10	1	540
Woodside Avenue N6	1	483
Wroxham Gardens N11	1	232
	Total Metres	**124058**



Priority 1A (schools) carriagways

Location	Usual Priorty Status	Metres
Albany Road N4	2	229
Antill Road N15	3	554
Avenue Road N15	2	520
Barratt Ave N22	3	182
Berkeley Rd N15	3	135
Bidwell Gardens N11	2	376
Birkbeck Road N17	2	282
Blake Road N11	2	558
Bradley Road N22	3	105
Bruce Castle Road N17	3	274
Chesnut Road N17	3	413
Church Road N17	2	422
Circular Road N17	3	122
Coldfall Avenue N10	3	178
Collingwood Avenue N10	3	306
Commerce Road N22	3	262
Commonwealth Road N17	3	200
Crowland Road N15	2	486
Darwin Road N22	3	406
Dickenson Road N8	3	264
Ellenborough Road N22	3	291
Elm Park Avenue N15	3	437
Falkland Road N8	3	474
Farningham Road N17	3	133
Finsbury Road N22	2	294
Glendale Avenue N22	2	293
Glendish Road N17	3	229
Grand Avenue N10	3	361
Halefield Road N17	3	207
Harringay Road N15	2	260
Hillfield Avenue N8	2	539
Holcombe Road N17	3	378
Kenwood Road N6	3	126
Langham Road N15	2	1055
Leaside Avenue N10	3	282
Lymington Avenue N22	2	887
Mark Road N22	3	303
Maurice Avenue N22	3	150
Moira Close N17	3	100
Montague Road N15	3	215
Montague Road N8	3	113
Moorefield Road N17	2	206
Moreton Road N15	2	155
Newsam Avenue N15	3	180
Nightingale Lane N8	3	541
Parkhurst Road N17	2	246

Pulford Road N15	3	325
Rawlinson Terrace N17	3	125
Rectory Gardens N8	2	310
Rhodes Avenue N22	2	353
Russell Avenue N22	3	680
Rycroft Way N17	3	117
Scales Road N17	3	318
Somerford Grove N17	3	82
Somerset Road N17	3	108
South Grove N15	3	283
Sperling Road N17	2	375
Springfield Avenue N10	3	452
Stainby Road N15	3	211
Stanley Road N15	3	220
Sylvan Avenue N22	2	541
Tintern Road N22	3	122
Tregaron Avenue N8	3	172
Twyford Avenue N2	2	801
Wakefield Road N15	3	272
Winton Avenue N11	2	308
Woodlands Park Road N15	2	585
Woodside Avenue N10/6	3	1438
Woodside Road N22	2	557
Woodstock Road N4	2	521
Worcester Avenue N17	3	230
Wycombe Road N17	3	182
	Total Meterage:	**24417**



Priority 2 carriageways

Location	Priority	Metres
Acacia Road N22	2	346
Addington Road N4	2	122
Albany Road N4	2	229
Annington Road N2	2	110
Antill Road N15	2	554
Arcadian Gardens N22	2	512
Ashley Crescent N22	2	187
Ashmount Road N15	2	149
Asplins Rd N17	2	386
Avenue Road N15	2	520
Avenue Road N6	2	530
Barkham Rd N17	2	204
Beaufoy Rd N17	2	407
Beech Drive N2	2	351
Berkeley Road N8	2	353
Berners Road N22	2	154
Bidwell Gardens N11	2	376
Birbeck Road N8	2	170
Birkbeck Road N17	2	282
Blake Road N11	2	558
Bloomfield Road N6	2	202
Boyton Road N8	2	331
Braemar Avenue N22	2	212
Bromley Road N17	2	238
Brook Road N8	2	177
Bruce Castle Road N17	2	274
Burlington Road N17	2	92
Cambridge Gardens N17	2	55
Canning Crescent N22	2	229
Carlingford Road N15	2	705
Causton Road N6	2	149
Cavell Road N17	2	253
Chestnut Road N17	2	413
Church Crescent N10	2	397
Church Road N17	2	422
Church Road N6	2	230
Church Vale N2	2	342
Circular Road N17	2	122
Claremont Road N6	2	377
Clarence Road N22	2	501
Cline Road N11	2	317
Clyde Circus N15	2	221
Clyde Road N15	2	211
Colina Road N15	2	118
Compton Crescent N17	2	464
Coniston Road N17	2	190
Coolhurst Road N8	2	496
Cranbrook Park N22	2	256
Crescent Rise N22	2	325

Crescent Road N22	2	432
Crescent Road N8	2	524
Cromwell Place N6	2	78
Crouch Hall Road N8	2	510
Crowland Road N15	2	486
Culvert Road N15	2	296
Devonshire Hill Lane N17	2	1181
Dongola Road N17	2	474
Dorset Road N15	2	171
Douglas Road N22	2	137
Drylands Road N8	2	158
Earlsmead Road N15	2	145
Eastbourne Road N15	2	206
Eastern Road N2	2	281
Edison Road N8	2	137
Effingham Road N8	2	447
Elder Avenue N8	2	327
Eldon Road N22	2	446
Elgin Rd N22	2	173
Elyne Road N4	2	137
Etheldene Avenue N10	2	346
Fairview Road N15	2	437
Farrer Road N8	2	308
Finsbury Road N22	2	294
Florence Road N4	2	396
Forest Gardens N17	2	240
Forster Road N17	2	190
Fortis Green Avenue N2	2	266
Frinton Road N15	2	110
Fryatt Road N17	2	319
Garman Road N17	2	719
Gathorne Road N22	2	183
Gisburn Road N8	2	210
Glasslyn Road N8	2	328
Glendale Avenue N22	2	293
Gordon Road N11	2	259
Grange Road N17	2	294
Grasmere Road N10	2	285
Grasmere Road N17	2	67
Greenham Road N10	2	372
Greyhound Road N17	2	392
Grosvenor Gardens N10	2	81
Grosvenor Road N10	2	540
Grove Avenue N10	2	545
Grove House Road N8	2	68
Grove Road N15	2	195
Hampden Lane N17	2	233
Haringey Road N8	2	39
Harold Road N8	2	181
Harringay Road N15	2	260
Highgate Avenue N6	2	257
Hillfield Avenue N8	2	539

Hillside Gardens N6	2	154
Hillside Road N15	2	290
Hollington Road N17	2	177
Holmdale Terrace N15	2	208
Holmesdale Road N6	2	349
Hornsey Lane Gardens N6	2	316
Hurst Avenue N6	2	454
Jansons Road N15	2	129
Jellicoe Road N17	2	158
Kemble Road N17	2	135
Keynes Close N10	2	157
King Street N17	2	100
Kings Road N22	2	195
Kingsley Place N6	2	287
Lancaster Road N4	2	434
Langdon Park Road N6	2	407
Langham Road N15	2	1055
Lansdowne Road N10	2	274
Lascotts Road N22	2	274
Lightfoot Road N8	2	242
Linkway N4	2	47
Liston Road N17	2	79
Loobert Road N17	2	80
Lothair Road North N4	2	217
Lothair Road South N4	2	190
Lymington Avenue N22	2	887
Lyndhurst Road N22	2	503
Lynton Gardens N11	2	103
Lynton Road N8	2	238
Manor Road N17	2	409
Marigold Road N17	2	151
Maryland Road N22	2	499
Milton Avenue N6	2	166
Milton Park N6	2	420
Milton Road N6	2	156
Moorefield Road N17	2	206
Moreton Road N15	2	155
Mount Pleasant Villas N4	2	383
Muswell Avenue N10	2	442
Myddleton Road N22	2	582
New Road N8	2	145
Newland Road N8	2	447
Newnham Road N22	2	139
Nightingale Lane N8	2	541
Northumberland Grove N17	2	231
Northwood Road N6	2	276
Orchard Road N6	2	154
Pages Hill N10	2	307
Palmerston Road N22	2	503
Park Rd N15	2	138
Parkhurst Road N17	2	246
Passmore Gardens N11	2	238

Pelham Road N22	2	261
Pembury Road N17	2	589
Pretoria Road N17	2	377
Progress Way N22	2	223
Quernmore Road N4	2	360
Ranelagh Road N17	2	316
Rangemoor Road N15	2	220
Rathcoole Avenue N8	2	218
Rectory Gardens N8	2	310
Rhodes Avenue N22	2	353
Rhys Avenue N11	2	128
Ribblesdale Road N8	2	165
Ringwood Avenue N2	2	377
Rosebery Road N10	2	571
Rowland Hill Avenue N17	2	153
Ruskin Road N17	2	221
Russell Road N15	2	296
Rycroft Way N17	2	117
Scales Road N17	2	318
Sedge Road N17	2	86
Siddons Road N17	2	128
Somerset Road N17	2	108
Southern Road N2	2	331
Southwood Avenue N6	2	277
Southwood Lawn Road N6	2	332
Sperling Road N17	2	375
St Alban's Crescent N22	2	227
St Mary's Road N8	2	219
St Pauls Road N17	2	374
Stanhope Gardens N6	2	290
Stanmore Road N15	2	320
Stirling Road N17	2	128
Stuart Crescent N22	2	292
Summerhill Road N15	2	361
Sylvan Avenue N22	2	541
Talbot Close N15	2	64
Talbot Road N15	2	245
Talbot Road N22	2	107
Talbot Road N6	2	498
Tavistock Road N4	2	80
Templeton Road N15	2	239
The Chine N10	2	100
The Grove N8	2	151
Thirlmere Road N10	2	234
Tivoli Road N8	2	153
Trinity Road N22	2	650
Truro Road N22	2	651
Twyford Avenue N2	2	801
Vale Road N4	2	703
Vallance Road N22	2	546

Wakefield Road N15	2	272
Waldeck Road N15	2	250
Walpole Road N17	2	634
Waltheof Avenue N17	2	279
Waltheof Gardens N17	2	561
Wembury Road N6	2	103
West Road N17	2	269
Westerfield Road N15	2	212
Western Road N2	2	281
Willoughby Park Road N17	2	186
Willoughby Road N8	2	394
Winchelsea Road N17	2	378
Winchester Place N6	2	85
Winchester Road N6	2	97
Windermere Road N10	2	315
Winton Avenue N11	2	308
Woodfield Way N11	2	770
Woodlands Park Road N15	2	585
Woodside Gardens N17	2	310
Woodside Road N22	2	557
Woodstock Road N4	2	521
	Total Metres	**68435**



Priority 3 carriageways

Location	Priority	Metres
Abbeville Road N8	3	51
Abbotsford Avenue N15	3	254
Acacia Avenue N17	3	172
Albert Close N22	3	104
Albert Road N15	3	50
Albert Road N4	3	304
Albion Road N17	3	66
Alexandra Avenue N22	3	50
Alexandra Road N15	3	50
All Hallows Rd N17	3	144
Allington Avenue N17	3	396
Almond Road N17	3	88
Alroy Road N4	3	88
Alton Road N17	3	94
Amber Mews N22	3	50
Anstey Walk N15	3	50
Argyle Rd N17	3	285
Arnold Road N15	3	408
Ascot Road N15	3	128
Ashby Rd N15	3	131
Ashfield Road N4	3	198
Ashford Avenue N8	3	144
Atterbury Rd N4	3	98
Aubrey Rd N8	3	132
Avenue Mews N10	3	130
Avondale Road N15	3	316
Awlfield Ave N17	3	400
Aylmer Rd N2	3	145
Aylmer Road, service road at rear of Aylmer Parade N2	3	50
Back Lane N8	3	111
Baden Rd N8	3	72
Bailey Close N11	3	364
Bakers Lane N6	3	62
Balliol Rd N17	3	117
Barnard Hill N10	3	187
Baronet Grove N17	3	63
Baronet Rd N17	3	257
Barratt Ave N22	3	182
Barrenger Rd N10	3	313
Barrington Rd N8	3	476
Barry Avenue N15	3	107
Basil Spence Hose, Accessway serving N22	3	50
Beaconsfield Rd N15	3	407
Beatrice Rd N4	3	177
Bedford Rd N8	3	278
Bedford Road N15	3	50
Bedwell Road N17	3	187
Beechfield Rd N4	3	225

Beechwood Road N8	3	261
Belmont Ave N17	3	224
Belton Road N17	3	137
Bennetts Close N17	3	50
Bennington Road N17	3	206
Berkeley Rd N15	3	135
Bernard Rd N15	3	182
Berwick Rd N22	3	185
Bill Nicholson Way N17	3	50
Birchington Road N8	3	330
Birchwood Avenue N10	3	254
Birstall Road N15	3	205
Bishopswood Road N6	3	1256
Blythwood Road N4	3	112
Boundary Road N22	3	877
Bounds Green Road, Accessway and Square serving Parkdale N11	3	50
Bounds Green Road, Accessway serving Bounds Green Court N11	3	50
Bourn Avenue N15	3	129
Boyton Close N8	3	118
Brabant Road N22	3	177
Bradley Road N22	3	105
Braemar Road N15	3	319
Brampton Park Road N22	3	84
Brampton Road N15	3	232
Bream Close N17	3	303
Brereton Road N17	3	161
Broad Lane N15	3	841
Broadlands Close N6	3	112
Broadlands Road N6	3	432
Bronhill Terrace N17	3	50
Brook Road N22	3	171
Brook Street N17	3	65
Broughton Gardens N6	3	115
Brunswick Road N15	3	104
Brunswick Square N17	3	50
Bryanstone Road N8	3	166
Buller Road N17	3	50
Burbridge Way N17	3	42
Burghley Road N8	3	299
Bury Road N22	3	385
Bushey Road N15	3	125
Cadoxton Avenue N15	3	110
Campbell Road N17	3	189
Campsbourne Road N8	3	146
Campsbourne Road N8	3	50
Campsfield Road N8	3	88
Candler Street N15	3	120
Canning Crescent, Accessway adjacent No.1 N22	3	50

Canning Mews N22	3	50
Cape Road N17	3	46
Carbuncle Passage N17	3	520
Carew Road N17	3	238
Carlisle Road N4	3	81
Carlton Road N4	3	237
Carlton Road, Accessway serving Carlton Lodge N4	3	50
Carrick Gardens N17	3	33
Carysfort Road N8	3	248
Castlewood Road N15	3	153
Cavendish Road N4	3	367
Caversham Road N15	3	86
Caxton Road N22	3	110
Cecil Road N10	3	208
Cecile Park N8	3	439
Cedar Road N17	3	108
Cemetery Road N17	3	74
Chalgove Road N17	3	335
Chandos Road N17	3	178
Chapel Stones N17	3	100
Chaplin Road N17	3	48
Chapman's Terrace N22	3	50
Cheshire Road N22	3	194
Chester Road N17	3	298
Chesterfield Gardens N4	3	388
Chesthunte Road N17	3	147
Chestnut Avenue N8	3	113
Chestnut Grove N17	3	194
Chisley Road N15	3	147
Christchurch Road N8	3	205
Church Path N17	3	643
Church Path N8	3	124
Churston Gardens N11	3	208
Cissbury Road N15	3	213
Clacton Road N17	3	62
Clarence Road N15	3	181
Clarendon Road N15	3	225
Clarendon Road N22	3	121
Cleveland Gardens N15	3	112
Clifton Gardens N15	3	188
Clifton Road N22	3	245
Clifton Road N8	3	338
Clinton Road N15	3	248
Clonmell Road N17	3	434
Clovelly Road N8	3	225
Clyde Road N22	3	268
Cobham Road N22	3	165
Coburg Road N22	3	279
Coldfall Avenue N10	3	178
Coleraine Road N8	3	170
Coleridge Lane N8	3	58
Coleridge Road N8	3	450

Colina Mews N15	3	134
College Road N17	3	96
Colless Road N17	3	145
Collingwood Avenue N10	3	306
Collingwood Road N15	3	124
Colsterworth Road N15	3	138
Colton Gardens N17	3	104
Commerce Road N22	3	262
Commercial Road N17	3	262
Commonwealth Road N17	3	200
Coningsby Road N4	3	73
Coniston Road N10	3	333
Connaught Road N4	3	225
Connaught Road, Service road to Churchill Court N4	3	50
Constable Crescent N15	3	148
Conway Road N15	3	409
Coolhurst Road, Service road at rear of Williams Close N8	3	50
Coombe Road N22	3	119
Corbett Grove N22	3	76
Cornwall Avenue N22	3	160
Cornwall Road N4	3	184
Courcy Road N8	3	123
Courtman Road N17	3	306
Cranbourne Road N10	3	214
Cranbrook Park, Accessway to Stuart Crescent N22	3	50
Cranleigh Road N15	3	260
Crawley Road N22	3	287
Crawley Road, access road at end N22	3	50
Creighton Avenue N2	3	365
Crescent Road N15	3	110
Cromer Road N17	3	58
Cross Lane N8	3	234
Cross Road N22	3	220
Crossfield Road N17	3	132
Croxford Gardens N22	3	67
Cumberland Road N22	3	176
Cumberton Road N17	3	125
Cunningham Road N15	3	176
Curzon Road N10	3	331
Dagmar Road N15	3	44
Dagmar Road N22	3	318
Dagmar Road N4	3	136
Daleview Road N15	3	225
Danvers Road N8	3	266
Darren Close N4	3	82
Darwin Road N22	3	406
Dashwood Road N8	3	139
Daubeney Road N17	3	141

Dawlish Road N17	3	155
Dawlish Road, Access road rear of 2-16 N17	3	50
De Quincey Road N17	3	359
Denewood Road N6	3	353
Denmark Road N8	3	330
Denmark Street N17	3	126
Denmark Terrace N2	3	50
Devon Close N17	3	55
Devon Gardens N4	3	73
Devonshire Gardens N17	3	107
Devonshire Hill Lane, Accessway btw 106 and 108 N17	3	50
Devonshire Hill Lane, Accessway serving Devonshire Court N17	3	50
Devonshire Road N17	3	202
Deyncourt Road N17	3	136
Dickenson Road N8	3	264
Doncaster Gardens N4	3	28
Donovan Avenue N10	3	203
Dorset Road N22	3	124
Dovecote Avenue N22	3	50
Downhills Avenue N17	3	204
Drayton Road N17	3	196
Dukes Mews N10	3	102
Dunloe Avenue N17	3	267
Durban Road N17	3	295
Durnford Street N15	3	80
Eade Road N4	3	825
Eastern Road N22	3	111
Eastfield Road N8	3	133
Eastwood Road N10	3	94
Edith Road N11	3	104
Eldon Road, Accesswayserving Irving Court N22	3	50
Eleanor Road N11	3	128
Elizabeth Place N15	3	402
Elizabeth Road N15	3	140
Ellenborough Road N22	3	291
Elm Park Avenue N15	3	437
Elmar Road N15	3	257
Elmhurst Road N17	3	164
Elms Avenue N10	3	237
Elsden Road N17	3	207
Ennis Road N4	3	170
Essex Gardens N4	3	75
Etherley Road N15	3	424
Eve Road N17	3	118
Everington Road N10	3	278
Ewart Grove N22	3	350
Factory Lane N17	3	121

Fairbourne Road N17	3	183
Fairfax Road N8	3	462
Fairfield Gardens N8	3	74
Fairfield Road N8	3	225
Falkland Road N8	3	474
Falmer Road N15	3	205
Farningham Road N17	3	133
Farrant Avenue N22	3	721
Farrer Mews N8	3	140
Felix Avenue N8	3	144
Felix Avenue, rear of 1-29 N8	3	50
Felixstowe Road N17	3	113
Fenton Road N17	3	298
Ferndale Road N15	3	379
Ferrestone Road N8	3	82
Field Road N17	3	134
Fife Road N22	3	50
Finsbury Cottages N22	3	40
Finsbury Park Avenue N4	3	418
Firs Avenue N10	3	202
Firs Close N10	3	100
Fladbury Road N15	3	92
Fletton Road N11	3	80
Flexmere Road N17	3	403
Fordington Road N6	3	422
Forfar Road N22	3	169
Forster Road, Access road to 21-31(odd) and 22-32 (even) N17	3	50
Fortis Green N2	3	376
Fountayne Road N15	3	482
Foyle Road N17	3	219
Francis Road N2	3	70
Franklin Street N15	3	146
Frome Road N22	3	142
Gaskell Road N6	3	268
Gedeney Road N17	3	217
Gillham Terrace N17	3	99
Gladstone Mews N22	3	68
Glebe Road N8	3	169
Glendish Road N17	3	229
Glenwood Road N15	3	297
Glynne Road N22	3	70
Goodwyns Vale N10	3	193
Gorleston Road N15	3	102
Gospatrick Road N17	3	719
Gourley Place N15	3	108
Gourley Street N15	3	74
Grafton Gardens N4	3	76
Graham Road N15	3	339
Grainger Road N22	3	176
Grand Avenue N10	3	361
Granville Road N22	3	401

Great North Road, Service road in front of Doran Manor and Linksview N2	3	50
Greenfield Road N15	3	248
Greig Close N8	3	137
Griffin Road N17	3	224
Grove Park Road N15	3	344
Hale Gardens N17	3	27
Halefield Road N17	3	207
Hallam Road N15	3	87
Hampden Road N17	3	128
Hampden Road N8	3	533
Hampshire Road N22	3	121
Hanbury Road N17	3	173
Handsworth Road N17	3	260
Hanover Road N15	3	198
Harcourt Road N22	3	238
Hardy Passage N22	3	142
Harefield Road N8	3	126
Harold Road N15	3	105
Harringay Gardens N15	3	94
Harringay Passage N4	3	560
Harringay Passage N8	3	906
Hartham Road N17	3	131
Harvey Mews N8	3	65
Harvey Road N8	3	210
Hatherley Gardens N8	3	165
Hawke Park Road N22	3	181
Hawthorn Road N8	3	290
Haynes Close N17	3	120
Hazel Mews N22	3	50
Hebden Terrace N17	3	40
Henningham Road N17	3	467
Herbert Road N11	3	91
Herbert Road N15	3	188
Hewitt Avenue N22	3	601
Heybourne Road N17	3	98
Heysham Road N15	3	168
High Cross Road N17	3	325
High Road, Access road serving Reynardson Court N17	3	50
High Road, Service road on 227 to 249 N15	3	50
Highgate Close N6	3	90
Hill Road N10	3	266
Hillcrest N6	3	193
Hillfield Mews N8	3	50
Hillfield Park Mews N10	3	135
Hillside Gardens N11	3	120
Holcombe Road N17	3	378
Holt Close N10	3	96
Homecroft Road N22	3	180
Honeysett Road N17	3	58

Houghton Road N15	3	29
Howard Road N15	3	131
Ida Road N15	3	50
Imperial Road N22	3	274
Incerwick Road, Access road rear of 128-151 N8	3	50
Ingleton Road N18	3	156
Ivy Gardens N8	3	67
James Gardens N22	3	67
James Place N17	3	176
Junction Road N17	3	145
Kenwood Road N6	3	126
Kerswell Close N15	3	274
Keston Road N17	3	332
Kevelioc Road N17	3	218
Kimberley Gardens N4	3	287
Kimberley Road N17	3	232
Kings Avenue N10	3	264
Kings Mews N22	3	50
Kirkstall Avenue N17	3	149
Kirkton Road N15	3	107
Kitchener Road N17	3	344
Laburnam Avenue N17	3	165
Ladysmith Road N17	3	228
Lakefield Road N22	3	110
Lanchester Road N6	3	593
Landrock Road N8	3	192
Langford Close N15	3	91
Langham Close N15	3	87
Langham Place N15	3	108
Lansdowne Road, Accessway, serving Horsham Court N17	3	50
Latimer Road N15	3	50
Lauradale Road N2	3	230
Lausanne Road N8	3	409
Lawrence Close N15	3	67
Lawton Road N22	3	50
Leadale Road N15	3	148
Lealand Road N15	3	403
Leaside Avenue N10	3	282
Leith Road N22	3	197
Lilac Mews N22	3	50
Linden Road N15	3	116
Link Road N17	3	50
Linley Road N17	3	320
Linzee Road N8	3	248
Lismore Road N17	3	122
Lockmead Road N15	3	117
Lordship lane, Accessway serving Ellenborough Court N22	3	50
Lordsmead Road N17	3	290
Lorne Road N4	3	306

Lorne Road, Access road serving Lawson Court N4	3	50
Lorne Road, service road to Marquis Road serving Wall Court N4	3	50
Love Lane N17	3	182
Love Lane, Accessway serving Charles House N17	3	50
Loxwood Road N17	3	159
Lydford Road N15	3	169
Lynmouth Road N2	3	233
Lyttleton Road N8	3	143
Mafeking Road N17	3	263
Maidstone Road N11	3	303
Malvern Road N17	3	100
Malvern Road N8	3	207
Manchester Road N15	3	144
Mannock Road N22	3	328
Manor Road N22	3	127
Mansfield Avenue N15	3	196
Marden Road N17	3	69
Mark Road N22	3	303
Markfield Road N15	3	300
Marlborough Road N22	3	377
Marley Close N15	3	50
Marquis Road N22	3	101
Marquis Road N4	3	299
Marquis Road, Access Road serving Marquis Court N4	3	50
Marquis Road, Access road serving Wiltshire Court N4	3	50
Marriott Road N10	3	263
Marshall Road N17	3	243
Maurice Avenue N22	3	150
Mayfair Gardens N17	3	211
Meads Road N22	3	215
Melrose Avenue N22	3	161
Methuen Park N10	3	241
Middle Lane Mews N8	3	99
Midhurst Avenue N10	3	264
Miles Road N8	3	158
Mill Mead Road N17	3	415
Mitchley Road N17	3	159
Moira Close N17	3	100
Montague Road N15	3	215
Montague Road N8	3	113
Monument Way N17	3	545
Moreton Close N15	3	106
Morley Avenue N22	3	759
Morrison Avenue N17	3	189
Morteyne Road N17	3	107
Moselle Avenue N22	3	727
Moselle Place N17	3	69

Moselle Street N17	3	81
Moselle Street, Access road serving Ermine House N17	3	50
Mount Pleasant Crescent N4	3	276
Muswell Hill Road, Accessway to Fortis Green N10	3	50
Muswell Mews N10	3	118
Muswell Road N10	3	497
Myddelton Road N8	3	222
Myddleton Mews N22	3	50
Nelson Road N15	3	149
Netherton Road N15	3	56
Neville Place N22	3	147
New Road N17	3	90
New Road N22	3	214
Newlyn Road N17	3	240
Newsam Avenue N15	3	180
Newton Road N15	3	136
Noel Park Road N22	3	109
Norfolk Avenue N13	3	284
Norfolk Avenue N15	3	191
Norfolk Close N13	3	102
Norman Avenue N22	3	332
Norman Close from Norman Avenue (Adopted Forecourt) N22	3	50
Norman Road N15	3	89
North Grove N15	3	277
North Grove N6	3	145
North Hill Avenue N6	3	66
North Road, Access road serving Northfield Cottage N6	3	50
North View Road N8	3	566
Northbrook Road N22	3	156
Northcott Avenue N22	3	128
Nursery Court N17	3	25
Nursery Street N17	3	137
Oak Avenue N17	3	247
Oak Avenue N8	3	82
Oak Lane N11	3	72
Oakdale Road N4	3	235
Oakley Gardens N8	3	65
Offord Close N17	3	51
Olinda Road N16	3	31
Orchard Place N17	3	95
Osbourne Road N4	3	287
Osbourne Road, Access road serving Brackenbury N4	3	50
Osbourne Road, Access Road serving Nichols Close N4	3	50
Ossian Road N4	3	245
Ossier Crescent	3	614
Oulton Road N15	3	182

Outram Road N22	3	290
Overbury Road N15	3	135
Oxford Road N4	3	172
Page Green Road N15	3	103
Page Green Terrace N15	3	264
Paignton Road N15	3	67
Paisley Road N22	3	125
Palace Court Gardens N10	3	92
Palace Road N11	3	229
Palace Road N8	3	328
Palace Road, rear of Veryan Court N8	3	50
Park Avenue North N8	3	343
Park Avenue Road N17	3	198
Park Grove N11	3	60
Park Grove SW, Accessway to rear of Park Court N11	3	50
Park House Passage N6	3	47
Park Lane Close N17	3	72
Park Ridings N8	3	218
Park Road N11	3	329
Park Road, Service road to Kelland Close N10	3	50
Park View Gardens N22	3	50
Parkhurst Road N17	3	246
Parkhurst Road N22	3	204
Parkland Road N22	3	269
Paxton Road N17	3	422
Pelham Road N15	3	148
Pellatt Grove N22	3	362
Pembroke Road N15	3	139
Pembroke Road N8	3	166
Pendennis Road N17	3	145
Penrith Road N15	3	116
Penshurst Road N17	3	218
Perry Court N15	3	30
Perth Road N4	3	244
Portland Gardens N4	3	76
Portland Road N15	3	343
Poynton Road N17	3	387
Princes Avenue N10	3	278
Princes Avenue N22	3	266
Princes Lane N10	3	124
Princes Street N17	3	150
Priory Avenue N8	3	185
Priory Road, Accessway to Alexandra Palace Way to car park N22	3	50
Prospect Place N17	3	170
Pulford Road N15	3	325
Queens Lane N10	3	104
Queens Road N11	3	288
Railway Approach N4	3	50

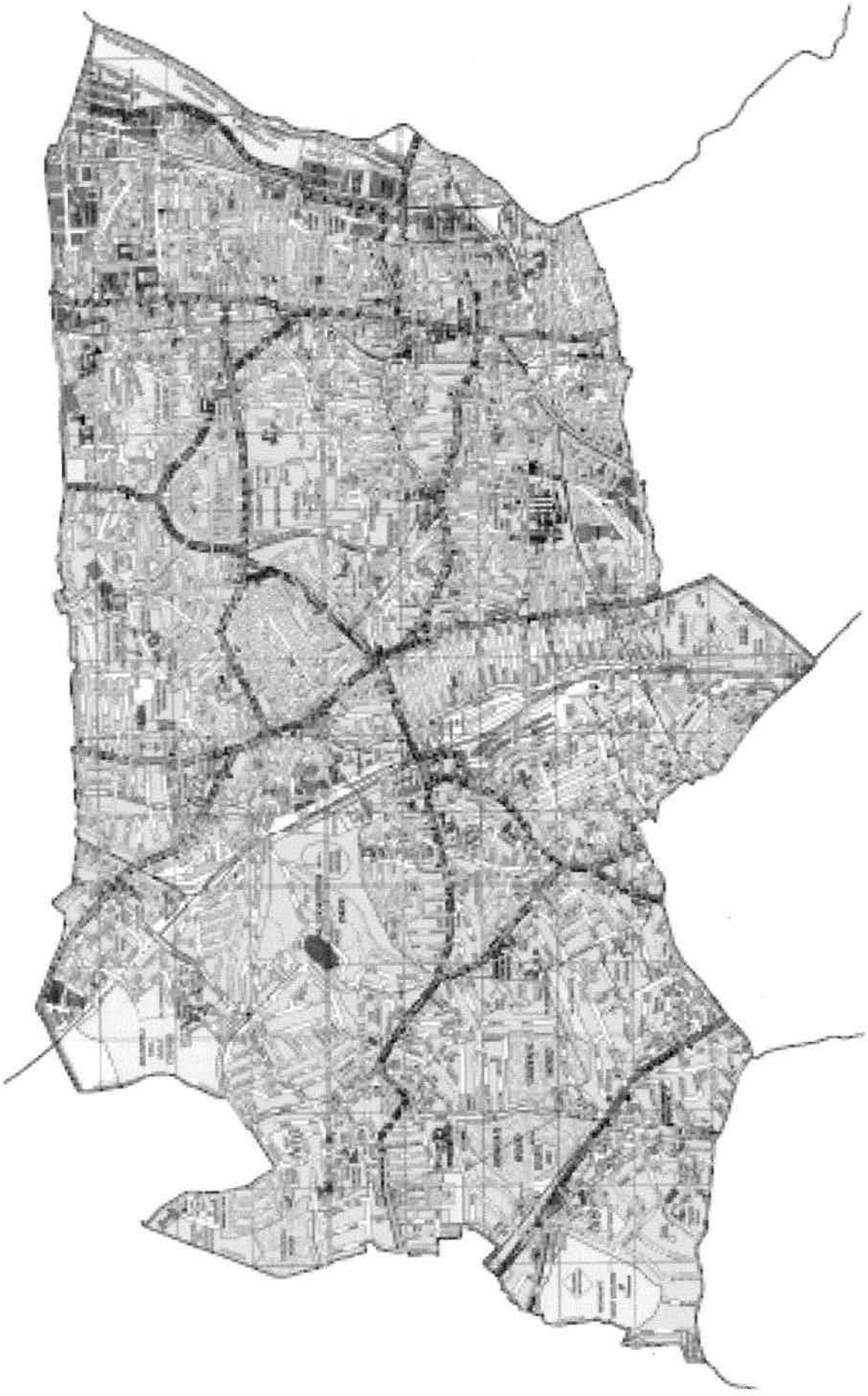
Raleigh Road N8	3	391
Ranelagh Road N22	3	179
Rangemoor Road N15	3	50
Rathcoole Gardens N8	3	519
Ravenstone Road N8	3	185
Rawlinson Terrace N17	3	125
Redston Road N8	3	451
Reed Road N17	3	120
Reform Row N17	3	154
Regency Terrace N6	3	50
Remington Road N15	3	202
Reynardson Road N17	3	125
Rheola Close N17	3	167
Richmond Road N11	3	113
Richmond Road N15	3	190
Ringslade Road N22	3	120
Ripon Road N17	3	131
Risley Avenue N17	3	860
Ritches Road N15	3	194
River Park Road N22	3	195
Riverside Road N15	3	180
Rivulet Road N17	3	680
Roebuck Close N17	3	63
Romney Close N17	3	88
Roseberry Gardens N4	3	390
Rosebery Gardens N8	3	193
Rosebery Road, Service road at rear of no.8 N10	3	50
Roslyn Road N15	3	594
Rostrevor Avenue N15	3	255
Rowley Road N15	3	174
Russell Avenue N22	3	680
Russell Road N8	3	130
Rutland Gardens N4	3	395
Salisbury Road N22	3	468
Sandford Avenue N22	3	272
Sandringham Road N22	3	272
Saxon Road N22	3	128
Scarborough Road N4	3	147
Scotland Green N17	3	212
Seaford Road N15	3	498
Selborne Road N22	3	50
Selbourne Road N22	3	229
Selby Road N17	3	165
Seven Sisters Road N15	3	1408
Seymour Avenue N17	3	458
Shakespeare Gardens N2	3	138
Shanklin Road N15	3	58
Shanklin Road N8	3	141
Sheldon Avenue N6	3	1168
Shepherds Close N6	3	170
Sherringham Avenue N17	3	469
Shobden Road N17	3	151

Shropshire Road N22	3	121
Sidney Road N22	3	241
Silsoe Road N22	3	78
Sirdar Road N22	3	647
Siward Road N17	3	152
Smithson Road N17	3	132
Solway Road N22	3	208
Somerford Grove N17	3	82
Somerset Close N17	3	208
Somerset Gardens N6	3	82
South Close N6	3	129
South Grove N15	3	283
South View Road N8	3	332
Southey Road N15	3	150
Southwood Lane, Service road to 88-112 N6	3	50
Spencer Road N17	3	186
Spencer Road N8	3	38
Spigurnell Road N17	3	155
Spondon Road N15	3	171
Spottons Grove N17	3	57
Spring Lane N10	3	73
Springcroft Avenue N2	3	236
Springfield Parade N11	3	50
Springfield Road N15	3	250
St John's Road N15	3	50
St Margarets Avenue N15	3	171
St Margarets Road N17	3	178
St Marys Close N17	3	45
St Michaels Terrace N22	3	112
St Regis Close N10	3	70
Stainby Road N15	3	211
Stamford Close N15	3	79
Stamford Road N15	3	369
Stanhope Gardens N4	3	395
Stanley Road N15	3	220
Station Crescent N15	3	225
Station Road N17	3	113
Steeds Road N10	3	292
Stirling Road N22	3	429
Stockton Gardens N17	3	61
Stockton Road N17	3	172
Stoneleigh Road N17	3	396
Stormont Road N6	3	475
Strode Road N17	3	82
Stroud Green Road, Access Road serving Charter Court N4	3	50
Suffield Road N15	3	162
Suffolk Road N15	3	177
Surrey Gardens N4	3	58
Sussex Gardens N4	3	73
Sussex Gardens N6	3	96
Sutherland Road N17	3	187

Sydney Road N8	3	429
Tamar Way N17	3	270
Tancred Road N4	3	82
Tancred Road N4	3	82
Tariff Road N17	3	323
Tebworth Road N17	3	91
Temple Road N8	3	108
Templeton Road, accessway serving 1-28 & 31-61 N15	3	50
Tenterden Road N17	3	57
Terrick Road N22	3	141
Terront Road N15	3	253
Tewkesbury Road N15	3	130
Teynton Terrace N17	3	144
Thackeray Avenue N17	3	249
The Avenue N8	3	175
The Bank N6	3	50
The Campsbourne N8	3	112
The Crossway N22	3	157
The Drive N11	3	361
The Drive N6	3	29
The Gardens N8	3	250
The Green N17	3	49
The Grove N4	3	55
The Grove N6	3	33
The Hale N17	3	476
The Linkway N4	3	47
The Mews N8	3	68
The Roundway N17	3	1162
Thorold Road N22	3	229
Thorpe Road N15	3	79
Tile Kiln Lane N6	3	181
Tilson Road N17	3	202
Tintern Road N22	3	122
Tiverton Road N15	3	274
Topham Square N17	3	170
Topsfield Road N8	3	123
Torrington Gardens N11	3	207
Tower Gardens Road N17	3	755
Tower Terrace N22	3	100
Townsend Road N15	3	150
Trafalgar Avenue N17	3	311
Tredegar Road N11	3	157
Tregaron Avenue N8	3	172
Truro House, Accessway to Marlow House N22	3	50
Tunnel Gardens N11	3	177
Turnant Road N17	3	76
Turner Avenue N15	3	100
Turner Avenue, Accessway serving 1-23 & 25-51 N15	3	50

Vale Grove N4	3	88
Vale Terrace N4	3	45
Vartry Road N15	3	627
Venetia Road N4	3	92
Vernon Road N8	3	110
Vicarage Path N8	3	129
Vicarage Road N17	3	293
Victoria Crescent N15	3	230
Victoria Road N15	3	81
Victoria Road N22	3	759
Victoria Road N4	3	50
Victoria Terrace N4	3	85
View Close N6	3	88
View Road N6	3	388
Vincent Road N15	3	50
Vincent Road N22	3	310
Waldegrave Road N8	3	177
Walden Road N17	3	62
Wallis Mews N22	3	50
Walnut Mews N22	3	50
Walton Road N15	3	89
Warberry Road N22	3	104
Warkworth Road N17	3	159
Warner Road N8	3	294
Warwick Gardens N4	3	301
Warwick Gardens, Accessway serving 67-109 N4	3	50
Warwick Gardens, Accessway serving Legal Court N4	3	50
Warwick Gardens, accessway serving Reygate Court N4	3	50
Warwick Road N11	3	93
Wateville Road N17	3	151
Watsons Road N22	3	171
Waverley Road N17	3	210
Weir Hall Road, Access road serving Weymarks N17	3	50
Wellesley Road N22	3	84
Wellfield Avenue N10	3	203
Wellington Avenue N15	3	380
Wembury Mews N6	3	115
Westbeech Road N22	3	353
Western Road N2	3	50
Whitehall Street N17	3	290
Whitley Road N17	3	139
Whittington Road N22	3	432
Whymark Avenue N22	3	226
William Street N17	3	92
William Street, Access road serving Moselle House N17	3	50
Williams Grove N22	3	131
Willingdon Road N22	3	448
Willoughby Grove N17	3	77

Willow Walk N15	3	228
Wilsons Avenue N17	3	58
Wimborne Road N17	3	178
Wolseley Road N22	3	50
Woodberry Crescent N10	3	222
Woodland Rise N10	3	540
Woodside Avenue N10	3	496
Woodside Avenue N10/6	3	1438
Woollaston Road N4	3	115
Worcester Avenue N17	3	230
Wordsworth Parade N8	3	50
Wycombe Road N17	3	182
Yeatman Road N6	3	118
	Total metres	**147963**



APPENDIX E – WINTER SERVICE – DAILY LOG SHEET

DATE	TIME	ACTION TAKEN (Either: NIL if weather forecast NIL or LOG if Decision Justification Log completed)
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*

* Delete as applicable -any other comments can be added in this column.

APPENDIX F – WINTER SERVICE – DAILY DECISION JUSTIFICATION LOG LONDON BOROUGH OF HARINGEY

Date:	Time Decision Taken:

Time of recorded forecast:
Forecast: Nil/Alpha/Bravo/Charlie/Delta/Snow (if combination please write in full)
Summary of forecast – including timings of expected temperatures below freezing:

Proposed action:

Carriageway Route/Priority	No action	Full presalt	Time	Spread Rate
Frost Patrol				
1				
1A				
2				
3				
Footpath Route/Priority	**No action**	**Full presalt**	**Time**	**Spread Rate**
1				
1B				
2				
3				
4				

Justification: (please continue on reverse if required)

Name:	Date:

APPENDIX G - WINTER SERVICE RECORD
LONDON BOROUGH OF HARINGEY
PRE-TREATMENT

Route	Driver's Name	Vehicle Reg.	Start Time	Finish Time	Spread Rate	Tonnage
Carriageway Route/Priority						
Frost Patrol						
1						
1A						
2						
3						
Footpath Route/Priority						
1 / 1						
1 / 2						
1 / 3						
1 / 4						
1 / 5						
1 / 6						
1 / 7						
1 / 8						
1 / 9						
1 / 10						
1 / 11						
1 / 12						
1 / 13						
1 / 14						
1 / 15						
1B						
2						

Supervisors remarks (including weather conditions):

Name **Date**

APPENDIX H

POST -TREATMENT

Route	Driver's Name	Vehicle Reg.	Start Time	Finish Time	Spread Rate	Tonnage
Carriageway Route/Priority						
Frost Patrol						
1						
1A						
2						
3						
Footpath Route/Priority						
1 / 1						
1 / 2						
1 / 3						
1 / 4						
1 / 5						
1 / 6						
1 / 7						
1 / 8						
1 / 9						
1 / 10						
1 / 11						
1 / 12						
1 / 13						
1 / 14						
1 / 15						
1B						
2						

Supervisors remarks (including weather conditions):

Name **Date**

APPENDIX I – CIRCULATION LIST

HARINGEY
Chief Executive
Leader of the Council
Executive Member for Neighbourhoods
Director of Urban Environment
Assistant Director Front Line Services
Head of Environmental Resources *
Head of Highways*
Authorised Client Officer*
Contractor*
Contact Haringey
Press Office
Emergency Planning Officer

Neighbouring Boroughs
Hackney
Islington
Enfield
Waltham Forest
Camden
Barnet

Others
Transport for London (TfL)
Police
Fire
Ambulance

* These to get full version including confidential Appendices: A, J which are not available to a wider audience due to private and personal information being included (e.g. personal phone numbers).

APPENDIX J – DUTY ROTA AND ADDRESS AND TELEPHONE NUMBERS: XX

To be supplied by Enterprise TBC

APPENDIX K – RESILIENCE NETWORK

Resilience Network

Location	Priority	Metres
Adams Road N17	RN	197
Albert Road N22	RN	808
Alexandra Palace Way N22/N10	RN	1732
Alexandra Park Road N10	RN	732
Alfoxton Avenue N15	RN	162
Ashley Road N17	RN	529
Bancroft Avenue N2	RN	257
Bedford Road N22	RN	204
Belmont Road N15	RN	524
Black Boy Lane N15	RN	576
Boreham Road N22	RN	251
Bounds Green Road N22/N11	RN	2261
Bourne Road N8	RN	160
Brantwood Rd N17	RN	921
Bridge Road N22	RN	121
Broadwater farm estate N17	RN	
Broadwater Rd N17	RN	231
Brownlow Road N11	RN	248
Buckingham Road N22	RN	215
Buller road N22	RN	100
Burdock Road N17	RN	90
Burlington Road N10	RN	77
Carlingford Road N15 From Green Lanes to Bus stand entracnce	RN	65
Church Lane N8	RN	419
Clarendon Road N8 (Mary neuner rd to Hornsey park rd only)	RN	194
Colney Hatch Lane N10	RN	739
Coppetts Road N10	RN	1377
Cornwall RoadN15	RN	547
Creighton Avenue N10 From Teherdown to Pages lane	RN	296
Creighton Road N17	RN	374
Crouch End Hill N8	RN	543
Crouch Hill N8	RN	449
Denton Road N8	RN	407
Downhills Park Road N17	RN	1114
Downhills Way N17	RN	1145
Dowsett Road N17	RN	568
Durnsford Road N11	RN	877
Elmfield Avenue N8	RN	257
Endymion Road N4	RN	735
Ferme Park Road N4/N8	RN	1113
Ferry Lane N17	RN	752

Fortis Green N10	RN	365
Fortis Green Road N10	RN	374
Gladesmore Road N15	RN	660
Gladstone Avenue from High Road to Moselle Avenue only N22	RN	107
Gloucester Road N17	RN	68
Great North Road N2	RN	507
Green Lanes N4 / N8	RN	2092
Grovelands Road N15 into Craven park rd stop at timberwharf Rd N15	RN	241
Hale Road N17	RN	401
Hampstead Lane N6	RN	1600
Haringey park N8	RN	338
Havelock Road N17	RN	229
Hermitage Road N4	RN	1194
High Road N17	RN	1880
High Road N22	RN	1800
High Street N8	RN	745
Highgate High Street N6	RN	386
Highgate Hill N6	RN	222
Higham Road N17	RN	735
Hornsey Lane N6	RN	1200
Hornsey Park Road N8	RN	751
Jackson s Lane N6	RN	271
Jarrow Rd N15 & Erskine Cresent	RN	624
Kings Road N17	RN	227
Lansdowne Road N17	RN	920
Lawrence Road N15	RN	422
Leeside Road N17	RN	901
Lordship Lane N17/N22	RN	2912
Oakfield Rd N4	RN	669
Marsh Lane N17	RN	348
Mary Neuner Road N22	RN	330
Mayes Road N22	RN	511
Middle Lane N8	RN	978
Mount Pleasant Rd N17	RN	1005
Mount view Road into Stapleton hall rd to Oakfield rd only N8	RN	921
Muswell Hill Broadway N10	RN	679
Muswell Hill N10	RN	832
Muswell Hill Road N6/N10	RN	1260
Nightingale Road N22	RN	600
North Hill N6	RN	1245
North Road N6	RN	529
Northumberland Park N17	RN	1173
Northumberland Park Bus Terminal N17	RN	152
Pages Lane N10	RN	386
Park Avenue N22	RN	433
Park Avenue South N8	RN	436
Park Lane N17	RN	875

Park Road N15	RN	138
Park Road N8	RN	383
Perth Rd N22	RN	694
Philip Lane N15	RN	1430
Priory Road N8	RN	1174
Queens Avenue N10	RN	466
Queen Street N17	RN	250
Radley Rd N17	RN	181
Redvers Road N22	RN	168
Rokesly Avenue N8	RN	405
Roseberry Avenue N17	RN	192
Rusper Road N22	RN	511
Salisbury Road N4	RN	170
Shelbourne Avenue N17	RN	680
Shepherd's Hill N6	RN	940
Southwood Lane N6	RN	786
Spur Road N15	RN	153
St Ann's Road N15	RN	2058
St Loy's Road N17	RN	447
Stanhope Road N6	RN	657
Stapleton Hall Rd from Ferme Park Road to Stroud Green Rd only N4	RN	375
Station Road N22	RN	1022
Stroud Green Road N4	RN	984
Tetherdown N10	RN	358
Thackeray Avenue N17 From Windsor Rd To Havelock Rd	RN	200
The Avenue N17	RN	828
The Broadway N8	RN	126
The Roundway N17 (West of GCR)	RN	1162
Tottenham Green East N15	RN	164
Tottenham Lane N8	RN	1423
Town Hall Approach Road N15	RN	363
Trulock Road N17	RN	272
Turnpike Lane N8	RN	1050
Uplands Road N8	RN	370
Upper Tollington Park N4	RN	541
Victoria RoadN4	RN	452
Wargrave Avenue N15	RN	616
Watermead Way N17	RN	2685
West Green Road N15	RN	2211
Westbury Avenue N22	RN	1167
Western Road N22	RN	367
Weston Park N8	RN	846
White Hart Lane N22/N17	RN	1929
Wightman Road N4/N8	RN	773
Williamson Road N4	RN	219
Willoughby Lane from Leeside Road to Lansdowne Rd only N17	RN	629

Willan Rd N17	RN	326
Willmot Road N17	RN	205
Windsor Road N17	RN	57
Winkfield Road N22	RN	344
Wolesley Road N8	RN	458
Wolves Lane N22	RN	681
Woodside Avenue N6	RN	483
	Total Meterage:	**92500**



APPENDIX M – FOOTWAY PRIORITY ROUTES

PRIORITY 1, CENTRES 1 TO 15

CENTRE 1, BOUNDS GREEN		
ROAD	**PART**	**SIDES**
BOUNDS GREEN ROAD	PASSMORE GARDENS TO WHITTINGTON ROAD	2
BOUNDS GREEN ROAD	WEST SIDE, OUTSIDE AMBULANCE STATION, 20 METRES IN EACH DIRECTION INCLUDING AMBULANCE STATION VEHICLE CROSSOVER	1 - West side only
DURNSFORD ROAD	BOUNDS GREEN ROAD TO WOODFIELD WAY	2
BROWNLOW ROAD	BOUNDS GREEN ROAD TO GORING ROAD	2
WHITTINGTON ROAD	BOUNDS GREEN ROAD TO MYDDLETON ROAD	2
QUEENS ROAD	BOUNDS GREEN ROAD TO HERBERT ROAD	2
IRELAND PLACE	ALL + FOOTBRIDGE	2
HERBERT ROAD	ALL	2
MYDDLETON ROAD	WHITTINGTON ROAD TO MARLBOROUGH Road	2
CLARENCE ROAD	ALL	2
TRINITY ROAD	CLARENCE ROAD TO WHITTINGTON ROAD	1 - East side only

CENTRE 2, HORNSEY		
ROAD	**PART**	**SIDES**
PRIORY ROAD	PARK ROAD TO PARK AVENUE SOUTH INCLUDING ENTRANCES AND VEHICLE CROSSOVERS TO FIRE STATION	2
PRIORY ROAD	PARK AVENUE NORTH TO MIDDLE LANE	1 - North side only
HORNSEY HIGH STREET	MIDDLE LANE TO CHURCH LANE	1 - North side only
HORNSEY HIGH STREET	CHURCH LANE TO TOTTENHAM LANE	2
MIDDLE LANE	HORNSEY HIGH STREET TO GROVE PARK ROAD	1 - East side only
CHURCH LANE	HORNSEY HIGH STREET TO TOTTENHAM LANE	1 - East side only
PARK ROAD	PRIORY ROAD TO PARK AVENUE ROAD	1 - East side only
TOTTENHAM LANE	CHURCH LANE TO FERME PARK ROAD	2
BROOK ROAD	ALL	2
NIGHTINGALE LANE	BROOK ROAD TO PRIORY ROAD	1 - East side only
BOYTON ROAD	ALL	2

CENTRE 3 HIGHGATE		
ROAD	**PART**	**SIDES**
HIGHGATE HIGH	ALL	2
HIGHGATE HILL	ALL	1 - North side only
SHEPHERDS HILL	ARCHWAY ROAD TO PRIORY GARDENS	2
PRIORY GARDENS	FROM HIGHGATE STATION ENTRANCE FOR 50 METRES EASTWARDS	2
WOOD LANE	FROM MUSWELL HILL ROAD 50 METRES EASTWARDS	2
MUSWELL HILL ROAD	ARCHWAY ROAD TO SUMMERSBY ROAD	1 - East side only
SOUTHWOOD LANE	ARCHWAY ROAD TO HILLSIDE GARDENS	2
JACKSONS LANE	ARCHWAY ROAD TO HILLSIDE GARDENS	2
NORTH ROAD	HIGHGATE HIGH STREET TO CASTLE YARD	2
HAMPSTEAD LANE	HIGHGATE HIGH STREET TO NORTH GROVE	2

CENTRE 4 CROUCH END		
ROAD	**PART**	**SIDES**
CROUCH END HILL	ALL	2
CROUCH HILL	THE BROADWAY TO DICKENSON ROAD	2
HARRINGAY PARK	ALL	1 - North side only
HATHERLEY GARDENS	ALL	2
TOWN HALL ENTRANCE	ALL	1
THE BROADWAY	ALL	2
PARK ROAD	THE BROADWAY TO WOLSELEY ROAD	2
TOTTENHAM LANE	THE BROADWAY TO FERME PARK ROAD	2
WESTON PARK	THE BROADWAY TO FELIX AVENUE	2
MIDDLE LANE	PARK ROAD TO ELDER AVENUE	2
CROUCH HALL ROAD	THE BROADWAY TO BRYANSTON ROAD	2
COLERIDGE ROAD	THE BROADWAY TO EDISON ROAD	2
LYNTON ROAD	ALL	2
NEW ROAD	ALL	2
DRYLANDS ROAD	ALL	2
WESTON PARK	DRYLANDS ROAD TO THE BROADWAY	1 - South side only
AVENUE ROAD	ALL	2
CRESCENT ROAD	ALL	2

CENTRE 5 MUSWELL HILL		
ROAD	**PART**	**SIDES**
MUSWELL HILL	ALL	2
MUSWELL HILL BROADWAY	ALL	2
MUSWELL HILL ROAD	MUSWELL HILL BROADWAY TO CRANLEY GARDENS	2
FORTIS GREEN ROAD	MUSWELL HILL BROADWAY TO TETHERDOWN	2
FORTIS GREEN ROAD	TETHERDOWN TO FORTIS GREEN AVENUE INCLUDING ENTRANCES AND VEHICLE CROSSOVERS TO POLICE STATION	1 - South side only
TETHERDOWN	FORTIS GREEN ROAD TO KINGS AVENUE	2
QUEENS AVENUE	50 METRES EAST FROM FORTIS GREEN ROAD	2
QUEENS AVENUE	MUSWELL HILL BROADWAY TO AVENUE MEWS	2
PAGES LANE	MUSWELL HILL BROADWAY TO PAGES HILL	2
ALEXANDRA PARK ROAD	COLNEY HATCH LANE TO MUSWELL AVENUE	2
ALEXANDRA PARK ROAD	ROSEBERY ROAD TO RHODES AVENUE	2
COLNEY HATCH LANE	ALL	2
SPRINGFIELD AVENUE	50 METRES EAST FROM MUSWELL HILL	2
GRAND AVENUE	ALL INCLUDING PEDESTRIAN ENTRANCES AND VEHICLE CROSSOVERS TO ST LUKES HOSPITAL	1 - South side only

CENTRE 6 WOOD GREEN		
ROAD	**PART**	**SIDES**
HIGH ROAD	TRURO ROAD TO LYMINGTON AVENUE	2
LORDSHIP LANE	HIGH ROAD TO REDVERS ROAD	2
LORDSHIP LANE	REDVERS ROAD TO GRANVILLE ROAD	1 - North side only
BOUNDS GREEN ROAD	HIGH ROAD TO BRAEMAR AVENUE	2
WHITE HART LANE	HIGH ROAD TO STUART CRESCENT	2
STATION ROAD	HIGH ROAD TO PARKLAND ROAD	2
GLADSTONE ROAD	HIGH ROAD TO PELHAM ROAD	2
ALEXANDRA ROAD	HIGH ROAD TO FOOTPATH TO MAYES ROAD	2
MAYES ROAD	CAXTON ROAD TO ALEXANDRA ROAD INCLUDING FOOTPATH	1 - North side only
BUCKINGHAM ROAD	PARK AVENUE TO BEDFORD ROAD	2
BEDFORD ROAD	ALL	2
PALACE GATES ROAD	BEDFORD ROAD TO CRESCENT ROAD	2
CRESCENT ROAD	PALACE GATES ROAD TO VICTORIA ROAD	2
NEWNHAM ROAD	ALL	2
CANNING CRESCENT (SOUTH ARM ONLY)	NEWNHAM ROAD TO WOOD GREEN HIGH ROAD	1 - North side only
BRACKNELL CLOSE	ALL	2
WINKFIELD ROAD	BRACKNELL CLOSE TO LORDSHIP LANE	1 - West side only
PELLATT ROAD	ALL	2
STUART CRESCENT	ALL	1 - East side only
BRAEMAR AVENUE	ALL	2

CENTRE 7 TURNPIKE LANE		
ROAD	**PART**	**SIDES**
TURNPIKE LANE	ALL	2
WOOD GREEN HIGH ROAD	TURNPIKE LANE TO LYMINGTON AVENUE	2
GREEN LANES	TURNPIKE LANE TO CARLINGFORD ROAD INCLUDING PEDESTRIAN ENTRANCES AND VEHICLE CROSSOVERS TO BUS STATION	2
WESTBURY AVENUE	GREEN LANES TO FROME ROAD	2
WIGHTMAN ROAD	TURNPIKE LANE TO HAMPDEN ROAD	2
HAMPDEN ROAD	WIGHTMAN ROAD TO FOOTBRIDGE AND THE FOOTBRIDGE AND STAIRS	2
TOTTENHAM LANE	HORNSEY HIGH STREET TO CHURCH LANE	2
HORNSEY PARK ROAD	TURNPIKE LANE TO THE AVENUE	2
MEADS ROAD	ALL	2

CENTRE 8 GREEN LANES		
ROAD	**PART**	**SIDES**
GREEN LANES	BOUNDARY WITH HACKNEY TO CARLINGFORD ROAD	2
WEST GREEN ROAD	GREEN LANES TO LANGHAM ROAD	1 - North side only
ST ANNS ROAD	GREEN LANES TO SALISBURY ROAD	2
SALISBURY ROAD	ST ANNS ROAD TO GREEN LANES	2
WALDECK ROAD	ALL	2

CENTRE 9, STROUD GREEN		
ROAD	**PART**	**SIDES**
STROUD GREEN ROAD	ALL	1 - North side only
STAPLETON HALL ROAD	STROUD GREEN ROAD TO FERME PARK ROAD	2
UPPER TOLLINGTON PARK ROAD	STROUD GREEN ROAD TO VICTORIA ROAD	2
WIGHTMAN ROAD	UMFREVILLE ROAD TO CAVENDISH ROAD	2
STATION APPROACH	ALL + FOOTBRIDGE	2
QUERNMORE ROAD	STAPLETON HALL ROAD TO FOOTBRIDGE	2
FERME PARK ROAD	STAPLETON HALL ROAD TO OSSIAN ROAD	2

CENTRE 10 LORDSHIP LANE		
ROAD	**PART**	**SIDES**
LORDSHIP LANE	GRANVILLE ROAD TO WALPOLE ROAD	2
BOREHAM ROAD	ALL	2
WESTBURY ROAD	LORDSHIP LANE TO BOREHAM ROAD	2
THE ROUNDWAY	LORDSHIP LANE TO RISLEY AVENUE	2
DOWNHILLS WAY	LORDSHIP LANE SOUTHWARDS FOR 100 METRES	2
MOUNT PLEASANT ROAD	100 METRES NORTH AND 100 METRES SOUTH OF THE AVENUE	2
THE AVENUE	HIGHAM ROAD TO DRAYTON ROAD	2
LORDSHIP LANE	BENNINGTON ROAD TO THE ROUNDWAY (EASTERN ARM)	2
JELLICOE ROAD	ALL	1 - South side only
LARKSPUR ROAD	ALL	2
WHITE HART LANE	DEVONSHIRE HILL LANE (EAST ARM) TO COMPTON CRESCENT	1 - South side only
COMPTON CRESCENT	ALL	2
ROSELAND CLOSE	ALL	2
BIGBURY CLOSE	ALL	2
CAVELL ROAD	JELLICOE ROAD TO WHITE HART LANE	1 - East side only
DEVONSHIRE HILL LANE	LAMFORD CLOSE TO WHITE HART LANE	1 - East side only
LAMFORD CLOSE	ALL - TO DEVONSHIRE HILL LANE	2

CENTRE 11 TOTTENHAM HIGH ROAD		
ROAD	**PART**	**SIDES**
TOTTENHAM HIGH ROAD	BROMLEY ROAD TO BRUCE GROVE	2
LORDSHIP LANE	BRUCE GROVE TO HIGH ROAD	2
LANSDOWNE ROAD	HIGH ROAD TO BURLINGTON ROAD	2
SCOTLAND GREEN	ALL (BOTH ARMS)	2
DOWSETT ROAD	HIGH ROAD TO ALBION ROAD	2
HOLCOMBE ROAD	HIGH ROAD TO CIRCULAR ROAD INC MARKET AREAS	1
ST LOYS ROAD	HIGH ROAD TO FIRE STATION INCLUDING VEHICLE CROSSOVERS INTO FIRE STATION	2
CHESTNUT ROAD	HIGH ROAD TO RYCROFT WAY	2
SOMERSET ROAD	HIGH ROAD TO RYCROFT WAY	2
SIDDONS ROAD	ALL	2
STIRLING ROAD	ALL	1 - South side only
BURLINGTON ROAD	STIRLING ROAD TO LANSDOWNE ROAD	1 - West side only
BROMLEY ROAD	ALL	2
CAMPBELL ROAD	ALL	2
HAMPDEN LANE	ALL	1 - North side only
PEMBURY LANE	ALL	2

CENTRE 12 WHITE HART LANE		
ROAD	**PART**	**SIDES**
WHITE HART LANE	HIGH ROAD TO CREIGHTON ROAD	2
LOVE LANE	OUTSIDE STATION ONLY	1
HIGH ROAD	PAXTON ROAD TO BRANTWOOD ROAD	2
NORTHUMBERLAND ROAD	HIGH ROAD TO BENNETTS CLOSE	2
PARK LANE	SOMERFORD GROVE TO WILLOUGHBY LANE	2
WILLOUGHBY LANE	NORTHUMBERLAND PARK TO PARK LANE	2
SHELBOURNE ROAD	PARK LANE TO MANOR ROAD	2
MARSH LANE	WILLOUGHBY LANE TO MARIGOLD ROAD INC LEVEL CROSSING AND FOOTBRIDGE	2
GRASSMERE ROAD	ALL	2
COOPERAGE CLOSE	ALL	2
BRANTWOOD ROAD	GRASSMERE ROAD TO TOTTENHAM HIGH ROAD	1 - South side only
ASPLINS ROAD	ALL	2
ST.PAUL'S ROAD	ASPLINS ROAD TO PARK LANE	1 - East side only
BEAUFOY ROAD	ALL	2

CENTRE 13, WEST GREEN		
ROAD	**PART**	**SIDES**
WEST GREEN ROAD	HIGH ROAD TO LAWRENCE ROAD	2
WESTERFIELD ROAD	ALL	1 - East side only
SUFFIELD ROAD	ALL	1 - East side only
PHILIP LANE	HIGH ROAD TO CLYDE ROAD	2
TOWN HALL APPROACH ROAD	ALL	1 - West side only
SPUR ROAD	ALL	2
PHILIP LANE	WEST GREEN ROAD TO HANDSWORTH ROAD	2
WEST GREEN ROAD	ABBOTSFORD AVENUE TO SUMMERHILL ROAD	2
PORTLAND ROAD	ALL	2
TALBOT ROAD	ALL	2
ASHMOUNT ROAD	ALL	2
WAKEFIELD ROAD	EARLSMEAD ROAD TO BROAD LANE	1 - West side only
STONEBRIDGE ROAD	ALL	2
SEVEN SISTERS ROAD	STONEBRIDGE ROAD TO SUFFIELD ROAD	2
EARLSMEAD ROAD	ALL	2
SUMMERHILL ROAD	ALL	2
DORSET ROAD	ALL	2
LOOBERT ROAD	ALL	2
JANSONS ROAD	ALL	1 - East side only

CENTRE 14, SOUTH TOTTENHAM		
ROAD	**PART**	**SIDES**
GLADESMORE ROAD	ALL	1 - North side only
ST ANNS ROAD	TOTTENHAM HIGH ROAD TO CORNWALL ROAD	2
ST ANNS ROAD	CORNWALL ROAD TO SALISBURY ROAD INCLUDING ENTRANCES AND VEHICLE CROSSOVERS TO HOSPITAL AND TO AMBULANCE STATION	1 - South side only
AVENUE ROAD	ST ANNS ROAD TO SCHOOL	1 - West side only
HERMITAGE ROAD	ST ANNS ROAD TO TEMPLETON ROAD	1 - East side only
LATIMER ROAD	ALL	2
RUSSELL ROAD	ALL	2
CULVERT ROAD	RUSSELL ROAD TO GROVE ROAD	1 - South side only
GROVE ROAD	ALL	1 - East side only

CENTRE 15, FERRY LANE		
ROAD	**PART**	**SIDES**
FERRY LANE	BETWEEN BROAD LANE AND BREAM CLOSE	2
THE HALE (SOUTHBOUND)	ALL	2
THE HALE (NORTHBOUND)	ALL	2
JARROW ROAD	FERRY LANE TO ERSKINE CRESCENT	2
JARROW ROAD	PATH TO STEPS AND STEPS TO FERRY LANE	1
TOTTENHAM HALE STATION	BUS STOPS, STEPS, PATHS	1
PARK VIEW ROAD	MONUMENT WAY TO SCALES RD	2
CHESTNUT ROAD	PARKVIEW ROAD TO FAIRBANKS ROAD	2
ASHLEY ROAD	ALL	1 - East side only
GOSPORT WALK, FERRY LANE	ALL	2
QUEENSFERRY WALK, FERRY LANE	ALL	2
RUNCORN CLOSE, FERRY LANE	ALL	2
YARMOUTH CRESENT	FROM JUNCTION WITH GOSPORT WALK TO JUNCTION WITH JARROW ROAD	1 - North side only
JARROW ROAD	ALL	1 - East side only
ANTILL ROAD	ALL	2
CIRCULAR ROAD	ALL	2
SCALES ROAD	ALL	1 - South side only


TOWN CENTRES
BOUNDS GREEN
CROUCH END
FERRY LANE
GREEN LANES
HIGHGATE
HORNSEY
LORDSHIP LANE
MUSWELL HILL
SOUTH TOTTENHAM
STROUD GREEN
TOTTENHAM HIGH ROAD
TURNPIKE LANE
WEST GREEN
WHITE HART LANE
WOODGREEN

Priority 2 (schools) pavement gritting list

	SCHOOLS			
	Name of School	**Road**	**Part**	Sides
N W	Alexandra Primary - Western Road N22	Western Road N22	From School Entrance to Mayes Road	1- South side only
N W	Campsbourne - Nightingale Lane N8	Nightingale Lane N8	From school Entrance to High Street N8	1- East side only
N W	Earlham Primary - Earlham Grove N22	Earlham Grove N22	From School Entrance to High Road N22	1- South side only
N W	Rhodes Avenue Primary- Rhodes Avenue N22	Rhodes Avenue N22	From Entrance of Alexandra Park school to Albert Road	1- North East side only
N W	St. Martin of Porres RC - Blake Rd N11	Blake Road N11	From School Entrance to Bounds Green Road	1- West side only
N W	Tetherdown Primary - Grand Avenue N10	Collingwood Avenue N10	From School Entrance to Fortis Green Road	1- West side only
N W	St. Thomas More - Glendale Avenue N22	High Road N22, Glendale Avenue N22, Woodside Avenue N22	High Road from Earlham road to Woodside Road. Glendale Avenue (east side) from Woodside Rd to school entrance. Woodside Ave from High Rd to Glendale Ave (north side). Path through park from High Road to Glendale Avenue.	More than 1 footpath
N W	Blanche Nevile at Fortismere Burlington Road	Tetherdown N10, Burlington Road N10	Fortis Green to Burlington Road. Whole of Burlington Road	1- West side only(Tetherdown) 2-Burlington Road (Whole road)
N W	Nightingale - Bounds Green Road N22	Finsbury Road N22	From School Entrance to Trinity Road	1 - East side only
N W	Our Lady of Muswell - Pages Lane N10	Pages Lane N10	From Tetherdown to Colony Hatch Lane	1 - South side only

N W	St Pauls RC - Bradley Road N22	Bradley Road N22, Barratt Avenue N22	Bradley Road From school Entrance to Station Road East side. Barratt Avenue From Park Avenue to Station Road East side	More than 1 footpath
N W	Fortismere (North Wing) - Creighton Avenue N10	Creighton Avenue N10,	Creighton Avenue From School Entrance to Tetherdown (South side).	1- South side only
N W	Fortismere (South Wing) - Tetherdown N10	Tetherdown N10, Twyford Avenue N10	Tetherdown from Burlington Road to Fortis Green East side. Twyford Avenue from School Entrance to Fortis Green Westside	More than 1 footpath
N W	Heartlands High School - Station Road N22	Station Road N22	Footpath through Park from Western Road to Station Road leading to School Entrance	More than 1 footpath
N W	Muswell Hill Primary - Muswell Hill N10	Dukes Avenue N10, Muswell Hill N10	Dukes Avenue From School Entrance to Muswell Hill Broadway East side. Muswell Hill Footpaths by underpass leading to school entrance	More than 1 footpath
NE	Broadwater Farm Primary - Moira Close N17	Moria Close N17	From School Entrance on Moira Close to Adams Roads	1- West side only
NE	Devonshire Hill Primary - Weir Hall Road N17	Weir Hall Road N17	From School Entrance to White Hart Lane	1 - East side only
NE	St. Francis de Sales Infant - Brereton Rd N17	Brereton Road N17	Footpath from school entrance on Brereton Rd to High Rd N17	1 - South side only
NE	St. Francis de Sales Junior - Church Rd N17	Chruch Road N17	Footpath from school entrance on Church Road to High Road N17	1 - North side only

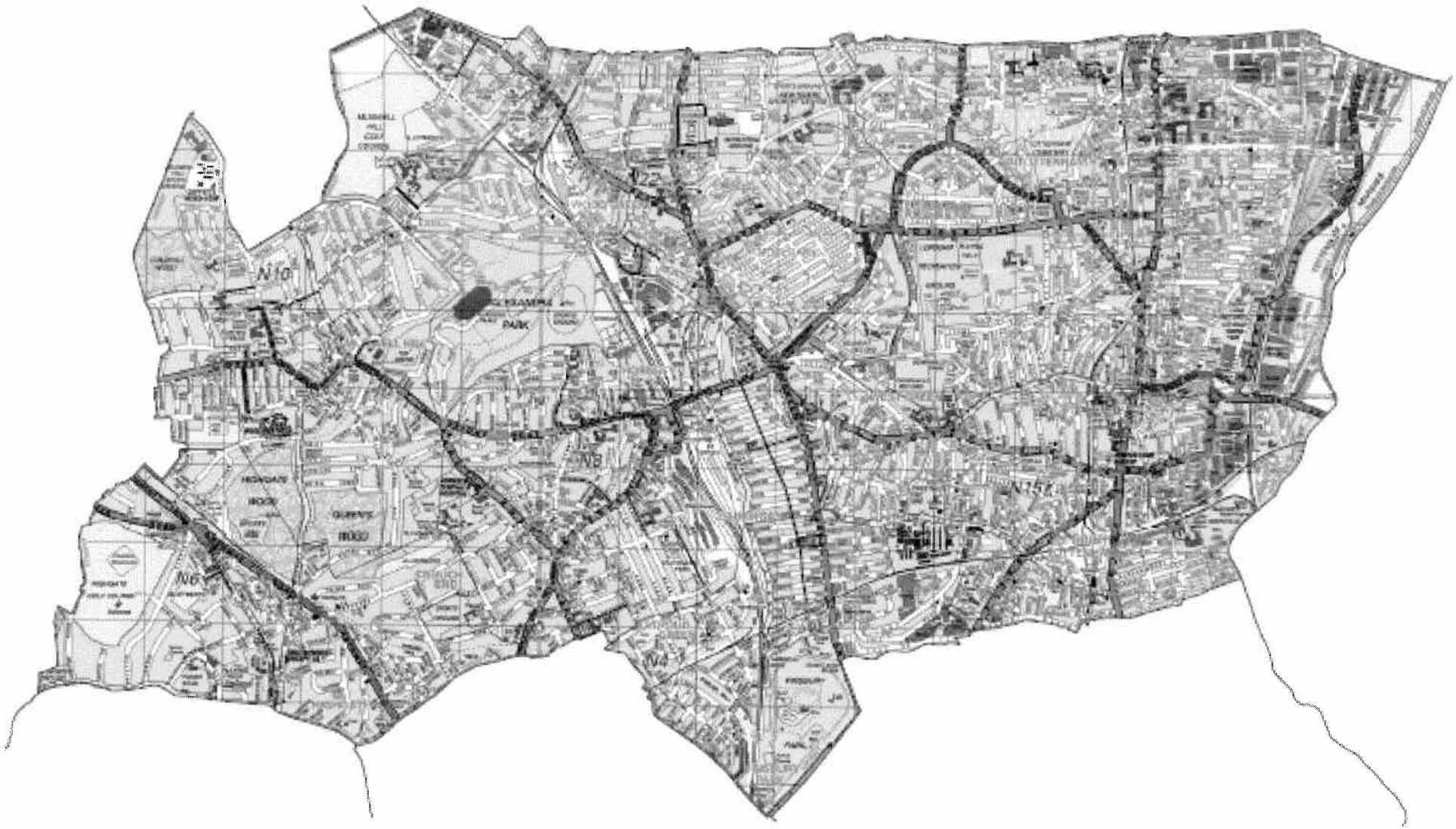
NE	Moselle and William C Harvey both on Adams Road	Adams Road N17	All From Wimbourne road to Freedom Road	1-North side only
NE	The Vale - Secondary and Northumberland Park - Trulock Road	Trulock Road N17	From School Entrance to Comonwealth Road leading into Northumberland Park.	1 - East side only
NE	The Vale - Primary School, Commonwealth Rd	Comonwealth Road N17	From School Entrance to Trulock Road	1- East side only
NE	Noel Park - Maurice Avenue N22	Maurice Avenue N22, Mark Road N22	Maurice Avenue From School Entrance to Mark Road (South East side only). Mark Road from Maurice Road to Westbury Ave South West side only	More than 1 footpath
NE	Rowland Hill - White Hart Lane N17	White Hart Lane N17	White Hart lane N17 From School Entrance southside to Great Cambridge Road	1- South side only
NE	Lancasterian - Kings Road N17	Kings Road N17, Kings Street N17, Church street N17	Kings Road From School Entrance to Kings Street (North side). Kings Street from Kings Road to Church Street (Westside). Chruch Street from Kings Road to High Road N17 (South side).	More than 1 footpath
NE	Bruce Grove - Sperling Road N17	Sperling Road N17	Sperling Road From School Entrance to Moorefield Road (North side). Moorefield Road From StLoys Road to Bruce Grove (East side).	More than 1 footpath
NE	Coleraine Park - Glendish Road N17	Glendish Road N17	From Shelbourne Road to Wycombe Road	1 South side only
NE	Lea Valley - Somerford Grove N17	Somerford Grove N17 (North), Farningham Road N17, Comonwealth Road N17	Somerford Grove from school entrance to Farningham Road (West side). Farningham Road From Somerford Grove to Commonwealth Road (South side). Commonwealth Road From Farningham Road	More than 1 footpath

			to Northumberland Park (East side).	
NE	Lordship Lane - Ellenborogh Road N22	Ellenborough Road N22	From Granville Road to Lordship Lane	1 - East side only
NE	Mulberry - Parkhurst Road N17	Parkhurst Road N17	From Scottland Green to Dowsett Road N17	1- West side only
NE	St Pauls and All Hallows infants - Park Lane N17	Park Lane N17	From school Entrance to High Road N17	1- North side only
NE	St Pauls and All Hallows Juniors - Worcester Avenue N17	Worcester Avenue N17	From school entrance to Park lane	1 - East side only
NE	Noel Park - Gladestone Avenue N22	Gladestone Avenue N22	From school entrance to High Road N22	1- South West side Only
NE	Woodside High School - White Hart Lane N22	White Hart Lane N22	From Perth Road to Dumbar Road	1 - South side only
SW	Rokesly Infant and Junior - Hermiston Avenue N8	Rokesly Avenue N8	Middle Lane to Tottenham Lane	1- South side only
SW	St. Gildas' RC Junior - Oakington Way N8	Oakington Way N8,	Oakington Way From Dickinson Road to Tregarron Avenue (East side). Dickinson Road From Crouch Hill to Oakington Way (North side)	More than 1 footpath
SW	Greig City Academy - High Street N8	High Street N8	From Middle Lane to Church Lane	1- South side only
SW	Hornsey - Inderwick Road N8	Inderwick Road N8	From Tottenham Lane to Weston Park	1- East side only
SW	Blanche Nevile at Highgate - Storey Road N6	Storey Road N6, North Hill N6	Storey Road From North Hill to Gaskell Road (North side). North Hill from View Road to Kenwood Road (West side).	More than 1 footpath
SW	South Harringay Infant - Pemberton Rd N4	Pemberton Road N4	From school entrance on Pemberton Road to Green Lanes	1- South side only
SW	South Harringay Junior - Mattison Rd N4	Mattison Road N4	From school entrance on Mattison Road to Green Lanes	1- North side only

SW	Stroud Green Primary - Woodstock Road N4	Woodstock Road N4	From School Entrance to Stroud Green Rd	1- West side only
SW	Highgate - North Hill N6	North Hill N6	From North Road to Broadlands Road	1 - Westside
SW	Highgate Wood - Montenotte Road N8	Montenotte Road N8	From school to Shepherds Hill	1 - East side only
SW	St Peters in Chains - Elm Grove N8	Elm Grove N8, Tregaron Road N8	Elm Grove From School Entrance to Tregaron Avenue. Tregaron Avenue From Womersley Road to Crouch Hill (South side)	More than 1 footpath
SW	Weston Park - Denton Road N8	Denton Road N8	From Ridge Road to Weston Park	1 East side only
SW	St Aidans - Albany Road N4	Albany Road N4	From school entrance to Stapleton Hall Road	1- west side only
SW	North Harringay - Falkland Road N8	Falkland Road N8	From School Entrance to Green Lanes	1 - South side only
SW	St James - Woodside Avenue N10	Woodside Avenue N10, Grand Avenue N10, Collingwood Road N10	Woodside Avenue From School Entrance to Muswell Hill Road North side only.Grand Avenue From School Entrance to Collingwood Road South side.Collingwood Road from school Entrance to Fortis Green East side.	More than 1 footpath
SW	St Mary's CE Infants - Church lane N8	Church Lane N8	From School Entrance to High Street N8	1 West side only
SW	St Mary's CE Juniors - Rectory Gardens N8	Rectory Gardens N8	From School Entrance to High Street N8	2 - Both sides
SW	Harringay Passage	Harringay Passage N4/ N8	Entire length to service several schools	1- ALL
SE	Belmont Infant and Juniors- Rusper Rd N22	Rusper Road N22	From School Entrance to Downhills Way	1- South side only
SE	Crowland Primary - Crowland Road N15	Ferndale Road N15	From school Entrance to High Rd N15	1 - North side only

SE	Ferry Lane Primary - Ferry Lane Estate N17	Jarrow Road N17	From School Entrance to Ferry Lane and Footpath from Jarrow Road leading to school entrance by football pitch	1- East side only
SE	St. Ann's CE Primary - Avenue Road N15	Avenue Road N15	From School Entrance to St Anns Rd	1- West side only
SE	Tiverton Primary - Pulford Rd N15	Pulford Road N15	From School Entracnce to alleyway leading to Seven Sisters Road including alleyway to Seven Sisters Road	1- South East side only
SE	West Green Primary - Woodlands Park Road N15	Woodlands Park Road N15	From School entrance Woodlands Park Road to West Green Road.	1 - East side only
SE	Gladesmore - Crowland Road N15	Crowland Road N15	From school entrance to High Rd N15	1 South side only
SE	Downhills Park Road, Mosselle Upper School.	Downhills Park Road N15	From School entrance to Belmont Road	1- South side only
SE	Seven Sisters - South Grove N15	South grove N15	From School Entrance to StAnns Road N15	1 East side only
SE	Stamford Hill - Berkeley Road N15	Berkeley Road N15	From Vartry Road to Seven Sisters Road	1 - South side only
SE	The Green - Somerset Road N17	Somersett Road N17	From School Entrance to High Road N17	1 South side only
SE	Welbourne Stainby Road N15	Stainby road N15	From School Entrance to Monument Way	1 - East side only
SE	John Loughborough - Holcombe Road N17	Holcombe Road N15	Holcombe Road footpath North Side from School Entrance to High Road N17 including foopath from Circular Road to stoneleigh Road	More than 1 footpath
SE	Park View Acadamy (PVA) - Langham Road N15	Langham Road N15	From school entrance to West Green Road	1 East side only
SE	Chestnuts Black Boy Lane N15	Black Boy Lane N15	From West Green Road to St Anns Road	1- West side only

SE	Earlsmead - Broad Lane N15	Wakefield Road N15	From School Entrance on Wakefield Road to Broad Lane	1- West side only
SE	St Johns Vianney - Stanley Road N15	Stanley Road N15	From School Entrance to West Green Road	1- East side only
SE	St Mary's RC - Hermitage Road N15	Hermitage Road N15	From school entrance to StAnns Road	1- East side only


N10
N8
N6
N4
N17
PARK

APPENDIX N – SALT BIN LOCATIONS

Existing grit bin locations

Site Number	Number of bins on site	Location of bins on site
1	1	ALEXANDRA PARK RD N10 J/W WINDERMERE RD N10
2	1	BEDFORD RD N22 BY BUS STOP NEAR TRAIN STATION
3	1	BEDFORD RD N22 BY FOOTPATH TO TRAIN STATION
4	1	BOUNDS GREEN RD N11 J/W RHYS AVENUE N11
5	1	CHESTNUT RD N15 NEAR J/W HIGH RD N15
6	1	CHOMLEY CRESCENT N6 J/W CHOMLEY PARK N6
7	1	CHURCH CRESCENT N10 OPP HOUSE NUMBER 34
8	1	COMPTON CRESCENT N17 J/W WHITEHART LANE N17
9	1	COPPETTS RD N10 J/W CREIGHTON AVENUE N10
10	1	CRANBOURNE RD N10 J/W CURZON RD N10
11	1	CRANLEY GARDENS N10 J/W CONNAUGHT GARDENS N10
12	1	CREIGHTON AVENUE N10 O/S HOUSE NUMBER 20
13	1	CRESCENT RD N8 J/W AVENUE RD N6

14	1	CROMWELL AVENUE N6 J/W WINCHESTER PLACE N6
15	1	CROUCH HALL RD N8 J/W COOLHURST RD N8
16	1	CROWLAND RD N15 J/W HIGH RD N15
17	1	DASHWOOD RD N8 NEAR J/W FERME PARK N8
18	1	DASHWOOD RD N8 NEAR J/W WOMERSLEY RD N8
19	1	DOWNHILLS PARK RD N17 OPP WALPOLE RD N17
20	1	DOWNHILLS WAY N17 OPP WALPOLE RD N17
21	1	EVERINGTON RD N10 J/W BARRENGER RD N10
22	1	FARRER RD N8 NEAR J/W PRIORY RD N8
23	1	GORDON RD N11 O/S BELMONT COURT
24	1	GREENLANES N22 O/S TURNPIKE LAND TUBE STATION
25	1	GROVELANDS RD N15 J/W LEMSFORD CLOSE N15
26	1	HAPSTEAD LANE N6 OPP KENWOOD ENTRANCE
27	1	HARINGEY RD N8 J/W MIDDLE LANE N8
28	1	HIGH STREET HORNSEY N8 J/W CHURCH LANE N8

29	1	HIGH RD N17 NEAR J/W PAXTON RD N17
30	1	HIGH RD N22 O/S LIBRARY EAST SIDE
31	1	HIGH RD N22 O/S LIBRARY WEST SIDE
32	1	HIGH RD N22 O/S TESCO EXSPRESS
33	1	HORNSEY LANE N8 BY CROUCHEND HILL N8
34	1	HORNSEY LANE GARDENS N6 J/W HORNSEY LANE N8
35	1	INDERWICK RD N8 NEAR J/W RIDGE RD N8
36	1	JACKSONS LANE N6 BY SOUTHWOOD LANE RD N6
37	1	KINGSLEY PLACE N6 J/W SOUTHWOOD AVENUE N6
38	1	KINGSLEY PLACE N6 OPP HOUSE NUMBER 23
39	1	LANDROCK RD N8 J/W FERME PARK N8
40	1	LANGHAM RD N15 J/W BELMONT RD N15
41	1	LEINSTER RD N10 J/W CRANLEY GARDENS N10
42	1	LORDSHIP LANE N17 J/W WALTHOFF AVENUE N17
43	1	MARRIOT RD N10 J/W COPPETS RD N10

44	1	MAYFIELD RD N8 J/W RIDGE RD N8
45	1	MIDDLE LANE N8 OPP GROVE HOUSE RD N8
46	1	MONTENOTTE RD N8 OPP HOUSE NUMBER 4
47	1	MOUNT PLEASANT RD N17 J/W THE AVENUE N17
48	1	MOUNT PLEASANT VILLAS N4 J/W MOUNT VIEW RD N4
49	1	MUSWELL HILL RD N10 O/S HOUSE NUMBER 178
50	1	MUSWELL HILL ROAD N6 J/W ARCHWAY ROAD N6
51	1	MUSWELL HILL N10 NEAR GROSVENOR GARDENS N10
52	1	MUSWELL HILL N10 BY BUS TERMINUS
53	1	NELSON RD N8 J/W RIDGE RD N8
54	1	NORTH HILL N6 OPP BROADLANDS RD N6
55	1	NORTH HILL N6 NEAR J/W CHURCH RD N6
56	1	NORTH RD N6 O/S HIGHGATE SCHOOL
57	1	NORTH RD N6 O/S GRIMSHAW CLOSE
58	1	NORTHUMBERLAND PARK N17 J/W HIGH RD N7

59	1	PAGES HILL N10 J/W PAGES LANE N10
60	1	PAGES LANE N10 OPP CRIEGHTON AVENUE N10
61	1	PALACE GATES RD N22 J/W ALEXANDRA PARK RD N22
62	1	PARK AVENUE SOUTH N8 J/W PARK RD N8
63	1	PARK RD N8 O/S RAMSEY COURT
64	1	PRIORY GARDENS N6 J/W SHEPHERDS HILL N6
65	1	PRIORY RD N8 OPP HOUSE NUMBER 36
66	1	RAVENSTONE RD N8 J/W HORNSEY PARK RD N8
67	1	REDSTONE RD N8 J/W PRIORY RD N8
68	1	RIBBLESDALE RD N8 J/W TOTTENHAM LANE N8
69	1	RISLEY AVENUE N17 J/W TOPHAM SQUARE
70	1	SEVEN SISTERS RD N15 NEAR J/W BERKELEY RD N15
71	1	SHEPHERDS CLOSE N6 NEAR J/W SHEPHERDS HILL N6
72	1	SHEPHERDS HILL N6 J/W ARCHWAY RD N6
73	1	SHELDON AVENUE N6 J/W HAMPSTEAD LANE N6

74	1	SHELDON AVENUE N6 NEAR HOUSE NUMBER 50
75	1	SOMERSET GARDENS N6 J/W KINGSLEY PLACE N6
76	1	SOUTH CLOSE N6 J/W MUSWELL HILL RD N6
77	1	SOUTHWOOD AVENUE N6 N/T HOUSE NUMBER 22
78	1	SPRINGFIELD AVENUE N10
79	1	ST ALBANS CRESCENT N22 J/W LORDSHIP LANE N22
80	1	STOREY RD N6 J/W GASKELL RD N6
81	1	THE PARK N6 OPP BLOOMMFIELD RD N6
82	1	THE ROUNDWAY N17 J/W WALTHEOFF GARDENS N17
83	1	THE ROUNDWAY N17 O/S HOUSE NUMBER 28
84	1	THE ROUNDWAY N17 J/W LORDSHIP LANE N22
85	1	TOTTENHAM HALE STATION BY STEPS ON FERRY LANE
86	1	TUNNEL GARDENS N11 J/W WROXHAM GARDENS N11
87	1	TURNPIKE LANE N8 NEAR J/W ALEXANDRA RD N8
88	1	TURNPIKE LANE N8 NEAR J/W VERNON RD N8

89	1	WAVERLEY RD N8 J/W CROUCHEND HILL N8
90	1	WESTBURY AVENUE N22 J/W HAWKE PARD RD N22
91	1	WESTON PARK N8 J/W CROUCHEND BROADWAY N8
92	1	WHITEHART LANE N17 O/S ST GERORGES IND ESTATE
93	1	WHITEHART LANE N17 O/S NUMBER 555
94	1	WHITEHART LANE N17 J/W RIVULET RD N17
95	1	WHITEHART LANE N17 J/W PERTH RD N17
96	1	WOLSELEY RD N8 J/W COOLHURST RD N8
97	1	WOLSELEY RD N8 NEAR J/W PARK RD N8
98	1	WOODVALE N6 O/S HOUSE NUMBER 81
99	1	WOODFIELD WAY N11 NEAR HOUSE NUMBER 47
100	1	HIGH RD JUNCTION MONUMENT WAY N17
101	1	BRUCE GROVE JUNCTION LORDSHIP LANE N17
102	1	COPPETTS RD N10 J/W CREIGHTON AVENUE N10
103	1	GREAT NORTH RD O/S DORAN COURT N6

New grit bin locations proposed for 2010/11

Priority	Outcome of inspection	Street	Location
High	Steep Footpath at the start of street	Barnard HiLL N10	Junction colney hatch lane N10
High	Steep Footpath at the start of street	Goodwyns Vale N10	Junction colney hatch lane N10
High	Steep Footpath all road	Durnsford rd N11	Junction & wroxham Gdns N11
High	Very Steep Footpath Gradient	Beattock Rise N10	Alongside Number 17
High	Steep Footpath Gradient	Albany Rd N4	Alongside 54a Next to brick wall
High	Steep Footpath Gradient	Oakfield rd N4	junction with Quernmore road N4
High	Steep Footpath Gradient	Denton Rd N8	Junction with Ridge Rd N8
High	Steep Footpath Gradient	Uplands Rd N8	Junction Ridge Rd N8
High	Steep Gradient at the start of street	Northwood Rd N6	Junction Homesdale Rd N6
High	Steep footpath Gradient	Hillfield park N10	Opposite number 39 by brick wall
High	Steep Footpath Gradient	tetherdown N10	Junction Pages Lane
High	Steep Footpath Gradient	Muswell rd n10	Junction with Methune park N10
High	Steep Footpath Gradient	st james lane N10	Junction with Muswll Hill Broadway N10
High	Steep Footpath Gradient	linden road N10	Opposite Number 12 by Brick wall
High	Steep Footpath Gradient	Muswell hill place N10	Opposite Number 15
High	Steep Footpath Gradient	Ellington Rd N10	Junction with Cranley Gardens N10
High	Steep Footpath Gradient	Onslow gardens N10	Junction With Muswll hill Road N10

High	Steep Footpath Gradient	Woodland rise N10	Junction With Connaught Gardens N10
High	Steep Footpath Gradient	woodland gardens N10	Opposite number 77 BY Brick Wall
High	Steep Footpath Gradient	Beresford road n8	Opposite number 1a By brick wall
High	Steep Footpath Gradient	Allison Road N8	outside number 75
High	Steep Footpath Gradient	Effingham road N8	Junction Wightman road N8
High	steep Footpath Gradient	Dukes Avenue N10	Junction with Roseberry Road N10
High	steep Footpath Gradient	The Avenue N10	Junction with Roseberry Mews
High	Steep Footpath Gradient	Donavan Avenue N10	Opposite Number 2 By Brick Wall
High	Steep Footpath Gradient	Muswell avenue	j/w alexandra park road
High	Steep Footpath Gradient	Northwood Road	claremont road
Priority	**Outcome of inspection**	**Street**	**Location**
Medium		Cromwell Avenue N6	Near Junction of Winchester Place N6
Medium		Middle Lane N8	Almost Opposite junction with Grove House Road
Medium		Mount Pleasant Road N17	By Junction With The Avenue N17
Medium		Risley Avenue N17	By junction with Topham Square N17
Medium	Slight Footpath Gradient	Greenham Rd N10	Junction colney hatch lane N10
Medium		Western rd depot N22	Car Park Area
Medium	Slight Gradient	Devonshire hill LaneN17	by Junction With Laburnam mews N17
Medium	Slight Gradient	Pemberton RD N4	by Junction with wightman rd N4
Medium	Slight gradient from Hawthorn rd	Nightingale Lane N8	by Junction North view rd N8
Medium	Slight Footpath Gradient	Cavell road n17	Junction with White hart Lane N17

Medium	Open space Back of Alexandra palace	Newland Road N8	Opposite Boyton road next to recycling Banks
Medium	Flat Suface area	campsfield road N8	Outside number 21 next to brick wall
Medium	Flat Suface area	boyton rd n8	Junction eastfield road N8
Medium	Slight Footpath Gradient	boyton close n8	Junction with Brook Road N8
Medium	Slight Footpath gradient	Metheun Park N10	Junction With Dukes Avenue N10
Medium	Slight Footpath gradient	Barrenger Rd N10	Opposite Number 117 By brick Wall
Medium	Slight Footpath Gradient	Hill Road N10	Junction With Everington Road N10

APPENDIX P – NETWORK RAIL GUIDANCE FOR LEVEL CROSSINGS.

Guidance on the application of Salt grit to level crossing surfaces and approaches.

Purpose

This guidance document is for distribution to Highway Authorities and their contractors that carry out
gritting operations over level crossing surfaces on Network Rail infrastructure. This document has been produced to work towards achieving the best practice for the safety of users of level crossings and the operability and maintenance of the infrastructure.

Gritting and level crossings

To achieve the best possible compromise we request that highway authorities and contractors that have level crossings on their gritting routes do not apply salt based grit from 12 metres to the nearest running rail both sides of the crossing when applying grit that is salt based.

The benefits of this approach are as follows;

- Not applying grit from a distance of 12mtrs to the nearest running rail both sides of the crossing will reduce (although not eliminate) the extent of corrosion and delays associated with track circuit failures.

- The grit carried over by the wheels of motor vehicles applies deposits with comparable effects on skid resistance and sufficient to prevent the icing over of level crossing surface systems without the saturation of the crossing surface system and track bed.

When this action is adopted the local Network Rail Operations Risk Control Co-ordinator should consider the provision of salt bins for pedestrians on an individual crossing basis.

Alternative measures, including alternatives to salt based products and application measures have been considered, out of all methods the one with the most positives and fewest negatives is that above, until alternative de-icer products become more widely applied by the highways authorities as standard for environmental reasons.

Level Crossing National Specialist Team,
Network Rail,
3c Hudson House,
York,
YO1 6HP

	Source of feedback	Detail of feedback	Response in Winter Service Plan
1	LBH – Head of Catering	Mattison Road and Pemberton Road iced over, difficulty delivering school meals	This was a problem because to conserve grit we had to stop gritting Priority 2 & 3 carriageways. Any school that is on a Priority 2 or 3 carriageway has been identified and listed separately in the revised plan. This is the new Priority 1B Carriageway category. If a snow event occurs in term time this list will be invoked to bring forward carriageway gritting for schools on Priority 2 or 3 carriageways. This should prevent a similar problem re-occurring.
2	LBH - Supported Housing Team Leader	Problem with dial a ride and other gaining vehicle access to residential care home in Jellicoe Road, Cavell Road and Fryatt Road.	This was a problem because to conserve grit we had to stop gritting Priority 2 & 3 carriageways. Those on Priority 3 carriageways which include those named on this feedback were worst affected. All carriageways that were in the Priority 3 category that have Residential Care Homes have now been put into the Priority 2 Carriageway category.
3	Elderly resident in N22	Could the Council clear her pathway of snow and ice.	The Council is not responsible for clearing private pathways as part of its Highways Act obligations. The resident was referred to other Council services designed to support vulnerable people. Officers in Homes for Haringey, Parks, CYPS and Corporate Property Services have been advised that they need to have plans in place to deal with snow and ice within the premises they are responsible for. We will be providing general advice on the web-site to

			residents and drivers to help them cope with snow and ice conditions.
4	Resident in Allison Road	Please install a grit bin in Allison Road because it is quite steep. Please review priority of carriageway gritting of 'ladder' roads.	Site identified in Allison Road as a proposed Priority 1 grit bin installation location. 'Ladder' road carriageways were virtually all Priority 2 or 3. Several 'ladder' road carriageways have been re-categorised as Priority 1 due to weight of traffic carried or gradient.
5	Cllr. Lyn Weber	Please install a grit bin in Northwood Road because it is quite steep.	Site identified in Northwood Road as a proposed Priority 1 grit bin installation location.
6	Police / Head of Sustainable Transport	Problems for traffic attempting to pass between Wightman Road and Green Lanes along 'ladder' roads.	'Ladder' roads carriageways were virtually all Priority 2 or 3. Several 'ladder' road carriageways have been re-categorised as Priority 1 due to weight of traffic carried or gradient.
7	Cllr. Martin Newton	Please install grit bins at Dukes Avenue, Methuen Park, Donovan Avenue, Barringer Road, Hill Road, Greenham Road, Tetherdown, Muswell Rd, Kings Avenue, St. James Lane, Hillfield Park, Linden Road, Muswell Hill Place, Ellington Road, Onslow Gardens, Woodland Rise, Woodland Gardens, Beresford Road and Effingham Road.	Sites identified in these roads as proposed Priority 1, 2 or 3 grit bin installation locations.
8	Cllr. Alexander	Some 'ladder' roads have gradients which make them treacherous when iced over.	This was a problem because to conserve grit we had to stop gritting Priority 2 & 3 carriageways. 'Ladder' road carriageways were virtually all Priority 2 or 3. Several 'ladder' road carriageways have been re-categorised as Priority 1 due to

			weight of traffic carried or gradient.
9	Cllr. Canver and resident of the Gardens area off Green Lanes	Non-specific request to install grit bins in Gardens area.	The Gardens area is flat. There were no locations found in the Gardens area where it was considered a priority for installing grit bins.
10	Cllr. Canver, St.Ann's and Harringay Area Assembly, 16th February 2010	Concern over gritting near schools	The revised Winter Service Plan recognises the importance of keeping schools open. Carriageways serving schools that are usually categorised Priority 2 or 3 have been identified in a new category called Priority1B Carriageways. In the event of heavy snow fall during term time Priority 1B will be invoked to speed up carriageway gritting near schools, this work will follow immediately after Priority 1 Carriageway gritting has been completed. Footpaths serving schools have been identified in a category called Priority 2 Pavements. Again, this will be invoked in term time as required by weather conditions.
11	Deputy Director CYPS	Please prioritise gritting for schools.	See 10 above.
12	Cllr Reid, Resident and Hornsey & Stroud Green Area Assembly of 9th March 2010	Suggested roads for sites of new grit bins: Newland Road, Boyton Road, Boyton Close, Harvey House, Pembroke Road, Audley House, Newland Road near Nightingale Lane. There are no grit bins north of High Street	This request relates to grit bins suggested for the Campsbourne estate and has been passed to Homes for Haringey officers for consideration. 5 sites have been identified north of High Street as proposed Priority 1, 2 or 3 grit bin installation locations, these are North View Road, Newland Road, Campsfield Road, Boyton Close and Boyton Road.

		Roads designated Town Centre and therefore top priority include Brook Rd, Boyton Rd and Nightingale Lane. Brook Rd is not Town Centre.	These roads are Priority 1 for pavement gritting as they serve Residential Care Homes. Residential Care Homes are treated as Priority 1 along with Town Centres and are gritted on the same schedules.
		Why does Park Avenue South have 2 grit bins (1 at each end) and designated Priority 1? What makes this road so important?	Park Avenue South meets the criteria for being placed in Priority 1 Carriageways due to gradient and weight of traffic although it is acknowledged as being towards the lower end of the Priority 1 category overall The grit bins in Park avenue South have been there for some time. There are no plans to remove them at the moment.
		Why are these roads Priority 2? (Farrer Road, Hillfield Avenue, Lightfoot Road, Rectory Gardens)	These roads are categorised Priority 2 Carriageways as they carry moderate levels of traffic and/or have slight gradients.
		How are Boyton and Brook Rd designated Priority 3 when they are also classified as Town Centres for top priority gritting?	Boyton and Brook Roads have been moved to Priority 2 Carriageways due to there being Residential Care Homes on them. The same principle has been applied to all Residential Care Homes that were on Priority 3 Carriageways.
		The exposed E/W Newland Road facing north which gets severely iced up with every snowfall and thaws much later than many roads effectively trapping pedestrians and	Newland Road has been moved up from Priority 3 to Priority 2 for carriageway gritting as a means to access Residential Care Homes. It is also warranted to do this due to exposure. The pavement of Newland Road does not have specific risk factors that would place it in either Priority 1 or 2 for pavement

		drivers.	gritting. It would be gritted to support completion of refuse and recycling collections as Priority 3 pavement gritting.
		Campsbourne Estate has low priority despite the only 2 roads out of the estate (Boyton Road and Nightingale Lane) not getting gritted and only some patches of the pavement in Nightingale Lane.	The following roads surrounding Campsbourne Estate have been moved up from Priority 3 to Priority 2 Carriageways: Boyton Road, Brook Road, Newland Road and Nightingale Lane. Pavements of Boyton Road, Brook Road and part of Nightingale Lane are Priority 1 for pavement gritting. The remainder of Nightingale Lane is Priority 2 for pavement gritting due to the schools at the end.
		Both Boyton Rd and Nightingale Lane are on steep slopes with limited sun/light (both run N/S) and are exposed to the open area of Ally Pally to the north.	The responses immediately above cover the issues raised in this feedback.
		The footpath from Campsfield Rd across Boyton Close to Pembrook Rd is also (in part) on a step incline and freezes up like a ski slope leaving residents with no way off the estate safely.	These pavements do not have specific risk factors that would place them in either Priority 1 or 2 for pavement gritting nor as Priority 3 gritting to support refuse and recycling collections. They would be gritted as Priority 4.
		There are no grit bins on the Campsbourne estate for residents to use themselves.	This feedback has been passed to Homes for Haringey officers to consider.
13	Resident	Please install a grit bin at Northwood Road junction with	Site identified as proposed Priority 1 grit bin installation location.

		Claremont Road	
14	Resident	Please install grit bins in Barnard Hill, Goodwyn's Vale, Wilton Rd, Greenham Road and Muswell Avenue N10.	Sites identified in these roads as proposed Priority 1, 2 or 3 grit bin installation locations.
15	Cllr. Gorrie	Nightingale Lane is listed as a Priority 3 Carriageway but it is the only access for Campsbourne Primary School and the only access route for North View Road, South View Road, Beechwood & Hawthorn Roads.	Nightingale Lane has been moved to a Priority 2 Carriageway for general gritting purposes. In the event of snow fall during school term time Nightingale Lane would be treated as a Priority 1B Carriageway immediately after Priority 1 Carriageways have been completed. Pavements leading to all schools have been identified and categorised as either Priority 1 or 2.
16	Cllr Reid, Chair of Rathcoole Gardens Residents' Association	Consideration should be given to grit bins that covers the area between Rathcoole Avenue and Inderwick Roads, Rokesly Avenue down to Elder Avenue.	The is already one grit bin in each of these roads in that area, Inderwick Road, Mayfield Road and Nelson Road. Two potential new sites have been identified as proposed Priority 1, 2 or 3 grit bin installation locations at Denton Road and Uplands Road.
17	Resident	Cholmeley Crescent and Northwood Road pavements should be gritted as a priority.	The pavements of Cholmeley Crescent and Northwood Road do not have specific risk factors that would place them in either Priority 1 or 2 for pavement gritting. They would be gritted to support completion of refuse and recycling collections as Priority 3 pavement gritting.
18	Cllr Wilson	Please install grit bins in Oakfield Road, Denton Road, Uplands Road, Mount Pleasant Crescent, Woodstock Road and Albany Road.	Sites identified in these roads as proposed Priority 1, 2 or 3 grit bin installation locations.

19	Cllr Engert	'Forgotten grit bin'.	A grit bin was found dumped and broken at the exit of Muswell Hill car park. It was not on the recognised grit bin list and does not appear to have been placed in situ by the Council. The grit bin was removed.
20	Cllr Newton	Damaged grit bin bottom of Muswell Hill. Officers agreed to look at a dilapidated grit bin at the bottom of Muswell Hill.	This bin was not owned by the council and has now been removed.

Agenda Item 11

Haringey Council

Overview and Scrutiny Committee – Cllr Bull

4th October 2010

Report Title: **Planning Obligations (Section106 Agreements):**

The Purpose of S106 Agreements, Haringey Policy, the Flow of S106 Benefits/Funding 2005-2010 and the Development of a new Community Infrastructure Levy by 2014

Report of: Director of Environment and AD Planning and Regeneration

Contact Officer : Marc Dorfman

Email: marc.dorfman@haringey.gov.uk Tel: 0208 489 5538

Wards(s) affected: ALL	Report for: **Non-Key Decision**

1. Purpose of the report (That is, the decision required)

1.1. The purpose of the report is to update the Overview and Scrutiny Committee on Haringey's Section106 (S106) policy and guidance, the S106 agreements signed and administered between 2005-2010 by the Planning and Regeneration Service, and the distribution of the S106 funds ave been received by the Council.

2. Introduction by Cabinet Member Planning and Regeneration

2.1. Since records and S106 agreements were regularly recorded (1990/2000) 131 planning obligation agreements (S106 agreements) have been signed for developments granted planning permission. The total potential value of these agreements is over £25m. Received to date funds are £10.3m. £7.7m has been spent and £2.5 m remains to be spent of which £0.5m is Planning Management funds.

2.2. This report provides the Committee with an update on the management and administration of the planning obligation responsibilities. It also shows:

- the flow of funds since 1990/2000 : There was a high influx of funds in 2007/08 and a significant slow down since then because of the impact of the economic downturn on development in the borough.
- the geographic spread of S106 development sites and spend locations by ward since 2005: This shows that the focus of spend is in the east of the Borough where there are more development opportunities and regeneration areas and the.
- range of service/benefit headings benefiting from planning obligation funds.

2.4 At Appendix 4 the report sets out Haringey policy on S106 agreements and at Appendix 5 it provides an introduction to the likely new legislative changes which are partly in place now.

3. State link(s) with Council Plan Priorities and actions and /or other Strategies:

3.1. Planning Obligation and S106 Agreements support all elements of the Haringey Unitary Development Plan, the Haringey Sustainable Community Strategy and a number of related Strategies and plans including transport, parks and leisure, education and community facilities.

4. Recommendations

4.1 Overview and Scrutiny Committee notes the report

5. Reason for recommendation(s)

5.1. To review the progress of S106 Agreement work and learn about new national policy on the community Infrastructure levy.

6. Other options considered None

7. Summary

7.1. Since records and S106 agreements were regularly recorded (1990/2000) 131 planning obligation agreements (S106 agreements) have been signed for developments granted planning permission. The total potential value of these agreements is over £25m. Received to date funds are £10.3m. £7.7m has been spent and £2.5 m remains to be spent of which £0.5m is Planning Management funds.

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- the geographic spread of S106 development sites and spend locations by ward since 2005: This shows that the focus of spend is in the east of the Borough where there are more development opportunities and regeneration areas and the.
- range of service/benefit headings benefiting from planning obligation funds.

At Appendix 4 the report sets out Haringey policy on S106 agreements and at Appendix 5 it provides an introduction to the likely new legislative changes which are partly in place now.

8. Financial Comments

8.1 Section 106 monies represent an important source of funding to the Council. A significant proportion of the Capital programme is funded from S106 and this has become a more important source of funding as the recession severely impacts on the level of capital receipts available. The Council's regeneration aspirations also to some extend depend on the continued availability of S106 monies.

8.2 The recession also impacts on the amount of Section 106 money available, both in terms of the amount of new agreements coming forward and the timing of receipts from existing agreements where development trigger points have not been reached. This illustrates that whilst the Council should include expected S106 receipts in its forward planning, the lack of certainty with respect to timing of receipts mean that this money cannot be relied upon and financial planning must be sufficiently flexible to allow for this.

8.3 It is also important that the Council maintains sufficient resource to ensure that S106 monies are actively monitored, not just to check that all due funds are received but also to ensure that all received funds are utilised within appropriate timescales.

8.4 Legislation change means it is important for the Council to assess the opportunities around the creation of a Community Infrastructure Levy to ensure available funding is maximised both through the existing S106 process for affordable housing and via new plans and systems for other service areas. At this stage it is too early to determine whether the introduction of a CIL will increase the total level of funding available.

9. Head of Legal Services Comments

9.1. Section 106A of the Town and Country Planning Act 1990 makes provision for a developer to apply for an obligation contained in an s106 agreement to

be modified or discharged. Such an application cannot be made until 5 years after the agreement has been signed. Where the Council is of the opinion that the obligation serves no useful purpose, or it could serve the purpose equally well if it had effect subject to the modification, then the Council must discharge or modify the obligation. It should be noted that the developer has a right of appeal to the Secretary of State against the Council's decision. Where s106 contributions remain unspent beyond 5 years it may be possible for the developer to argue that an obligation serves no useful purpose, and therefore the Council should avoid holding unspent contributions for lengthy periods of time.

9.2. The Council can currently enter into legal agreements or 'planning obligations' with developers under section 106 of the Town and Country Planning Act 1990. The Community Infrastructure Levy (CIL) Regulations introduced in April 2010 sets out how local authorities can move from the current planning obligation system (collected via S106 agreements) to the new tariff style charge.

9.3. Charging schedules will be a new type of document within the folder of documents making up the local authority's Local Development Framework but do not form part of the statutory development plan.

9.4. The Council as charging authority to:

- prepare and publish a "charging schedule" which will set out the rates of CIL which will apply in the authority's area
- apply the CIL revenue it receives to funding infrastructure to support the development of its area, and;
- Report to the local community on the amount of CIL revenue collected, spent and retained each year.

9.5 Section 106 planning obligations may still be used when CIL is introduced, and they *must* continue to be used to secure affordable housing. However, a planning obligation which goes beyond the statutory justification tests set out in the paragraph below must not be a reason to grant planning permission.

9.6 The statutory justification tests for a planning obligation as set out in the Community Infrastructure Levy Regulations 2010 are as follows:

(a) the obligation must be necessary to make the development acceptable in planning terms;
(b) the obligation must be directly related to the development; and
(c) The development must be fairly and reasonably related in scale and kind to the development.

9.7 In addition, from 6 April 2014 or on the date that a charging authority's

first charging schedule takes effect, whichever is earlier, local planning authorities may not pool more than five individual planning obligation contributions towards infrastructure that is capable of being funded by CIL.

9.8 It should also be noted that where a charging schedule is in effect, no planning obligation can constitute a reason for permission if it provides or funds "relevant infrastructure". If an authority wishes to fund some infrastructure by s106 agreements (other than affordable housing), there must be a list of "relevant infrastructure" and that particular infrastructure must not be on it.

10. Head of Procurement Comments – [Required for Procurement Committee]

10.1. None required

11. Equalities & Community Cohesion Comments

11.1 S106 Agreements are based on planning policy which was adopted in 2006 following Haringey's Unitary Development Plan (UDP) public Inquiry. The UDP was subject to extensive community consultation and complied with all regulations at the time and was supported by the Planning Inspectorate at the public inquiry.

11.2 As can be seen from the location analysis in Appendix 2, most S106 funds are spent where there are major development opportunities and where the borough has its greatest regeneration needs.

12. Consultation

12.1 None, as this is an update and monitoring report

13 Use of appendices /Tables and photographs

Appendices

1a- Pre 2005 and 2005-10 year by year profile of agreements negotiated
1b- Profile of S106 monies spent by obligation type
2- 2005-10 Geographical and Financial Analysis
3- 2005-10 Status of implemented and un-implemented S106 agreements
4 - LB Haringey adopted Supplementary Planning Guidance on Planning Obligations
5 – Introduction to the new Community Infrastructure Levy

14 Local Government (Access to Information) Act 1985

- No exemptions

15. Details of the Report

15.1 The key information in this report is contained in the Appendices. There are three appendices which relate to the utilisation and distribution of S106 agreements in the borough.

15.2 Appendix 1 mainly provides the financial profile of those S106 agreements signed each year from 2005-2010 and their subsequent performance to date – and as a block Pre 2005 is also included.

15.3 Appendix 2 shows the actual in-year spend profile for S106 monies. The tables and diagrams show the breakdown of the projects supported by the S106 funds and the agreements from which these projects are /will be funded. The diagrams show the location of the developments with S106 agreements attached against the locations of the projects and schemes benefiting from these agreements. In most cases, the S106 benefits are on or near the development site from which they were triggered. However, there are cases where benefits are distributed in a wider area, such as contribution for schools. The maps and tables in Appendix 2 show the geographical distribution of expenditure by obligation type in relation to the development site.

15.4 Appendix 3 provides tables and maps focusing on S106 monies which are received but not yet spent.

15.5 Haringey's Supplementary Planning Guidance SPG 10a on Planning Obligations is attached as Appendix 4. The SPG sets out the framework for negotiating planning obligation (S106 contribution) from developments. The Planning Committee decides on how S106 funds will be spent according to national and local Planning Policy.

15.6 Implementation of spending is decided as follows:

- The planning application process will often identify specific impact needs that the S106 must pay for (e.g yellow lines; specified footway improvements). These funds will then be given to the relevant council services to deliver.
- The planning application process will some times identify general improvements (e.g increase in public open space/improvement in public open space; education improvement; affordable housing contribution). These will also be given to the relevant council service to deliver either through a one off project or as part of an existing programme

- As each planning application is processed, (sometime through the pre application process) internal consultation with Council Services, consultation with statutory consultees and neighbourhood consultation will throw up ideas and proposals for S106 headings covered in SPG 10a. Over time this process has led to some services developing improvement and project programmes that can be supported by S106, (e.g the education pool). Particularly in respect of unspent general improvement funds – the Planning Service will contact the relevant council services and ask them to development a project
- Key Planning S106 tests are : "Relevant to Planning; Related to the proposed development and Fairly and reasonably related in scale and kind to the proposed development"
- Lead responsibility for negotiation on all S106 lies with the Planning Service. This service understands the importance of primarily bringing forward good development and ensuring that S106 requests do not make the proposal economically unviable and that they are only negotiated on schemes that are in principle policy compliant. Since the recession began in 2007/08 and the S106 Regulation change in April 2010, the Planning Service has been careful to only focus on negotiations on key impacts/site compliance and community infrastructure and less on general improvement categories such as "environmental improvements" since scheme viability is now critical and meeting the statutory obligation tests are now much more focused.
- Assistant Director (AD) of Planning and Regeneration has delegated power to allocate S106 funds. The AD and his staff ensure the spend meets government guidance, Haringey SPG guidance and the terms of the specific legal agreement. Planning staff do not release funds until an appropriate project and cost details are presented by the council services allocated the funding.
- Responsibility for developing projects, carrying out any necessary public consultation and securing authorisation to spend rests with the Council Services who spend the S106 funds.

15.7 Appendix 5 provides an introduction to the new Community Infrastructure Levy (CIL) published in April 2010. The Council will be assessing how it will move to a CIL system in the future to comply with the Government guidelines.

16. Conclusions

16.1 In conclusion, the Council is performing well the managing of the S106 Programme. At present, there is some uncertainty on the implementation of a number of planning permissions due to the economic downturn. Planning service do not release funds until an appropriate project and cost details are presented by the Council Services allocated the funding. There may be

delays in spending the S106 funds where the funds are pooled and the projects rely on external funding for development and completion in addition to S106 funds.

Appendix 1,2,3,4- See attached separately

Appendix 5 – Introduction to the new Community Infrastructure Levy

The last Government changed the planning regulations to deal with development impact and planning for community infrastructure in April 2010. The regulations are in place but there is no clear response from the Coalition Government if it will continue with the recent changes. It is likely the Council will continue with work to take advantage of the new powers because they represent good town planning and corporate planning processes. The recent new changes propose:

S106 - Reduction in S106 agreements and their use to be narrowed to be used only for "site compliance" and affordable housing

Community Infrastructure Levy (CIL) - Creation of a mandatory development levy system that would be charged on all new net floorspace, (both residential and non residential) above a threshold to contribute towards necessary supporting physical community infrastructure as set out and agreed in the LDF Community Infrastructure Plan. This levy would be a standard charge, (typically £3-18k per new home) and it would be a criminal offence not to pay it. Its level would be tested at a public inquiry and it should be "reasonable" and not prevent from coming forward. It is supposed to only "contribute" to new essential infrastructure – therefore other funding by providers need to be accurately identified and assessed. The levy may be able to be "borrowed against" and there is a viability exemption – but this is discretionary, in the hands of the LPA and there is no appeal, (just the prospect of the scheme not going ahead). The Local Planning Authority can set a varying levy (areas and development to which it is applicable). To benefit from such a Levy it must be in place by 2014. The Council will consider setting up a Levy in 2010.

Appendix 1

Section 106 Monitoring – Overview to date

Budget Breakdown

Year	No of Signed Agreements	Agreements Not Implemented	Value Negotiated	Received (to date)	Not Received	Spent (to date) from Received Funds	Received & Not Allocated (including Admin)	Received Admin Contributions	Total Not Allocated (excluding Admin)
Pre 2005	26	12	4,338,325.10	4,196,514.79	141,810.31	3,166,366.44	1,030,148.35	10,000.00	1,020,148.35
2005-06	26	9	3,005,565.69	2,171,053.09	834,512.60	1,981,855.48	189,197.61	47,197.61	142,000.00
2006-07	20	7	1,714,684.71	1,408,155.18	306,529.53	1,304,522.13	103,633.05	35,133.36	68,499.69
2007-08	25	5	10,900,302.65	2,211,851.72	8,688,450.93	1,319,957.74	891,893.98	442,495.55	449,398.43
2008-09	19	18	2,730,504.00	13,522.00	2,716,982.00	0.00	13,522.00	3,522.00	10,000.00
2009-10	16	12	3,128,036.14	380,100.81	2,747,935.33	0.00	380,100.81	37,000.00	343,100.81
Total	132	63	25,817,418.29	10,381,197.59	15,436,220.70	7,772,701.79	2,608,495.80	575,348.52	2,033,147.28

From the pre-2005 agreements £1.02m remains. £1m derives from the New River Village Agreement which is to be spent on social and community infrastructure in the Heartlands Regeneration Area.

Contributions "Not Received", indicated in the table above, show the figures deriving from Agreements which have either been superseded, the planning permission has expired, planning permission has not been implemented or contributions are outstanding.

Within 2007-2008 planning permission has been implemented for the development at Hale Village where contributions of £7.8m are still to be recovered. This is the only significant de fault scheme.

Wards Corner S106 is included even though the planning permission has been quashed. The S106 agreement stands for at least 5 years. It comprises £406,650 (Admin £9k, Education Pool £200k, Traffic Management Order £1k, Public Art £100k & Traders Sum £96,650). It remains in this analysis for 5 years and "not triggered". If a new permission is granted with a new S106 this will take the place of the quashed permission and extant S106

Appendix 1

Section 106 Monitoring – Overview July 2010

Breakdown by Infrastructure Type

Education

	Value Negotiated	Received	Not Received	Spent	Not Allocated
Pre 2005	444,262.80	324,014.79	120,248.01	324,014.79	0.00
2005/06	1,005,300.76	687,439.70	317,861.06	687,439.70	0.00
2006/07	1,157,281.22	914,519.28	242,761.94	914,519.59	-0.31
2007/08	1,705,873.74	1,412,364.17	293,509.57	1,133,715.74	278,648.43
2008/09	717,162.00	0.00	717,162.00	0.00	0.00
2009/10	1,612,753.14	242,100.81	1,370,652.33	0.00	242,100.81
Total	6,642,633.66	3,580,438.75	3,062,194.91	3,059,689.82	520,748.93

Education Site Specific

	Value Negotiated	Received	Not Received	Spent	Not Allocated
2005/06	154000	154,000.00	0.00	154,000.00	0.00
2007/08	1010000	0.00	1,010,000.00	0.00	0.00
2008/09	240000	0.00	240,000.00	0.00	0.00
Total	1,404,000.00	154,000.00	1,250,000.00	154,000.00	0.00

Environment (Site Specific)

	Value Negotiated	Received	Not Received	Spent	Not Allocated
Pre 2005	2,655,500.00	2,639,500.00	16,000.00	1,619,351.65	1,020,148.35
2005/06	413,109.86	233,958.32	179,151.54	141,958.32	92,000.00
2006/07	192,000.00	162,000.00	30,000.00	162,000.00	0.00
2007/08	5,581,800.00	71,800.00	5,510,000.00	51,800.00	20,000.00
2008/09	5,000.00	0.00	5,000.00	0.00	0.00
2009/10	225,000.00	0.00	225,000.00	0.00	0.00
Total	9,072,409.86	3,107,258.32	5,965,151.54	1,975,109.97	1,132,148.35

Environment Pool

	Value Negotiated	Received	Not Received	Spent	Not Allocated
2005/06	915,002.00	915,002.00	0.00	915,002.00	0.00
2006/07	25,164.12	20,000.00	5,164.12	20,000.00	0.00
Total	940,166.12	935,002.00	5,164.12	935,002.00	0.00

Appendix 1

Street Scene

	Value Negotiated	Received	Not Received	Spent	Not Allocated
Pre 2005	65,000.00	65,000.00	0.00	65,000.00	0.00
2005/06	172,000.00	75,000.00	97,000.00	25,000.00	50,000.00
2006/07	140,000.00	140,000.00	0.00	115,000.00	25,000.00
2007/08	2,108,585.00	272,000.00	1,836,585.00	122,000.00	150,000.00
2008/09	197,000.00	10,000.00	187,000.00	0.00	10,000.00
2009/10	534,375.00	100,000.00	434,375.00	0.00	100,000.00
Total	3,216,960.00	662,000.00	2,554,960.00	327,000.00	335,000.00

Car Free Developments

	Value Negotiated	Received	Not Received	Spent	Not Allocated
2006/07	400.00	200.00	200.00	200.00	0.00
2007/08	4,650.00	3,950.00	700.00	3,200.00	750.00
2008/09	4,000.00	0.00	4,000.00	0.00	0.00
2009/10	2,000.00	1,000.00	1,000.00	0.00	1,000.00
Total	11,050.00	5,150.00	5,900.00	3,400.00	1,750.00

Recreation

	Value Negotiated	Received	Not Received	Spent	Not Allocated
Pre 2005	20,000.00	20,000.00	0.00	20,000.00	0.00
2006/07	43,500.00	43,500.00	0.00	0	43,500.00
Total	63,500.00	63,500.00	0.00	20,000.00	43,500.00

Employment

	Value Negotiated	Received	Not Received	Spent	Not Allocated
2005/06	210,000.00	10,000.00	200,000.00	10,000.00	0.00
2006/07	75,000.00	60,000.00	15,000.00	60,000.00	0.00
Total	285,000.00	70,000.00	215,000.00	70,000.00	0.00

Affordable Housing

	Value Negotiated	Received	Not Received	Spent	Not Allocated
Pre 2005	925,000.00	925,000.00	0.00	925,000.00	0.00
2008/09	1,320,000.00	0.00	1,320,000.00	0.00	0.00
2009/10	635,000.00	0.00	635,000.00	0.00	0.00
Total	2,880,000.00	925,000.00	1,955,000.00	925,000.00	0.00

Appendix 1

Campsbourne Playscheme

	Value Negotiated	Received	Not Received	Spent	Not Allocated
2006/07	7,500.00	7,500.00	0.00	7,500.00	0.00
Total	7,500.00	7,500.00	0.00	7,500.00	0.00

Public Art

	Value Negotiated	Received	Not Received	Spent	Not Allocated
2008/09	100,000.00	0.00	100,000.00	0.00	0.00
Total	100,000.00	0.00	100,000.00	0.00	0.00

Traders Sum

	Value Negotiated	Received	Not Received	Spent	Not Allocated
2008/09	96,650.00	0.00	96,650.00	0.00	0.00
Total	96,650.00	0.00	96,650.00	0.00	0.00

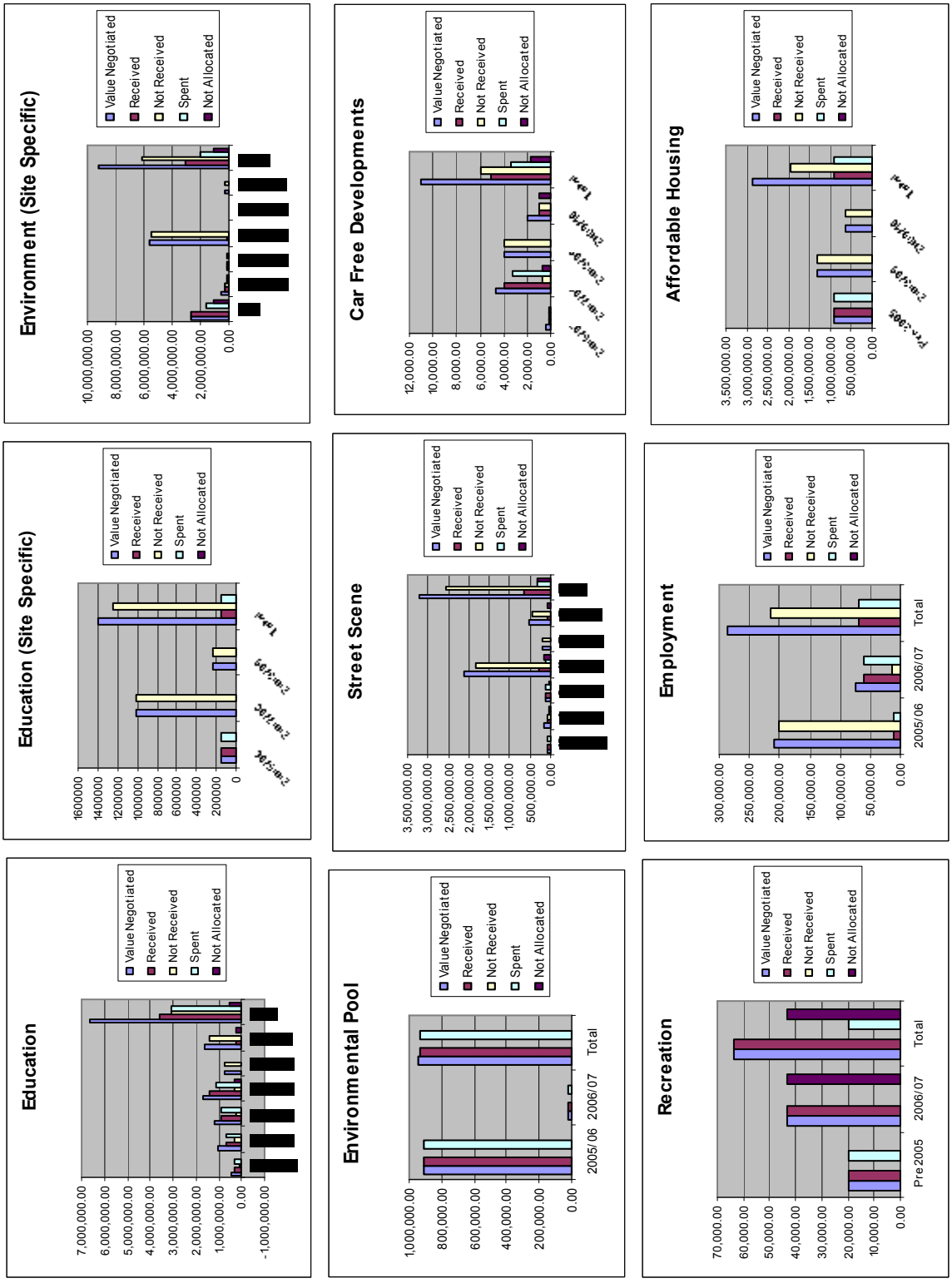
Admin & Monitoring

	Value Negotiated	Received	Not Received	Spent	Not Allocated
Pre 2005	228,562.30	223,000.00	5,562.30	213,000.00	10,000.00
2005/06	136,153.07	95,653.07	40,500.00	48,455.46	47,197.61
2006/07	73,839.37	60,435.90	13,403.47	25,302.54	35,133.36
2007/08	489,393.91	451,737.55	37,656.36	9,242.00	442,495.55
2008/09	50,692.00	3,522.00	47,170.00	0.00	3,522.00
2009/10	118,908.00	37,000.00	81,908.00	0.00	37,000.00
Total	1,097,548.65	871,348.52	226,200.13	296,000.00	565,348.52

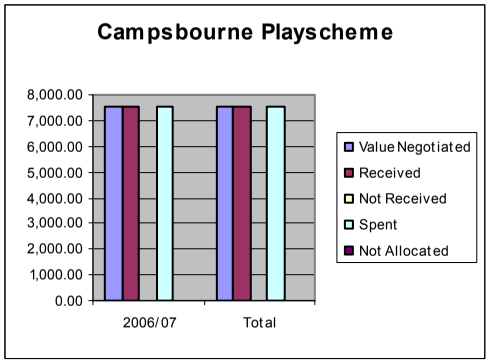
Summary

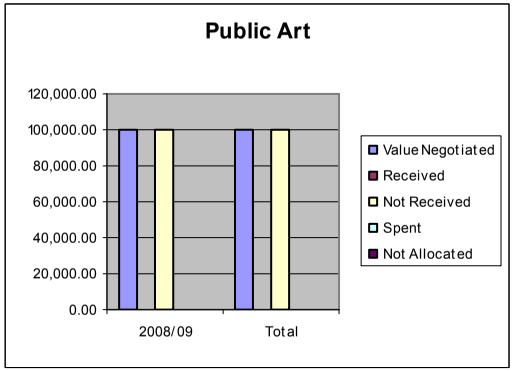
	Value Negotiated	Received	Not Received	Spent	Not Allocated (including Admin)	Minus Admin Not Spent	Total Not Allocated (exluding Admin)
Pre 2005	4,338,325.10	4,196,514.79	141,810.31	3,166,366.44	1,030,148.35	10,000.00	1,020,148.35
2005-06	3,005,565.69	2,171,053.09	834,512.60	1,981,855.48	189,197.61	47,197.61	142,000.00
2006/07	1,714,684.71	1,408,155.18	306,529.53	1,304,522.13	103,633.05	35,133.36	68,499.69
2007/08	10,900,302.65	2,211,851.72	8,688,450.93	1,319,957.74	891,893.98	442,495.55	449,398.43
2008/09	2,730,504.00	13,522.00	2,716,982.00	0.00	13,522.00	3,522.00	10,000.00
2009/10	3,128,036.14	380,100.81	2,747,935.33	0.00	380,100.81	37,000.00	343,100.81
Total	**25,817,418.29**	**10,381,197.59**	**15,436,220.70**	**7,772,701.79**	**2,608,495.80**	**575,348.52**	2,033,147.28

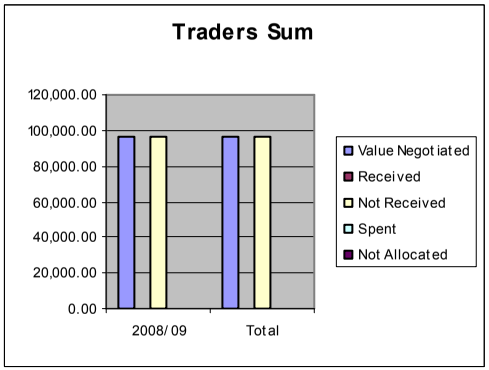
Appendix 1

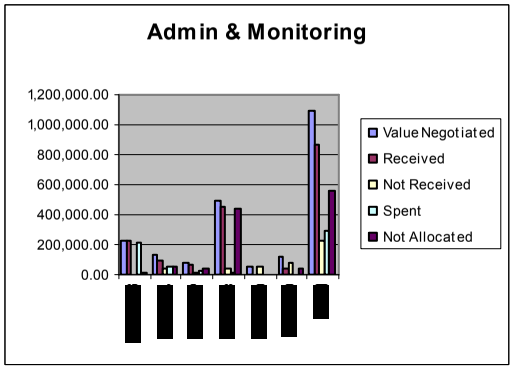

Environment (Site Specific)
Car Free Developments
Affordable Housing
Education (Site Specific)
Street Scene
Employment
Education
Environmental Pool
Recreation
Value Negotiated
Received
Not Received
Spent
Not Allocated
Total

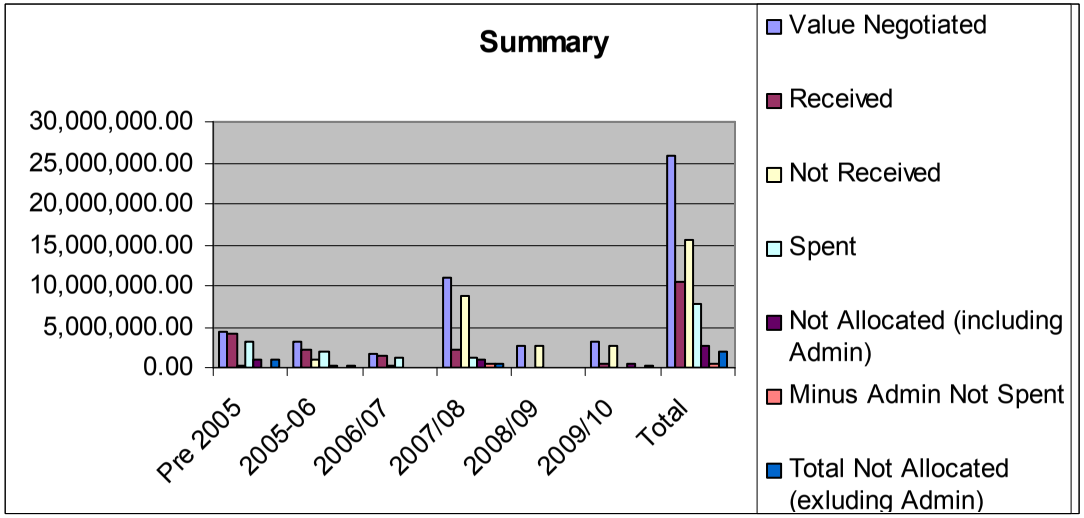
Appendix 1


Campsbourne Playscheme
8,000.00
7,000.00
6,000.00
5,000.00
4,000.00
3,000.00
2,000.00
1,000.00
0.00
2006/07
Total
Value Negotiated
Received
Not Received
Spent
Not Allocated


Public Art
120,000.00
100,000.00
80,000.00
60,000.00
40,000.00
20,000.00
0.00
2008/09
Total
Value Negotiated
Received
Not Received
Spent
Not Allocated


Traders Sum
120,000.00
100,000.00
80,000.00
60,000.00
40,000.00
20,000.00
0.00
2008/09
Total
Value Negotiated
Received
Not Received
Spent
Not Allocated


Admin & Monitoring
1,200,000.00
1,000,000.00
800,000.00
600,000.00
400,000.00
200,000.00
0.00
Value Negotiated
Received
Not Received
Spent
Not Allocated


Summary
30,000,000.00
25,000,000.00
20,000,000.00
15,000,000.00
10,000,000.00
5,000,000.00
0.00
Pre 2005
2005-06
2006/07
2007/08
2008/09
2009/10
Total
Value Negotiated
Received
Not Received
Spent
Not Allocated (including Admin)
Minus Admin Not Spent
Total Not Allocated (exluding Admin)

Appendix 1

Budget Summary

Financial Benefit	2004/05			2005/06			2006/07			2007/08		
	Received	Spent	**Not Allocated**	Received	Spent	**Not Allocated**	Received	Spent	**Not Allocated**	Received	Spent	**Not Allocated**
Admin & Monitoring	223,000.00	213,000.00	**10,000.00**	95,653.07	48,455.46	**47,197.61**	60,435.90	25,302.54	**35,133.36**	451,737.55	9,242.00	**442,495.55**
Education Pool	324,014.79	324,014.79	**0.00**	687,439.70	687,439.70	**0.00**	914,519.28	914,519.59	**-0.31**	1,412,364.17	1,133,715.74	**278,648.43**
Education (Site Specific)	0.00	0.00	**0.00**	154,000.00	154,000.00	**0.00**	0.00	0.00	**0.00**	0.00	0.00	**0.00**
Environment Pool	0.00	0.00	**0.00**	915,002.00	915,002.00	**0.00**	20,000.00	20,000.00	**0.00**	0.00	0.00	**0.00**
Environment (Site Specific)	2,639,500.00	1,619,351.65	**1,020,148.35**	233,958.32	141,958.32	**92,000.00**	162,000.00	162,000.00	**0.00**	71,800.00	51,800.00	**20,000.00**
Street Scene	65,000.00	65,000.00	**0.00**	75,000.00	25,000.00	**50,000.00**	140,000.00	115,000.00	**25,000.00**	272,000.00	122,000.00	**150,000.00**
Employment	0.00	0.00	**0.00**	10,000.00	10,000.00	**0.00**	60,000.00	60,000.00	**0.00**	0.00	0.00	**0.00**
Recreation	20,000.00	20,000.00	**0.00**	0.00	0.00	**0.00**	43,500.00	0.00	**43,500.00**	0.00	0.00	**0.00**
TMO	0.00	0.00	**0.00**	0.00	0.00	**0.00**	200.00	200.00	**0.00**	3,950.00	3,200.00	**750.00**
Affordable Housing	925,000.00	925,000.00	**0.00**	0.00	0.00	**0.00**	0.00	0.00	**0.00**	0.00	0.00	**0.00**
Campsbourne Playscheme	0.00	0.00	**0.00**	0.00	0.00	**0.00**	7,500.00	7,500.00	**0.00**	0.00	0.00	**0.00**
Total	**4,196,514.79**	**3,166,366.44**	**1,030,148.35**	**2,171,053.09**	**1,981,855.48**	**189,197.61**	**1,408,155.18**	**1,304,522.13**	**103,633.05**	**2,211,851.72**	**1,319,957.74**	**891,893.98**

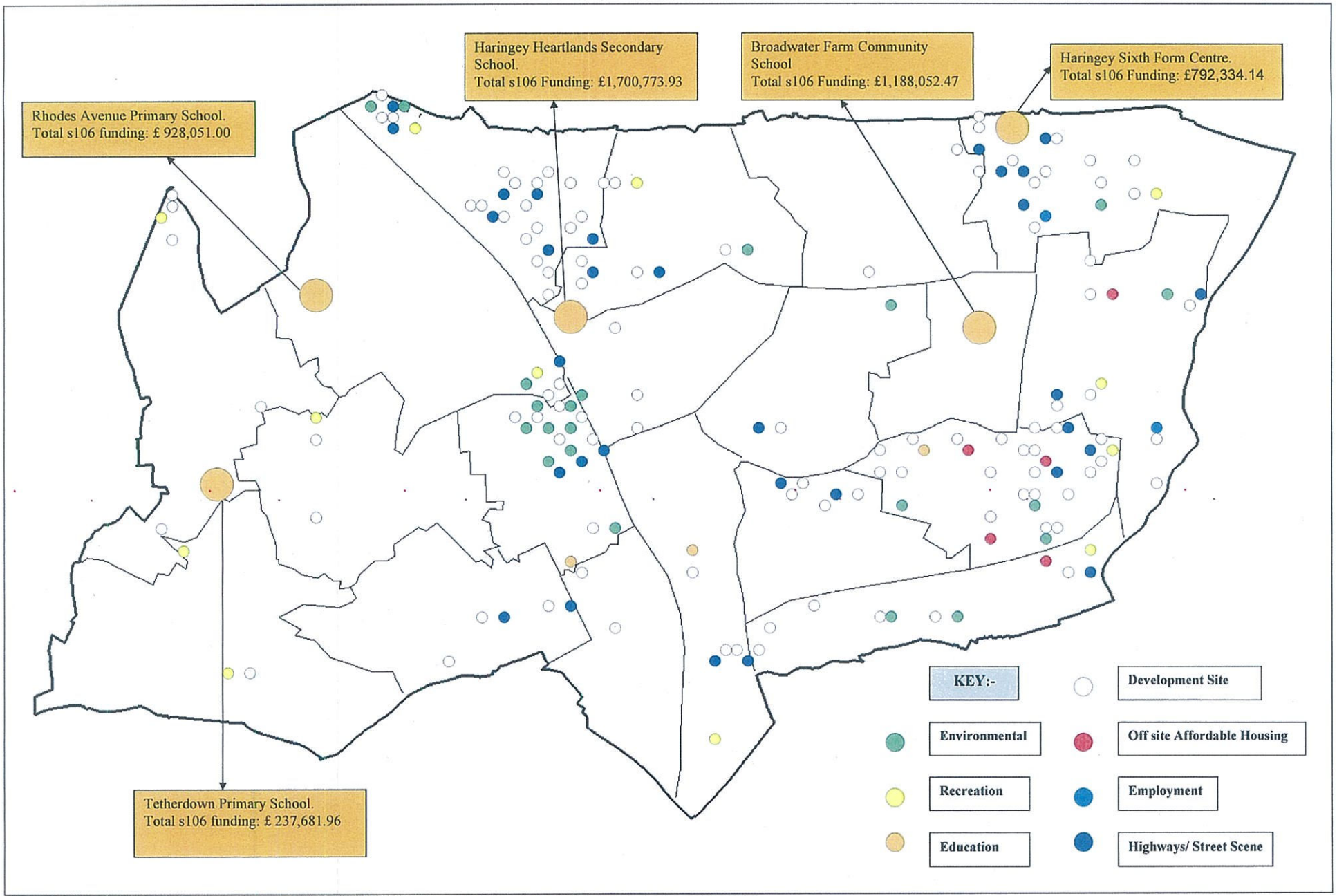
Financial Benefit	2008/09			2009/10			2010/11		
	Received	Spent	**Not Allocated**	Received	Spent	**Not Allocated**	Received	Spent	**Not Allocated**
Admin & Monitoring	3,522.00		**3,522.00**	37,000.00		**37,000.00**			**0.00**
Education Pool			**0.00**	242,100.81		**242,100.81**			**0.00**
Education (Site Specific)			**0.00**			**0.00**			**0.00**
Environment Pool			**0.00**			**0.00**			**0.00**
Environment (Site Specific)			**0.00**			**0.00**			**0.00**
Street Scene	10,000.00		**10,000.00**	100,000.00		**100,000.00**			**0.00**
Employment			**0.00**			**0.00**			**0.00**
Recreation			**0.00**			**0.00**			**0.00**
TMO			**0.00**	1,000.00		**1,000.00**			**0.00**
Affordable Housing			**0.00**			**0.00**			**0.00**
Campsbourne Playscheme			**0.00**			**0.00**			**0.00**
Total	**13,522.00**	**0.00**	**13,522.00**	**380,100.81**	**0.00**	**380,100.81**	**0.00**	**0.00**	**0.00**

Appendix 1

Further Breakdown

	Value Negotiated	Received	Not Received PP not implemented	Spent	Not Allocated
Admin & Monitoring	1,097,548.65	871,348.52	226,200.13	296,000.00	575,348.52
Education Pool	6,642,633.66	3,580,438.75	3,062,194.91	3,059,689.82	520,748.93
Education (Site Specific)	1,404,000.00	154,000.00	1,250,000.00	154,000.00	0.00
Environment Pool	940,166.12	935,002.00	5,164.12	935,002.00	0.00
Environment (Site Specific)	9,072,409.86	3,107,258.32	5,965,151.54	1,975,109.97	1,132,148.35
Street Scene	3,216,960.00	662,000.00	2,554,960.00	327,000.00	335,000.00
Employment	285,000.00	70,000.00	215,000.00	70,000.00	0.00
Recreation	63,500.00	63,500.00	0.00	20,000.00	43,500.00
TMO (Car-Free)	11,050.00	5,150.00	5,900.00	3,400.00	1,750.00
Affordable Housing	2,880,000.00	925,000.00	1,955,000.00	925,000.00	0.00
Campsbourne Playscheme	7,500.00	7,500.00	0.00	7,500.00	0.00
			0.00	0.00	0.00
Public Art	100,000.00	0.00	100,000.00	0.00	0.00
Traders Sum	96,650.00	0.00	96,650.00	0.00	0.00
			0.00		
Total	**25,817,418.29**	**10,381,197.59**	**15,436,220.70**	**7,772,701.79**	**2,608,495.80**
				minus Admin	575,348.52
					2,033,147.28

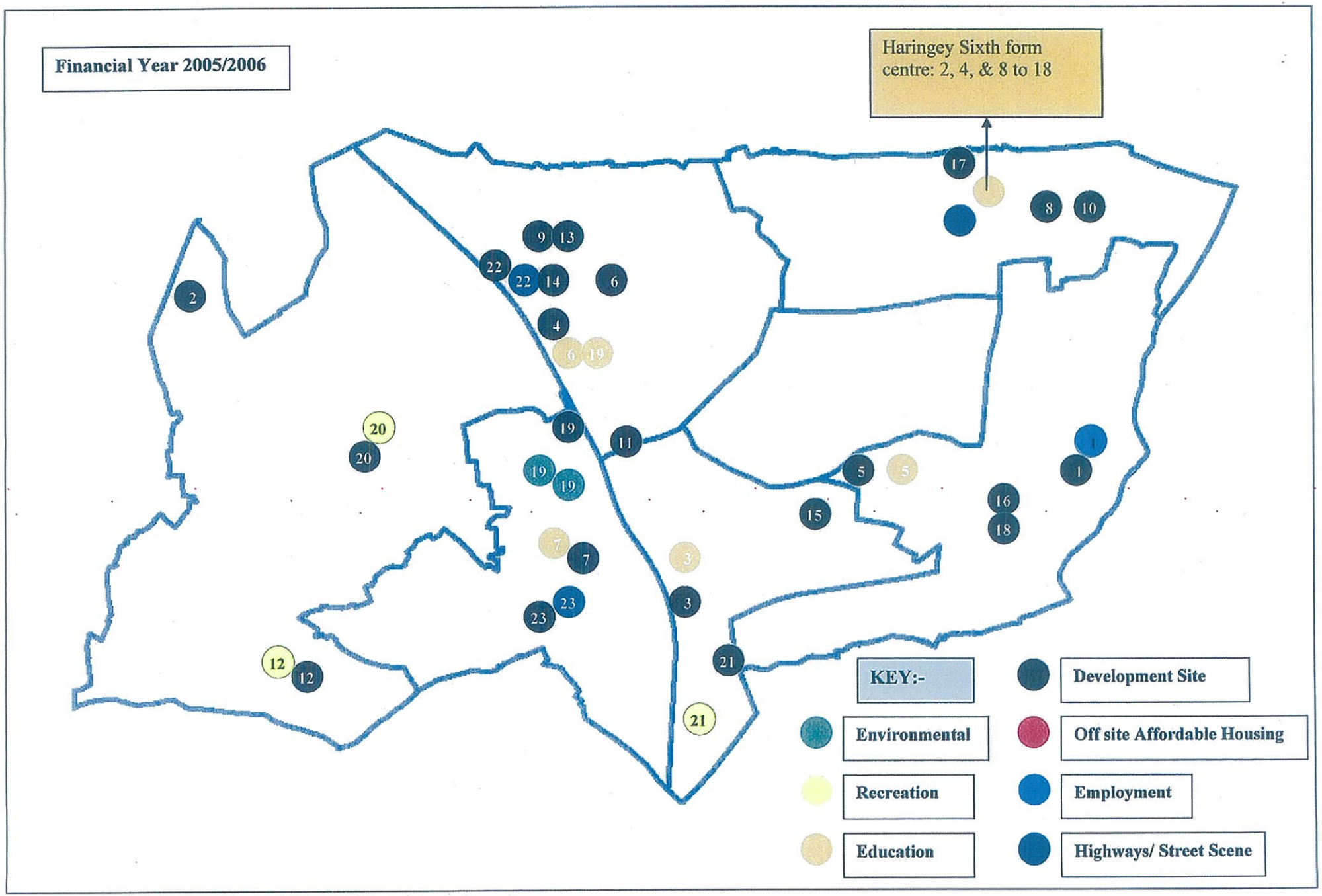
APPENDIX 2: Location of Section 106 development site and Benefit/funding for Financial Year 2005-2010



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FINANCIAL YEAR 2005-2006

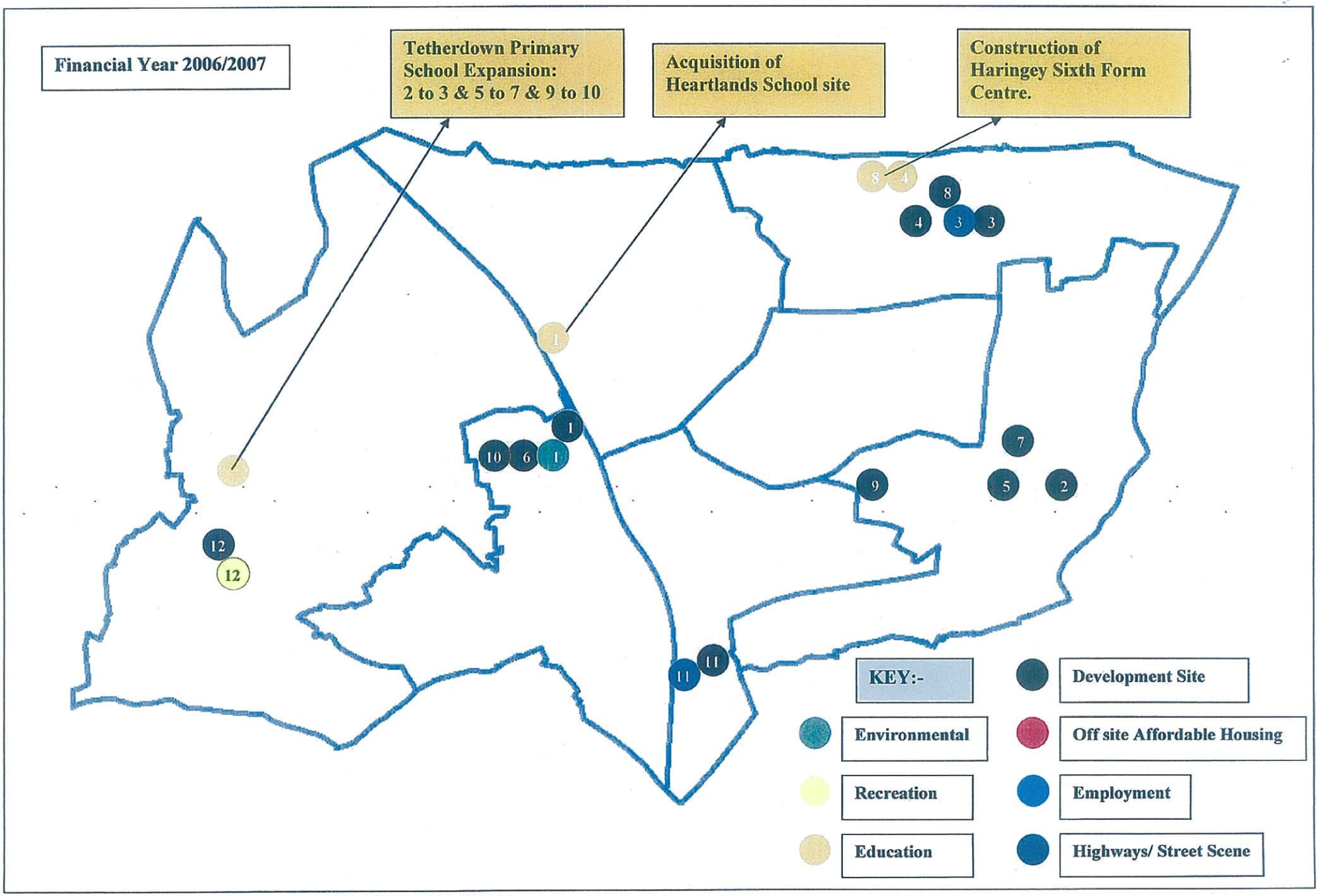
Map Reference Key	Year Signed	Site	Amount	What funds	Date Spent
1 (Employment)	2005/06	Tottenham Hale Retail Park, Broad Lane, N15	10,000.00	Employment	10.2.06
2 (Education)	2001/02	Coppetts Wood Hospital, Coppetts Road, N10	150,000.00	Education	29.7.05
3 (Education)	2002/03	Former Petrol Filling Stn, 278B Wightman Road, N8	11,488.67	Education	29.7.05
4 (Education)	2002/03	35 Station Road, N22	28,254.10	Education	29.7.05
5 (Education)	2002/03	472-480 West Green Road, N15	15,992.00	Education	5.8.05
6 (Education)	2002/03	Land adj to Woodhall House, Lordship Lane, N22	40,000.00	Education	29.7.05
7 (Education)	2003/04	124 Hillfield Avenue, N8	7,500.00	Education	29.7.05
8 (Education)	2003/04	Land at r/o 62-70 Northumberland Park, N17	10,000.00	Education	29.7.05
9 (Education)	2003/04	415-419 High Road, N17	30,388.50	Education	29.7.05
10 (Education)	2003/04	r/o Northumberland Park House, Northumberland Park, N17	15,000.00	Education	29.7.05
11 (Education)	2003/04	Goulding Court, Turnpike Lane, N8	13,660.83	Education	29.7.05
12 (Education)	2003/04	Southwood Hospital, 70 Southwood Lane, N6	39,400.25	Education	29.7.05
13 (Education)	2003/04	419 High Road & 2A Myddleton Road, N22	50,000.00	Education	29.7.05
14 (Education)	2004/05	Corner of Nightingale Road & High Road, N22	12,895.72	Education	29.7.05
15 (Education)	2004/05	Dagmar Arms PH, Cornwall Road, N15	15,000.00	Education	29.7.05
16 (Education)	2004/05	280-296 High Road, N15	38,000.00	Education	29.7.05
17 (Education)	2005/06	Three Compasses PH, Queen Street, N17	54,000.00	Education	1.3.06
18 (Education)	2005/06	278 High Road, N15	6,734.74	Education	1.3.06
19 (Education)	2002/03	Former Hornsey Waterworks, High Street, N8	109,500.00	Education	8.11.05
19 (Environmental)	2004/05	Former Waterworks, Hornsey High Street, N8	15,000.00	Environmental	9.11.05
19 (Environmental)	2002/03	Former Hornsey Waterworks, High Street, N8	20,000.00	Environmental	30.4.05
20 (Recreation)	2001/02	Land adj. to 10 Grosvenor Gardens, N10	340.00	Recreation	11.2.06
21 (Recreation)	2002/03	Arena Estates, Green Lanes, N4	20,000.00	Recreation	10.11.05
12 (Recreation)	2003/04	Southwood Hospital, 70 Southwood Lane, N6	610.20	Recreation	11.1.06
22 (Highways)	2001/02	Former Pumping Station, Tile Kiln Lane, N6	10,000.00	Street Scene	29.7.05
23 (Highways)	2003/04	Former Telecom House, Crouch End Hill, N8	94,000.00	Street Scene	4.10.05
Grand Total			817,765.01		



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FINANCIAL YEAR 2006-2007

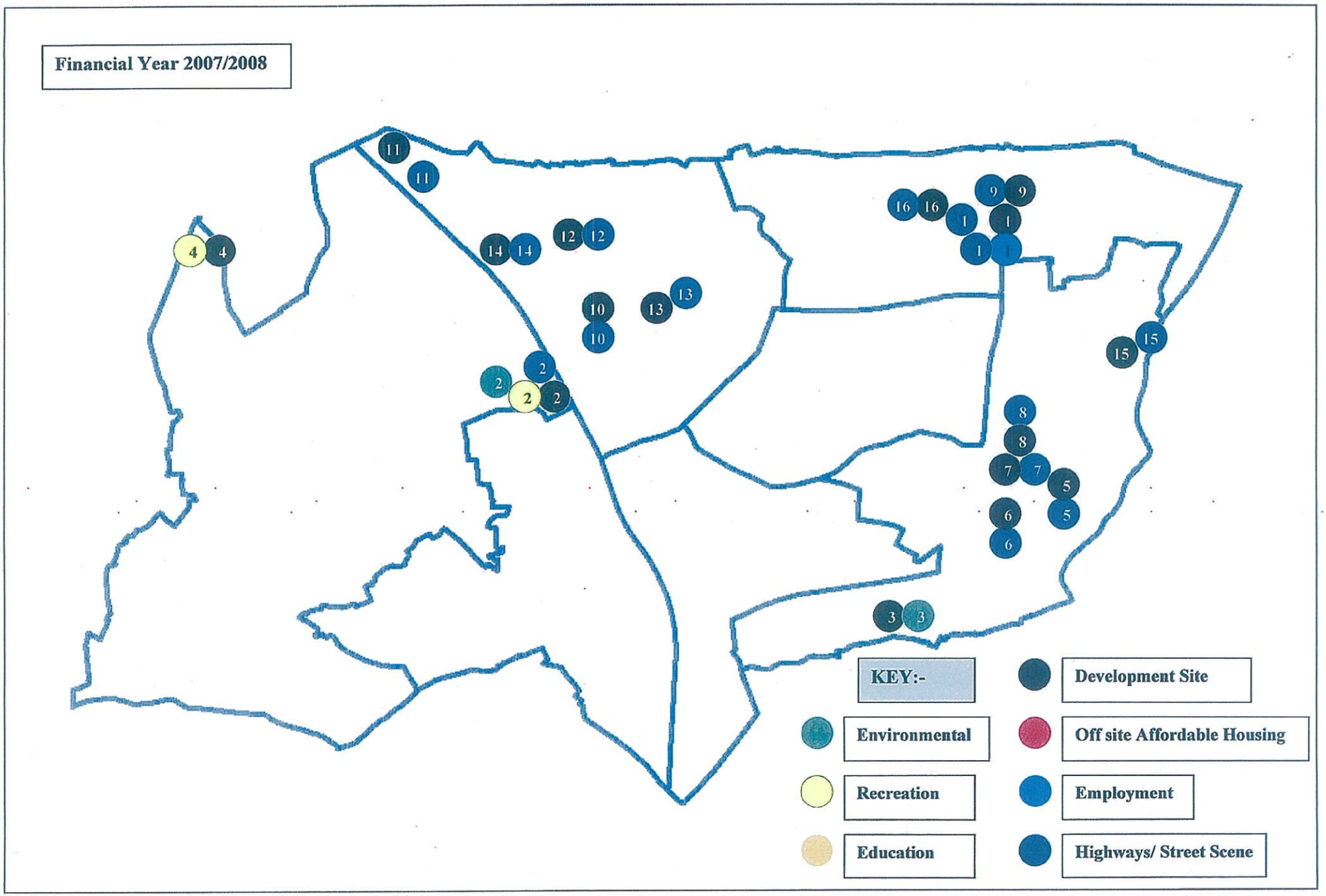
Map Reference Key	Year Signed	Site	Amount	What funds	Date Spent
1 (Education)	2002	Former HWW, High Street	1,000,000.00	Education	12.12.06
2 (Education)	2005-2006	143 Broad Lane	58,000.00	Education	20.10.06
3 (Education)	2005-2006	6-8 James Place, N17	63,312.80	Education	6.7.06
4 (Education)	2005-2006	Somerset Hall, White Hart Lane	154,000.00	Education	26.9.06
5 (Education)	2005-2006	r/o 31-33 Talbot Road	5,642.00	Education	6.7.06
6 (Education)	2005-2006	Block B, The Campsbourne	13,396.00	Education	6.7.06
7 (Education)	2005-2006	344 High Road, N17	53,485.16	Education	5.7.06
8 (Education)	2005-2006	Former Middlesex University, White Hart Lane	175,000.00	Education	20.12.06
9 (Education)	2006-2007	154 West Green Road	30,450.00	Education	6.7.09
10 (Education)	2006-2007	Block C, The Campsbourne	13,396.00	Education	15.7.06
1 (Environmental)	2002	Former HWW, High Street	50,000.00	Environmental	23.3.07
11 (Highways)	2002	Arena Estate, Green Lanes	25,000.00	Street Scene	16.1.07
3 (Highways)	2005-2006	6-8 James Place, N17	15,000.00	Street Scene	6.7.06
12 (Recreation)	2000-2001	The Builder Centre, Archway Road, N6	20,000.00	Recreation	18.12.06
Grand Total			1,676,681.96		



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FINANCIAL YEAR 2007-2008

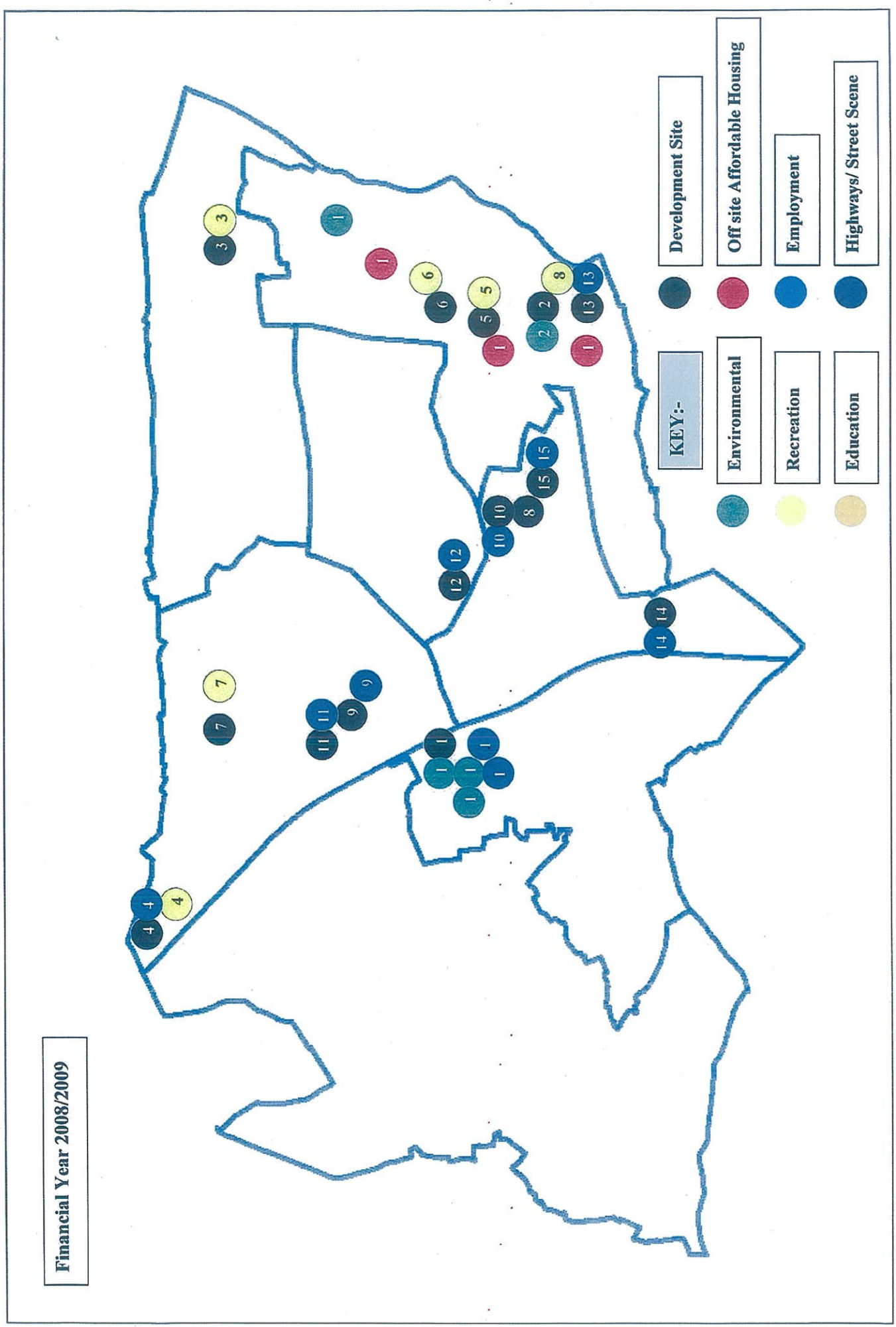
Map Reference Key	Year Signed	Site	Amount	Obligation type	Date Spent
1 (Employment)	2006-2007	691-693 High Road, N17	60,000.00	Employment	23.7.07
2 (Environmental)	2006-2007	HWW, Newland Road, N8	7,500.00	Environment	19.11.07
3 (Environmental)	2007-2008	381-481 Seven Sisters Road	10,000.00	Enviornment	24.1.08
4 (Recreation)	2005-2006	Lynx Depot Site	500,000.00	Recreation	31.3.08
2 (Recreation)	2006-2007	HWW, Newland Road, N8	2,000.00	Recreation	1.4.07
5 (Highways)	2005-2006	143 Broad Lane	70,000.00	Street Scene	16.10.07
6 (Highways)	2005-2006	278 High Road	14,000.00	Street Scene	16.10.07
7 (Highways)	2004-2005	280-296 High road	34,000.00	Street Scene	16.10.07
8 (Highways)	2005-2006	344 High Road	42,000.00	Street Scene	16.10.07
9 (Highways)	2004-2005	761-767 High Road	8,000.00	Street Scene	16.10.07
10 (Highways)	2006-2007	725-733 Lordship Lane	87,000.00	Street Scene	16.10.07
11 (Highways)	2004-2005	Former Middlesex University, Bounds Green	268,545.90	Street Scene	16.10.07
12 (Highways)	2003-2004	419 High Road & 2A Myddleton Road	10,000.00	Street Scene	16.10.07
13 (Highways)	2002	Land adj. Woodhall House, Lordship Lane	20,000.00	Street Scene	16.10.07
14 (Highways)	2005-2006	30 Palace Road	6,454.10	Street Scene	16.10.07
1 (Highways)	2006-2007	691-693 High Road, N17	50,000.00	Street Scene	16.10.07
1 (Highways)	2006-2007	691-693 High Road, N17	50,000.00	Street Scene	29.6.07
15 (Highways)	2005-2006	4 Marsh Lane	25,000.00	Street Scene	22.5.07
16 (Highways)	2005-2006	Former Middlesex University, White Hart Lane	155,000.00	Street Scene	21.5.07
2 (Highways)	2006-2007	HWW, Newland Road, N8	40,000.00	Street Scene	20.10.07
Grand Total			1,459,500.00		



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FINANCIAL YEAR 2008-2009

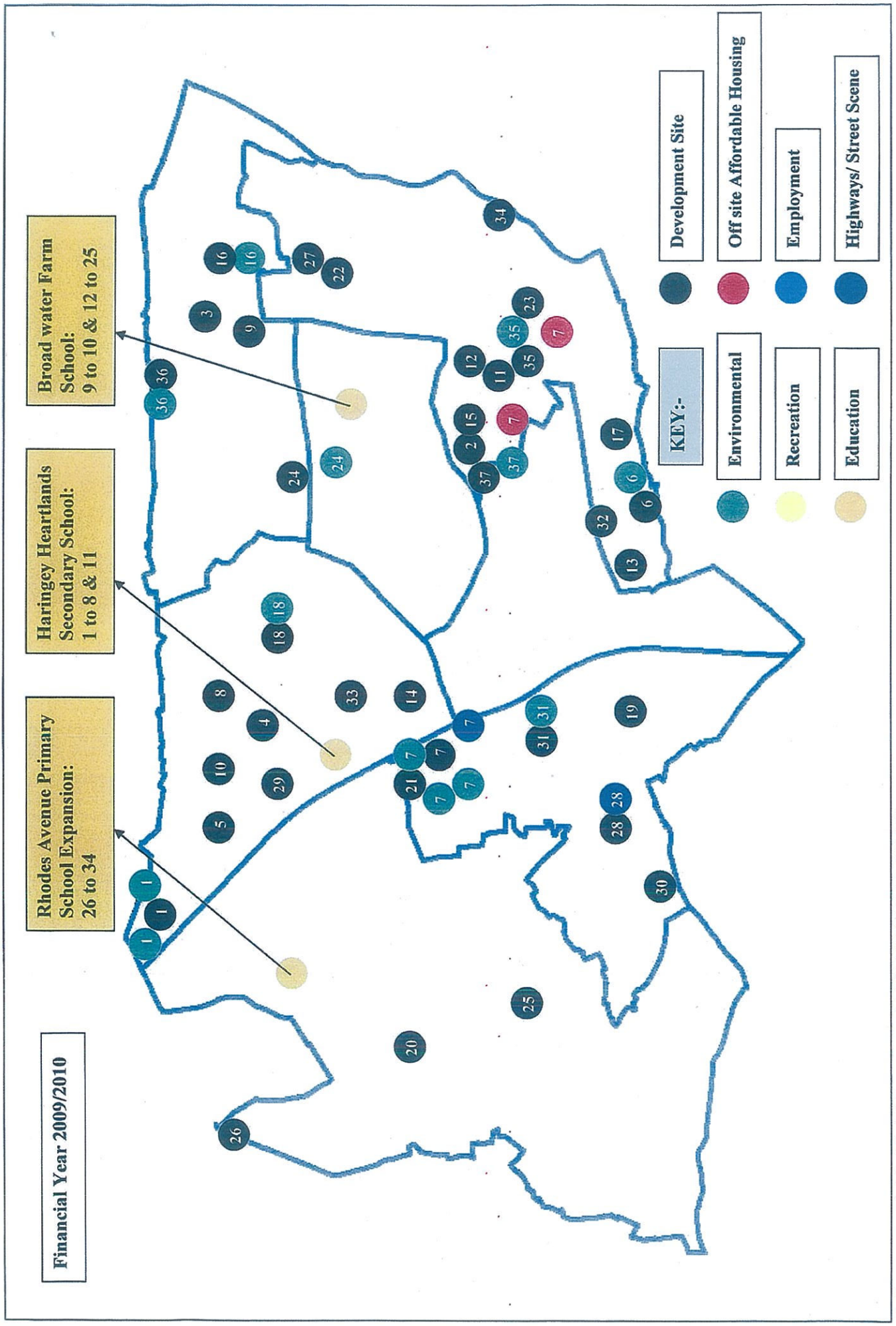
Map Reference Key	Year Signed	Site	Amount	What funds	Date Spent
1 (Affordable Housing)	2004-2005	Former Hornsey Waterworks, High Street, N8	20,000.00	Housing	1.11.08
1 (Affordable Housing)	2004-2005	Former Hornsey Waterworks, High Street, N8	90,000.00	Housing	1.11.08
1 (Affordable Housing)	2004-2005	Former Hornsey Waterworks, High Street, N8	600,000.00	Housing	1.11.08
1 (Environmental)	2002	Former Hornsey Waterworks, High Street, N8	102,000.00	Environment	1.11.08
1 (Environmental)	2004-2005	Former Hornsey Waterworks, High Street, N8	21,025.00	Environment	1.11.08
2 (Environmental)	2004-2005	Rangemoor & Herbert Road	30,000.00	Environment	17.6.08
3 (Recreation)	2003-2004	r/o Northumberland Park Hse, Northumberland Park	5,000.00	Recreation	4.9.08
4 (Recreation)	2004-2005	Former Middlesex University, Bounds Green	11,250.00	Recreation	4.9.08
5 (Recreation)	2005-2006	278 High Road, N17	6,204.22	Recreation	11.11.08
6 (Recreation)	2005-2006	344 High Road, N17	1,000.00	Recreation	11.11.08
7 (Recreation)	2004-2005	98 White Hart Lane	15,000.00	Recreation	24.10.08
8 (Recreation)	2006-2007	r/o 79-91 Kirkton Road	20,000.00	Recreation	21.7.08
1 (Environmental)	2002	Former Hornsey Waterworks, High Street, N8	298,000.00	Environment	1.7.08
1 (Environmental)	2004-2005	Former Hornsey Waterworks, High Street, N8	800,000.00	Environment	15.1.09
9 (Highways)	2004-2005	136a,b & c High Road, N22	50,000.00	Street Scene	26.1.09
10 (Highways)	2004-2005	Dagmar Arms, Cornwall Road	10,000.00	Street Scene	15.7.08
4 (Highways)	2004-2005	Former Middlesex University, Bounds Green	176,000.00	Street Scene	21.7.08
11 (Highways)	1999	Wood Green Shopping City	50,000.00	Street Scene	17.2.09
12 (Highways)	2002-2003	70 Milton Road	10,000.00	Street Scene	18.3.09
1 (Highways)	2002	Former Hornsey Waterworks, High Street, N8	75,000.00	Street Scene	1.11.08
1 (Highways)	2002	Former Hornsey Waterworks, High Street, N8	20,000.00	Street Scene	1.11.08
13 (Highways)	2004-2005	Grovelands Rd & Lemsford Road	40,000.00	Street Scene	15.7.08
14 (Highways)	2007-2008	Sainsbury's, Williamsons Road	97,000.00	Street Scene	26.1.09
15 (Highways)	2006-2007	103-149 Cornwall Road	5,000.00	Street Scene	17.2.09
Grand Total			2,552,479.22		



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FINANCIAL YEAR 2009-2010

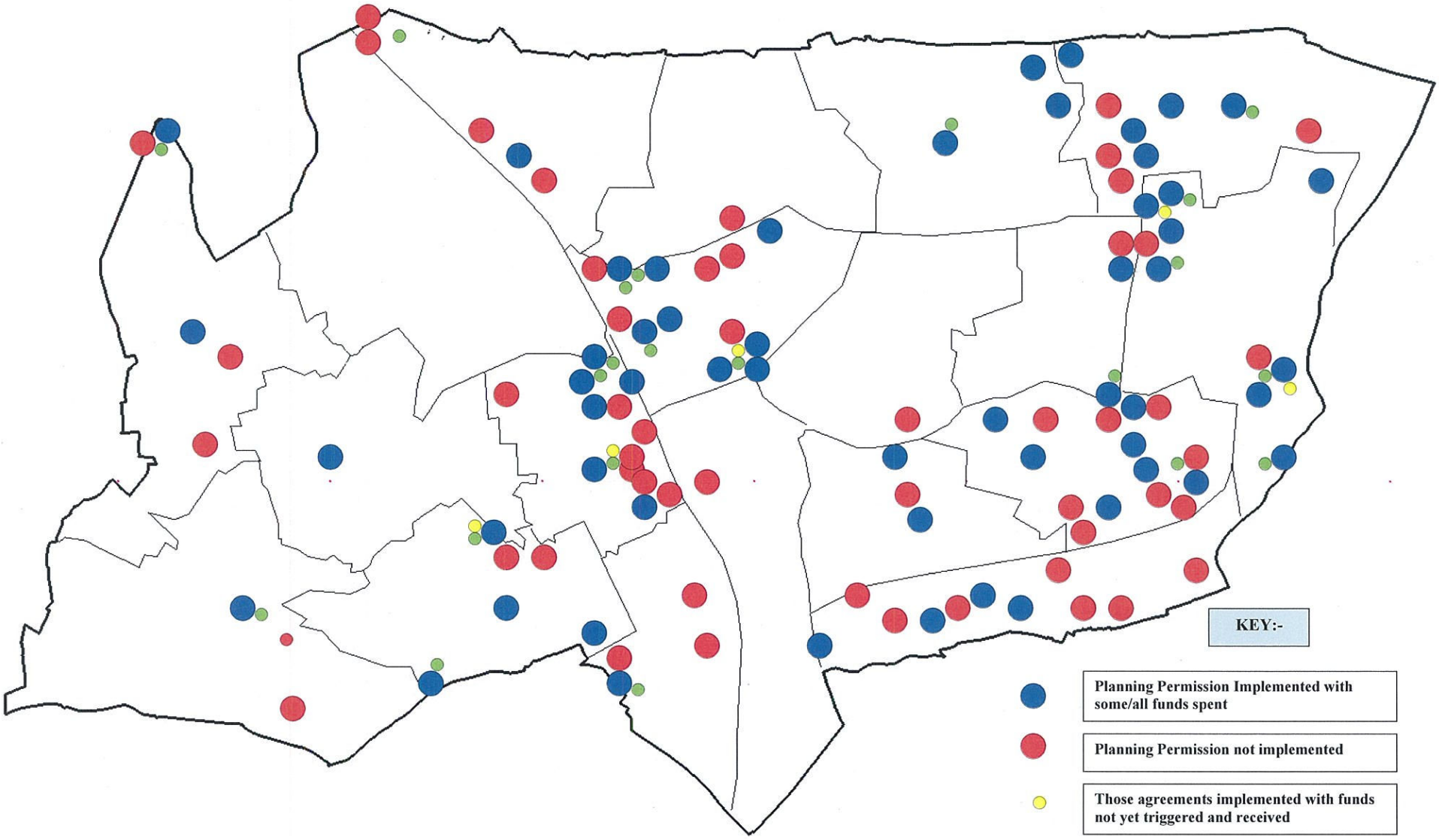
Map Reference Key	Year Signed	Site	Amount	What funds	Date Spent
1 (Education)	2004-2005	Former Middlesex University, Bounds Green Site, N11	170,000.00	Education	15.12.09
2 (Education)	2004-2005	1a Bedford Road	41,000.00	Education	15.12.09
3 (Education)	2004-2005	761-767 High Road, N17	12,089.07	Education	15.12.09
4 (Education)	2006-2007	725-733 Lordship Lane, N22	321,960.38	Education	15.12.09
5 (Education)	2005-2006	30 Palace Road, former Welsh Methodist Church, N11	4,835.90	Education	15.12.09
6 (Education)	2006-2007	21-29 Tewkesbury Road, N15	19,602.78	Education	15.12.09
7 (Education)	2002	Former Hornsey Waterworks, N8 - 2002	109,500.00	Education	15.12.09
8 (Education)	2004-2005	98 White Hart Lane, N22	10,000.00	Education	15.12.09
9 (Education)	2006-2007	691-693 High Road, N17	206,743.10	Education	15.12.09
10 (Education)	2003	12-14 Truro Road, N22 - 2003	23,000.00	Education	15.12.09
11 (Education)	2006-2007	79-91 Kirkton Road, N15	11,785.50	Education	15.12.09
12 (Education)	2006-2007	Land adj. to 48 Elizabeth Place, N15	15,264.89	Education	15.12.09
13 (Education)	2004-2005	3 Vale Terrace, N4	4,030.00	Education	15.12.09
14 (Education)	2006-2007	12-14 High Road & Whymark Hse	23,009.22	Education	15.12.09
15 (Education)	2006-2007	Units 2, 4 & 5, 103-149 Cornwall Road & Land adj. 2 Falmer Road, N15	71,237.41	Education	15.12.09
16 (Education)	2007-2008	159 Park Lane, N17	10,644.67	Education	15.12.09
17 (Education)	2007-2008	381-481 Seven Sisters Road, N15	298,098.00	Education	15.12.09
18 (Education)	2007-2008	591 Lordship Lane, N22	34,458.00	Education	15.12.09
19 (Education)	2007-2008	Womersley Hse, Wormersley Rd, N8, Dickenson Hse, Dickenson Rd, N8	23,656.86	Education	15.12.09
20 (Education)	2006-2007	72-74 Twyford Avenue, N2	100,000.00	Education	15.12.09
21 (Education)	2007-2008	42-48 Newland Road, N8 (Land r/o)	95,000.00	Education	15.12.09
22 (Education)	2005-2006	Silver Industrial Estate, Reform Row, N17	98,952.10	Education	15.12.09
23 (Education)	2007-2008	Garages at 1-4 Harold Rd & 15-44 Newton Road, N15	66,500.00	Education	15.12.09
24 (Education)	2004-2005	339 Lordship Lane, N17	10,000.00	Education	15.12.09
25 (Education)	2007-2008	1-4 Connaught House, Connaught Gdns, N10	107,458.21	Education	15.12.09
26 (Education)	2005-2006	Lynx Depot, Coppetts Road, N10	264,081.00	Education	15.12.09
27 (Education)	2007-2008	r/o 2-70 Dowsett Road, N17 - 2nd Agreement	50,000.00	Education	15.12.09
28 (Education)	2006-2007	40 Coleridge Road	101,070.00	Education	15.12.09
29 (Education)	2005-2006	2A Brabant Road, N22	65,000.00	Education	15.12.09
30 (Education)	2007-2008	Roden Court, 113-115 Hornsey Lane, N6	100,000.00	Education	15.12.09
31 (Education)	2007-2008	Albert Works, Spencer Road, N8	10,000.00	Education	15.12.09
32 (Education)	2007-2008	r/o 242-274 Hermitage Road, N4	130,000.00	Education	15.12.09
33 (Education)	2007-2008	120-128 Mayes Road, N22 (2nd agreement)	27,900.00	Education	15.12.09
34 (Education)	2007-2008	The Narrow Boat PH & 146-152 Reedham Close, N17	180,000.00	Education	15.12.09
7 (Affordable Housing)	2004-2005	Former Hornsey Waterworks, High Street, N8	35,000.00	Housing	27.7.09
7 (Affordable Housing)	2004-2005	Former Hornsey Waterworks, High Street, N8	180,000.00	Housing	5.8.09
24 (Environmental)	2004-2005	339 Lordship Lane, N17	12,500.00	Environment	26.5.09
35 (Environmental)	2004-2005	Land on corner of Rangemoor Road & Herbert Road, N15	22,000.00	Environment	25.7.09
16 (Environmental)	2007-2008	159 Park Lane, N17	10,000.00	Environment	25.7.09
1 (Environmental)	2004-2005	Former Middlesex University, Bounds Green Site, N11	24,000.00	Environment	18.6.09
6 (Environmental)	2006-2007	21-29 Tewkesbury Road, N15	13,000.00	Environment	24.7.09
36 (Environmental)	2005-2006	Three Compasses Public House, Queens Street, N17	12,300.00	Environment	6.8.09
1 (Environmental)	2004-2005	Former Middlesex University, Bounds Green Site, N11	8,055.75	Environment	15.10.09
37 (Environmental)	2006-2007	154 West Green Road, N15	10,000.00	Environment	9.12.09
18 (Environmental)	2007-2008	591 Lordship Lane, N22	10,000.00	Environment	9.12.09
31 (Environmental)	2007-2008	Albert Works, Spencer Road, N8	1,800.00	Environment	9.12.09
7 (Environmental)	2002	Former Hornsey Waterworks, N8 - 2002	25,000.00	Environment	10.7.09
7 (Environmental)	2004-2005	Former Hornsey Waterworks, High Street, N8	16,112.00	Environment	14.9.09
7 (Environmental)	2004-2005	Former Hornsey Waterworks, High Street, N8	71,888.00	Environment	07.7.09
28 (Highways)	2006-2007	40 Coleridge Road	20,000.00	Street Scene	4.2.10
7 (Highways)	2002	Former Hornsey Waterworks, N8 - 2002	75,000.00	Street Scene	7.12.09
GRAND TOTAL			3,363,532.84		



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Appendix 3: Status of Section 106 agreements for Financial Year 2005-2010



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FORTIS GREEN WARD

Planning Application No.	Site Address	Date S106 Signed	Admin & Monitoring	Affordable Housing Units	Education Pool	Education Assoc. with develop.	Env. Pool	Env. Assoc. with develop.	Considerate Contractor Scheme	Street Scene	Employment	Recreation	Other
HGY/2004/1943	The Lynx Site, Coppetts Way, N10	15-Dec-05		40					Yes	50,000.00			
			£0.00	40	£0.00	£0.00	£0.00	£0.00		£50,000.00	£0.00	0	

£50,000.00 Total s106 contributions received and to be allocated to Service and expended

HIGHGATE WARD

Planning Application No.	Site Address	Date S106 Signed	Admin & Monitoring	Affordable Housing Units	Education Pool	Education Assoc. with develop.	Env. Pool	Env. Assoc. with develop.	Considerate Contractor Scheme	Street Scene	Employment	Recreation	Other
HGY/2007/2487	426-428 Archway Road, N6	21-Jan-08			64,000.00				Yes	15,000			
			£0.00	0	£64,000.00	£0.00	£0.00	£0.00		£15,000.00	£0.00	0	

£79,000.00 Total s106 contributions received and to be allocated to Service and expended

CROUCH END WARD

Planning Application No.	Site Address	Date S106 Signed	Admin & Monitoring	Affordable Housing Units	Education Pool	Education Assoc. with develop.	Env. Pool	Env. Assoc. with develop.	Considerate Contractor Scheme	Street Scene	Employment	Recreation	Other
HGY/2009/0219	Former Hornsey Central Hospital, Park Road, N8	10-Feb-10			145,600.81					75,000.00			
					£145,600.81	£0.00	£0.00	£0.00		£75,000.00	£0.00	0	

£145,600.81 **Total S106 contributions from agreements implemented but some or all of those obligations have not been triggered and received**

Planning Application No.	Site Address	Date S106 Signed	Admin & Monitoring	Affordable Housing Units	Education Pool	Education Assoc. with develop.	Env. Pool	Env. Assoc. with develop.	Considerate Contractor Scheme	Street Scene	Employment	Recreation	Other
HGY/2007/2509	Roden Court, 113-115 Hornsey Lane, N6	26-Feb-08							Yes	50,000			
HGY/2009/0219	Former Hornsey Central Hospital, Park Road, N8	10-Feb-10			145,600.81					75,000.00			
			£0.00	0	£145,600.81	£0.00	£0.00	£0.00		£125,000.00	£0.00	0	

£270.600.81 **Total s106 contributions received and to be allocated to Service and expended**

HORNSEY WARD

Planning Application No.	Site Address	Date S106 Signed	Admin & Monitoring	Affordable Housing Units	Education Pool	Education Assoc. with develop.	Env. Pool	Env. Assoc. with develop.	Considerate Contractor Scheme	Street Scene	Employment	Recreation	Other
HGY/2008/1643	158 Tottenham Lane, N8	31-Mar-09			96,408.00				Yes				
					£96,408.00	£0.00	£0.00	£0.00		£0.00	£0.00	0	

£96,408.00 **Total S106 contributions from agreements implemented but some or all of those obligations have not been triggered and received**

Planning Application No.	Site Address	Date S106 Signed	Admin & Monitoring	Affordable Housing Units	Education Pool	Education Assoc. with develop.	Env. Pool	Env. Assoc. with develop.	Considerate Contractor Scheme	Street Scene	Employment	Recreation	Social Infrasstructure fund
HGY/2002/0245	Former Hornsey Waterworks, New River Village, N8	01-Nov-02											1,000,000.00
HGY/2007/1518	Land r/o 42-48 Newland Road, N8	19-Oct-07		12				5,000	Yes				
HGY/2008/1643	158 Tottenham Lane, N8	31-Mar-09						10,000.00	Yes				
			£0.00	12	£0.00	£0.00	£0.00	£15,000.00		£0.00	£0.00	0	1,000,000.00

£1,015,000.00 **Total s106 contributions received and to be allocated to Service and expended**

BOUNDS GREEN WARD

Planning Application No.	Site Address	Date S106 Signed	Admin & Monitoring	Affordable Housing Units	Education Pool	Education Assoc. with develop.	Env. Pool	Env. Assoc. with develop.	Considerate Contractor Scheme	Street Scene	Employment	Recreation	Other
HGY/2004/1645	Former Middlesex University, Bounds Green, N11	11th March 2005						12,148					
			£0.00	0	£0.00	£0.00	£0.00	£12,148.35		£0.00	£0.00	0	0.00

£12,148.35	Total s106 contributions received and to be allocated to Service and expended

NOEL PARK WARD

Planning Application No.	Site Address	Date S106 Signed	Admin & Monitoring	Affordable Housing Units	Education Pool	Education Assoc. with develop.	Env. Pool	Env. Assoc. with develop.	Considerate Contractor Scheme	Street Scene	Employment	Recreation	Other
HGY/2005/2228	Land r/o 14 High Road & adjacent to 1 Whymark Avenue, N22	20-Apr-06			23,909.57								
					£23,909.57	£0.00	#REF!	£0.00		£0.00	£0.00	0	

£23,909.57	Total S106 contributions from agreements implemented but some or all of those obligations have not been triggered and received

Planning Application No.	Site Address	Date S106 Signed	Admin & Monitoring	Affordable Housing Units	Education Pool	Education Assoc. with develop.	Env. Pool	Env. Assoc. with develop.	Considerate Contractor Scheme	Street Scene	Employment	Recreation/Open Space	Other
HGY/2005/0822	2A Brabant Road, N22	23-Mar-06						42,000.00	Yes				
HGY/2005/1896	725-733 Lordship Lane, N22	31-May-06		42					Yes	25,000.00		43,500.00	Commercial space as health centre offer to PCT for a period of 2 years
HGY/2007/2036	120-128 Mayes Road, N22	20-Dec-07								15,000			Car-free
			£0.00	42	£0.00	£0.00	£0.00	£42,000.00		£40,000.00	£0.00	43500	0.00

£125,500.00	Total s106 contributions received and to be allocated to Service and expended

WHITE HART LANE WARD

Planning Application No.	Site Address	Date S106 Signed	Admin & Monitoring	Affordable Housing Units	Education Pool	Education Assoc. with develop.	Env. Pool	Env. Assoc. with develop.	Considerate Contractor Scheme	Street Scene	Employment	Recreation/Open Space	Traffic management order
HGY/2007/1341	Hesta Annexe, (r/o 34-52 Gt. Cambridge Rd) White Hart Lane, N17	27-Sep-07		23	85,084.35				Yes	50,000			
HGY/2006/1309	1-3 High Road, N22	08-May-07			33,639.09				Yes				750.00
			£0.00	23	£118,723.44	£0.00	£0.00	£0.00		£50,000.00	£0.00	0	750.00

£169,473.44	Total s106 contributions received and to be allocated to Service and expended

TOTTENHAM GREEN WARD

Planning Application No.	Site Address	Date S106 Signed	Admin & Monitoring	Affordable Housing Units	Education Pool	Education Assoc. with develop.	Env. Pool	Env. Assoc. with develop.	Considerate Contractor Scheme	Street Scene	Employment	Recreation/Open Space	Other
HGY/2004/2366	Corner of Rangemoor road and Herbert road	01-Jan-05						8,000.00					
			£0.00		£0.00	£0.00	£0.00	£8,000.00		£0.00	£0.00	0	0.00

£8,000.00	Total s106 contributions received and to be allocated to Service and expended

BRUCE GROVE WARD

Planning Application No.	Site Address	Date S106 Signed	Admin & Monitoring	Affordable Housing Units	Education Pool	Education Assoc. with develop.	Env. Pool	Env. Assoc. with develop.	Considerate Contractor Scheme	Street Scene	Employment	Recreation/Open Space	Traffic managemnt order
HGY/2009/0159	The Swan PH, 363 High Road, N17	01-Jul-09											1,000.00
			£0.00		£0.00	£0.00	£0.00	£0.00		£0.00	£0.00	0	1,000.00

£1,000.00	Total s106 contributions received and to be allocated to Service and expended

TOTTENHAM HALE WARD

Planning Application No.	Site Address	Date S106 Signed	Admin & Monitoring	Affordable Housing Units	Education Pool	Education Assoc. with develop.	Env. Pool	Env. Assoc. with develop.	Considerate Contractor Scheme	Traffic Mgt Order - car-free develop.	Street Scene	Recreation	Other
HGY/2006/1177	Hale Village, Ferry Lane, N17	09-Oct-07		322		1,000,000		5,000,000	Yes		1,770,000		Construction Web, Health Care Centre, Travel Plan, Design Code, Estate Mgt. Scheme, Local Labour, Construction Mgt., Env. Sustainability
HGY/2007/2245	658-660 High Road, N17	22-May-08	6,480.00	13	166,000.00					1,000.00	50,000.00		
			£ 6,480.00	325	£ -	£ 1,000,000.00	£ -	£ 5,000,000.00		£1,000.00	£ 1,820,000.00	£ -	

£ 7,827,480.00 **Total s106 contributions from agreements implemented but some or all of those obligations have not been triggered and received**

Planning Application No.	Site Address	Date S106 Signed	Admin & Monitoring	Affordable Housing Units	Education Pool	Education Assoc. with develop.	Env. Pool	Env. Assoc. with develop.	Considerate Contractor Scheme	Street Scene	Employment	Recreation/Open Space	Other
HGY/2007/2414	The Narrow Boat PH & 146-152 Reedham Close, N17	19-Mar-08		16				15,000	Yes				Provision of Temporary Shop, Provision of Car Club
HGY/2005/1814	Silver Industrial Estate, Reform Row, N17	23-Dec-05		25				10,000.00	Yes				
HGY/2004/2237	28-39 Bronhill Terrace, Lansdowne Road, N17	06-Oct-05						25,000.00					
HGY/2005/1447	Tottenham Hale Retail Park, Broad Lane, N15	26-Oct-05						15,000.00					Env. Monies to be spent within the Tottenham Hale Masterplan area
			£0.00	41	£0.00	£0.00	£0.00	£65,000.00		£0.00	£0.00	0	0.00

£65,000.00	Total s106 contributions received and to be allocated to Service and expended

NORTHUMBERLAND PARK WARD

Planning Application No.	Site Address	Date S106 Signed	Admin & Monitoring	Affordable Housing Units	Education Pool	Education Assoc. with develop.	Env. Pool	Env. Assoc. with develop.	Considerate Contractor Scheme	Street Scene	Employment	Recreation/Open Space	Other
HGY/2009/1447	Garage Colony, Waverley Road, N17	20-Nov-09		12	96,500.00				Yes	25,000.00			
			£0.00	12	£96,500.00	£0.00	£0.00	£0.00		£25,000.00	£0.00	0	0.00

£121,500.00	Total s106 contributions received and to be allocated to Service and expended

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HARINGEY COUNCIL

Supplementary Planning Guidance (SPG)
Planning Obligations

SPG 10a The Negotiation, Management and Monitoring of Planning Obligations (Adopted 2006)

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1. INTRODUCTION

1.1 In negotiating, managing and monitoring planning obligations the Council have particular regard to ODPM Circular 05/2005, the London Plan (February 2004), Draft Further Alterations to the London Plan (Sep 2006), and Haringey's Unitary Development Plan (2006).

1.2 Planning guidance is provided on the following:

- Purpose of this guidance.
- Definition of planning obligations.
- Types of contribution.
- Seeking and negotiating planning obligations.
  - Policy framework.
  - Procedures for negotiating planning obligations.
  - Content of a planning obligation.
- Implementation, monitoring and enforcement of planning obligations.
  - Monitoring.
  - Enforcement.

2. PURPOSE OF THIS GUIDANCE

2.1 This guidance provides a general overview for planning obligations, the procedures involved and matters that may be included in a planning obligation. Clarifying the use of planning obligations provides an indication of what the Council may expect from developers and therefore a better framework for discussion. More detail on specific types of planning obligations is contained in the following supplementary planning guidance and codes of practice;-

SPG 10b: Affordable Housing.
SPG 10c: Educational Needs Generated by New Housing.
SPG 10d: Open Space.
SPG 10e: Improvements to Public Transport Infrastructure and Services.

Code of Practice Note 1: Employment and Training.
Code of Practice Note 2: Health.

3. DEFINITION OF PLANNING OBLIGATIONS

3.1 The power to enter into a planning obligation is contained in section 106 of the Town and Country Planning Act 1990 as substituted by the Planning and Compensation Act 1991. ODPM Circular 05/2005, on 'Planning Contributions', clarifies the basis on which planning obligations should be assessed for their acceptability on policy terms and gives guidance on the process of securing obligations. It replaces Department of Environment Circular 1/97.

3.2 There are three types of obligation, a planning agreement between the developer and the local authority, a unilateral undertaking by the developer or a tri-party agreement between Haringey, the developer and an adjoining borough (s). Unilateral undertakings are mainly used by developers at planning appeals in order to overcome objections to a proposal. A tri-party agreement may be required because major developments on sites adjoining or in close proximity to borough boundaries may have cross-boundary impacts. Such agreements would specify each Borough Council's responsibilities.

3.3 A planning obligation can be used in the following ways:

i. To prescribe the nature of the development to achieve planning objectives.
ii. To mitigate the impact of a development.
iii. To compensate for loss or damage caused by a development.

3.4 The purpose of planning obligations is to enable any adverse impacts of a development to be offset, to enhance the physical environment or to contribute towards local facilities. Where a development creates a need for extra facilities, for example new housing may create a need for extra school places and health facilities, it is reasonable to ask developers to provide or contribute towards the provision of such facilities. It is only acceptable to ask if it would be wrong to allow the development without these facilities. Planning obligations can also be used to overcome difficulties that a development would create. For example a development may result in the loss of open space and therefore it may be reasonable to require the replacement of the open space. Obligations may also be used to improve infrastructure such as new public transport routes, access roads or improved measures for cyclists / pedestrians. All obligations are intended to benefit the local community.

3.5 Planning obligations run with the land so they may be enforced against both the original covenantor and against anyone acquiring an interest in the land from him/her unless the agreement specifies to the contrary.

4. TYPES OF CONTRIBUTION

4.1 Contributions may either be in kind or in the form of a financial contribution. In the case of financial contributions, payments can be made in the form of a lump sum or an endowment, or, if beneficial to all parties and not unduly complex, as phased payments over a period of time, related to defined dates, events and triggers.

A. Maintenance Payments

A.1 Where contributions are secured through planning obligations towards the provision of facilities which are predominately for the benefit of the users of the associated development, it may be appropriate for the developer to make provision for subsequent maintenance. Such provision may be required in perpetuity, although generally where an asset is intended for wider public use, the costs of subsequent maintenance and other recurrent expenditure associated with the developers contribution is normally borne by the authority in which the asset is vested. For example, this may apply to the provision of public open space and health facilities.

A.2 Where contributions to the initial support ("pump priming") of new facilities are necessary, these should reflect the time lag between the provision of the new facility and its inclusion in public sector funding streams, or its ability to recover its own costs in the case of privately-run bus services, for example. This should be time-limited and not be required in perpetuity by planning obligations.

B. Pooled Contributions

B.1 Where the combined impact of a number of developments creates the need for infrastructure, it may be reasonable for the associated developers' contributions to be pooled, in order to allow the infrastructure to be secured in a fair and equitable way. Pooling can take place between Haringey and other local authorities where there is a cross-authority impact. There will be clear audit trail between the contribution made and the infrastructure provided.

B.2 In some cases, individual developments will have some impact but not sufficient to justify the need for a discrete piece of infrastructure. Here, Haringey may seek contributions to specific future provision where need for such can be demonstrated. In such cases, spare capacity in existing infrastructure provision will not be credited to earlier developers.

B.3 In cases where an item of infrastructure necessitated by the cumulative impact of a series of developments is provided by Haringey or another body before all the developments have come forward, the later developers may be required to contribute the relevant proportion of the

costs. In such cases the need for the infrastructure and the proportionate contributions to be sought will be set out in advance, for example in the form of other supplementary planning policy guidance, area planning briefs or codes of practice.

B.4 In the event that contributions are made towards specific infrastructure provision but the infrastructure is not provided within an agreed timeframe, arrangements will be made for contributions to be returned to developers.

C. Formulae and Standard Charges

C.1 Formulae and standard charges are quantitative indications of the level of contribution likely to be sought by a local planning authority, through a planning obligation, towards the provision of infrastructure that is necessitated by a new development. Haringey will employ formulae and standard charges where appropriate, as part of the framework for negotiating and securing planning obligations. These will help speed up negotiations, and ensure predictability, by including the likely size and type of some of the contributions in advance. They will also help promote transparency by making figures public and assist in accountability in the spending of monies. Standard charges and formulae will reflect the actual impact of the development and will not be applied in blanket form regardless of actual impact. For example, where appropriate and necessary these will be used to calculate the contributions in respect of the provision of education and health facilities.

5. SEEKING AND NEGOTIATING PLANNING OBLIGATIONS

A. Policy Framework

A.1 National Government Guidance

A.2 The requirement of planning obligations is underpinned by section 106 of the Town and Country Planning Act 1990 as amended by the Planning and Compensation act 1991. Circular 05/2005 ‘Planning Obligations’ provides the relevant planning guidance. The Circular states that planning obligations are private agreements negotiated, usually in the context of planning applications, between local planning authorities and persons with an interest in a piece of land, and intended to make acceptable development which would otherwise be unacceptable in planning terms.

A.3 The Guidance states that planning obligations must only be sought where they meet all of the following test:

- relevant to planning.
- necessary to make the proposed development acceptable in planning terms.

- directly related to the proposed development.
- fairly and reasonably related in scale and kind to the proposed development, and
- and are reasonable in all other respects.

A.4 Planning obligations will be used to:

- Prescribe the nature of the development to achieve planning objectives.
- Ensure there is satisfactory infrastructure to allow the development to proceed; and
- Offset the relevant adverse impacts on the environment, local economic conditions, education, health, social, recreational and community facilities that may arise from development, where the development might otherwise have been refused.

A.5 The use of planning obligations must be governed by the fundamental principle that planning permission must not be sought or sold.

A.6 **The London Plan 2004 and Draft further Alterations to the London Plan, September 2006**

A.7 The London Plan is currently being reviewed. The proposed changes are set out in the London Plan Further Alterations. Revised **Policy 3A.15 Protection and enhancement of social infrastructure and community facilities** states;-

Policies in DPDs should assess the need for social infrastructure and community facilities in their area, and ensure that they are capable of being met wherever possible. These needs include primary healthcare facilities, children's play and recreation facilities, services for young people, older people and disabled people, as well as libraries, sports and leisure facilities, open space, schools, nurseries and other childcare provision, training facilities, fire and police station, community halls, meeting rooms, places of worship and public toilets. Adequate provision for these facilities is particularly important in major areas of new development and regeneration.

Policies should seek to ensure that appropriate facilities are provided within easy reach by walking and public transport of the population that use them. The net loss of such facilities must be resisted and increased provision be sought, both to deal with the increased population and to meet existing deficiencies.

The Mayor will and boroughs should have regard to the additional guidance in the SPG on 'Meeting the spatial needs of London's diverse population'.

A.8 **Haringey Unitary Development Plan**

A.9 Haringey's Unitary Development Plan was adopted on 17th July, 2006 and includes the following policy;-.

Policy UD8 PLANNING OBLIGATIONS
The Council, where appropriate, will enter into planning agreements under section 106 of the Town and Country Planning Act. Such agreements will be used to:

a) offset the relevant adverse impacts that might arise as a result of the development including those on the environment, transport, local economic conditions, social, recreational, health, educational, emergency services, and community facilities that may arise from development; and

b) overcome problems associated with a development proposal where planning conditions would not be suitable.

A.10 The paragraphs below set out a framework for the use of planning obligations, including when the Council would seek planning obligations, what matters are most likely to be included within an obligation and the procedures involved. This provides a clear indication for developers as to what the Council would expect in certain cases.

A.11 In Haringey, the Council, where appropriate, will seek planning obligations from development proposals under section 106 of the Town & Country Planning Act 1990 as amended by the Planning and Compensation Act 1991 and Circular 05/2005 'Planning Obligations'

A.12 The Council will assess each application individually and on its merits to determine if a planning obligation is needed and what matters it should address. All planning obligations sought will meet the tests set out above and as specified in ODPM Circular 05/2005. Where it is decided that a planning obligation is necessary the Council will fully justify their reasons for seeking an obligation.

A.13 The Council will ensure that a section 106 agreement will only be entered into where planning conditions cannot be used to overcome problems associated with a development proposal. Where appropriate conditions will be used. The table below shows types of benefits the Council wishes to secure from different types of development. This is not an exhaustive list but indicates the types of benefits to be sought in appropriate circumstances:

Obligation Type	Type of Development
Development and Urban Design	
Adoption of travel plans (which may include setting up car clubs).	Employment/Retail/Education/ Health/ Leisure
Improvements to signage and street furniture.	General
Environment	
Improvements to the environment near to the development.	General
Provision of defined environmental infrastructure.	General
Provision of flood attenuation measures.	General
Provision of sustainable urban drainage systems.	General
Provision of recycling facilities.	General
Housing	
Provision of affordable and special needs housing.	Residential
Restricting the occupation of affordable and special needs housing to people falling within particular categories of need.	Residential
Restricting the occupation of private sector hostels to those on the Council's housing list.	Residential
Employment	
Employment training schemes.	Major development
Measures ensuring local access to new jobs created.	General
Loss of employment – employees, land &, or floor-space.	General
Education	
Education provision in areas where a shortage of school places exists or where development will create a shortage.	Residential
Health	
Providing for health needs of new population – revenue and capital cost.	Residential
Town Centres and Retailing	

Obligation Type	Type of Development
Contributions to town centre management.	Retail / Leisure / Employment / Community Facilities
Movement	
Improvements to public transport, including new-build facilities e.g. bus stands, bus priority measures.	Employment / Retail / Development.
Funding of additional/extended new bus services for specified periods.	Development in areas of low priority
Rail improvements including contributions towards station enhancements.	Employment/retail/health/leisure/major new developments
Improvements to cycling and pedestrian routes and facilities.	General
Provision of off site traffic improvements such as traffic calming/management and highway safety schemes.	General
Parking measures such as: • Provision of off-street parking in the development or elsewhere. • Management of off-street parking in compliance with policy. • Contribution to introduction or maintenance of control of on-street parking.	General
Open Space	
Provision of new areas of open space or wildlife habitats or improvements to the access to existing open space.	Major new development
Contribution to future upkeep and replacement of open space or community facilities.	General
Retain, replace and enhance areas of open space, natural habitats and trees.	General
Protect or reduce harm to designated sites of nature conservation.	General
Carrying out archaeological investigations or excavations.	General
Community Wellbeing	
Provision of health facilities.	Major new development
Provision of community facilities.	Major new development
Provision of crèches/nurseries related to the need of the workforce.	Employment / Tourism / Leisure / Education / Health / Retail

Obligation Type	Type of Development
Miscellaneous	
Cost recovery for negotiation, implementation & monitoring of s106 Agreements.	General
Provision of public conveniences.	General
Provision of public art.	General
Securing an acceptable balance of uses.	Mixed use developments

Table 1: List of planning obligations

A.14 The above table is not an exhaustive list and any obligations necessary will depend on the planning application in hand. In certain circumstances, where the need arises it may be necessary to seek contributions not listed above. In the case of major individual sites suitable for redevelopment any planning obligations deemed necessary will be set out in planning briefs.

A.15 For key regeneration sites in the Borough the necessity and type of planning obligations will be monitored by the Council's Strategic Sites & Projects Group. This group brings together the key officers in the Council with a role in relation to key sites. As appropriate major schemes negotiations will be reported to the relevant Council Committees and have regard to commercial confidentiality.

A.16 Where appropriate the Council will prioritise planning benefits taking into account the Council's priorities as set out in the Community Strategy, which are:

- Improve services - *provide modern, high quality, accessible services for everyone who needs them, particularly health and social care.*
- Narrow the gap- *improving the most deprived neighbourhoods.*
- Create safer communities – *create safe and confident communities with less fear of crime and the ability to prevent crime and resist committing crimes.*
- A Better Environment – *creating a cleaner, greener environment with better transport and leisure opportunities.*
- Education - *raise achievement in education and create opportunities for life long learning.*

A.17 The Council has developed Codes of Practice in accordance with paragraph 32 of Circular 5/05 and chapter 4 of the Practice Guidance so as to improve Speed, Predictability, Transparency and Accountability. The Codes of Practice regarding (1) Employment and Training and (2) Health relate to Council priorities in the Community Strategy.

B. Procedures for Negotiating Planning Obligations

B.1 If planning obligations are considered necessary to allow a particular development proposal to go ahead then the planning officer will raise this with the applicant as soon as possible. Pre-application discussions are strongly encouraged but where these do not occur negotiations will take place as soon as possible after the planning application has been submitted.

B.2 The case officer will be the main point of contact for negotiations. It will be the case officer's responsibility to discuss with other services (such as housing/education) what requirements if any they consider necessary. The case officer will then enter into negotiations with the applicant over the need for a planning obligation and the matters it should address. The case officer will normally conduct all negotiations unless a legal representative is needed to discuss a point of law.

B.3 The planning application will be submitted to the Planning Applications Sub-Committee with a resolution to grant planning permission subject to a Section 106 agreement being entered into. The report to the Sub-committee will include the draft agreed heads of term as recommended by the Nolan Report "Standards in Public Life" 1997. The Council's legal service will normally only be instructed to draw up the planning obligations once a resolution to grant planning permission has been made by Sub-Committee.

B.4 When the planning obligation is finalised all relevant parties must sign the document. The decision notice granting planning permission will only be released when the agreement has been agreed, completed and sealed. A copy of the agreement will be placed on the Council's planning register. It should be noted that depending on the nature and complexity of the case it can take a considerable time to reach final agreement on the detailed terms of the agreement, and developers are asked to ensure that sufficient time and resources are made available in their programme. The Council will endeavour to deal with agreements as expeditiously as possible. Any significant changes to the heads of terms of any agreement will require re-submission to the Planning Applications Sub-Committee.

B.5 The agreement will usually come into force when the planning permission is implemented, i.e. when the development commences. The start of development is defined as the date on which any material operation connected to the development starts such as the digging of foundations or the laying out of a road. This is in accordance with section 56 of the Town & Country Planning Act 1990. Occasionally it is necessary to provide for specific obligations to come into force prior to or after the start of the development.

C. **Content of a Planning Obligation**

C.1 A valid planning obligation must include:

- identification of the land involved.
- identification of the person entering the agreement and their interest in the land.
- identification of the authority who will enforce the obligation.

The planning obligation will also include:

- description of the development.
- the type and amount of obligations the developer has agreed to, which may be in the form of actual works or financial contributions.
- a trigger(s) for when the benefits should be provided.
- if financial requirements are provided the agreement may state a time limit within which the money should be committed.
- definitions of terms used within the agreement.
- provision for the legal costs of drafting the agreement to be met.
- provision for the monitoring costs to be met.

6. IMPLEMENTATION, MONITORING AND ENFORCEMENT OF PLANNING OBLIGATIONS

6.1 Planning obligations will normally be expected to be paid prior to or upon commencement of development, once planning permission is implemented. Most agreements provide that at this point financial contributions should be paid to the council and any physical works should commence. However, in some cases the obligation may state that payments should be phased and paid during various stages during the development. Trigger dates for the payment of monies will be included in agreements, as well as any time periods by which the contribution is to be committed. Such cases will need closer monitoring to ensure that all payments have been made over the agreed period. It is important that planning obligations are logged, monitored and accounted for in order to provide information for interested parties on the outcome of any agreement. This will help to ensure that the process is open and fair.

6.2 The Council has introduced arrangements to ensure detailed management and monitoring of planning obligations. The procedures for monitoring and enforcement are set out below.

A. **Monitoring**

A.1 When a planning obligation has been signed and a decision notice issued, copies will be sent to the monitoring officer. The monitoring officer will enter information relating to the planning obligation into a database for the purposes of monitoring. The system will record information such as:

- A reference number.
- Address.

- Description of development.
- Planning obligation heads of term.
- Amount of financial contribution.
- Date development started.
- Date money received.
- Date money committed.
- Date works completed.

A.2 The monitoring officer will liaise with building control and development control, and carry out site visits to determine whether developments that have a planning obligation attached to them have started. Site visits will also be conducted as appropriate to ensure that the developer carries out any physical works required by the planning obligation. Where financial contributions are made the monitoring officer will liaise with the Council's Planning, Environmental Policy and Performance's finance section, to ensure that monies have been received and paid into a planning obligations account. A specific code will be set up relating to each planning obligation to enable the money to be tracked. The monitoring officer will ensure that services for which the money is intended are aware that the money has arrived and of any time limits within which the money must be committed. Some planning obligation agreements require that if financial contributions are not committed within the specified time period then the Council will refund the developer with interest, so the monitoring officer will be proactive in seeking the completion of relevant projects. To obtain the money to complete the agreed works the relevant Council Service will first provide a description of the proposed works in keeping with the agreement before money is released from the account. This will ensure that money was spent on what was agreed in the planning obligation. The monitoring officer will keep copies of all receipts and records relating to a planning obligation to aid monitoring. In this way the monitoring officer can ensure that planning obligations are complied with.

A.3 The monitoring system will indicate when all the money in connection with a planning obligation has been received and the appropriate physical works have been undertaken. At this point a closing statement can be sent to the developer and also placed on the planning register. This will increase the transparency of the system and inform developers and the public that the money has been committed and/or spent on what was set out in the planning obligation.

A.4 The Council has a dedicated officer responsible for monitoring and managing planning contributions. Where planning contributions require compliance checks, monitoring, project management and implementation through the Council and its service area, then an appropriate management, implementation and monitoring cost of up to 5 per cent (%) of the monies agreed will be sought. This will be in addition to any legal fees the Council incurs in preparing the obligation.

B. Enforcement

B.1 If it is evident that planning obligations are not being complied with the monitoring officer will instigate enforcement action. Planning obligations can be enforced through the use of an injunction, which can stop the development proceeding. The authority has the power to enter the land and carry out any works that were required and recover costs (must give 21 days notice of intention to do this), anyone who obstructs the authority from doing this is liable to a fine of up to £1000. In addition the Council will consider charging developers interest for the late payment of financial contributions. This will be written into any planning obligation so that developers are aware of the implications of late payment and agree to the terms.

B.2 The Council's Planning Policy Team, in conjunction with the s106 monitoring officer, will produce Annual Monitoring Reports setting out the contributions negotiated, received, committed and spent.

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MINUTES OF THE OVERVIEW AND SCRUTINY COMMITTEE
WEDNESDAY, 28 JULY 2010

Councillors Councillors Bull (Chair), Browne (Vice-Chair), Ejiofor, Newton, Winskill and Strang

Apologies Councillors Alexander and Basu

Also Present: **Co-optees:** Yvonne Denny (Parent Governor Representative), Helena Kania (Local Involvement Network (LINk))
And: Duncan Stroud (NHS Haringey - Associate Director - Communications, Engagement and Partnerships), Harry Turner (Director of Finance, NHS Haringey) and Stephen Conroy (Director of Communications NHS North Central London)

MINUTE NO.	SUBJECT/DECISION
OSCO31.	**APOLOGIES FOR ABSENCE** Apologies for absence were received from Councillors Alexander (Councillor Paul Strang substituted) and Basu. An apology for lateness was received from Councillor Ejiofor.
OSCO32.	**URGENT BUSINESS** There were no urgent items.
OSCO33.	**DECLARATIONS OF INTEREST** Councillor Paul Strang declared a personal interest during discussions involving Transport for London (TfL) as he was previously employed by TfL.
OSCO34.	**DEPUTATIONS/PETITIONS/PRESENTATIONS/QUESTIONS** A number of local residents attended the meeting to speak on Breastfeeding and Low Priority Treatments; recorded in the minute below.
OSCO35.	**NHS HARINGEY UPDATES** The Committee received the NHS Haringey Update document and was shown a video of local people's positive opinions about the new polyclinics in Haringey. It was noted that despite pressures NHS Haringey was still delivering the strategy to provide more care in the community. In response to questions it was noted that demand for the use of services in Haringey had risen due to a number of reasons including population and need growth, diversity, health issues in the east of the borough, people wanting to use the service more as well as more

publicity promoting health living.

A paper detailing future provision of health centres in the borough would be circulated to Committee Members (action no. 35.1).

Breastfeeding

The Committee heard from local residents concerned with the provision of support to new mothers who were breastfeeding and requested details of how the breast feeding targets in the Children & Young People's Implementation Plan 2009 would be met. A response would be circulated to members after the meeting with copies of the plan (action no. 35.2).

The Committee would be provided with information on how breastfeeding would be measured in future, including infants who were partially and exclusively breastfed (action no. 35.3).

It was confirmed that Great Ormond Street Hospital (GOSH) Health Visitor training was given to all volunteers. The Committee asked whether there were volunteers to assist with breast feeding in all children's centres. Mr Stroud agreed to circulate this information after the meeting and details of the timescales within which a new mother should have contact with a health visitor (action no. 35.4). It was noted that a dedicated officer in Haringey worked with GOSH to commission support for breastfeeding.

Low Priority Treatments

The Committee received a deputation on behalf of the Defend Haringey Health Services Coalition (DHHSC) opposing the proposal for a low priority treatments list, claiming that for some people these treatments could be life saving. In response, Mr Harry Turner, Director of Finance – NHS Haringey, reported that the NHS was committed to ensuring equity across Haringey in all NHS services and that a strict criteria was followed to ensure that everyone was assessed equally according to their clinical needs. The treatments in question were regarded as being of questionable benefit. Details of the prioritisation criteria in relation to the low priority treatments policy would be circulated to Committee Members (action no. 35.6) and it was noted that clinical judgement would be used during an "exceptional treatment panel" to decide on cases where individuals felt they did meet the criteria for having the relevant treatment.

Information on the projected impact of the low priority treatments policy based on figures for the population and demographics of Haringey (action no. 35.7) would also be circulated. The Committee noted that the cuts to such treatments in Haringey were not as large as the cuts made in other boroughs but expressed concern that early treatments often prevented worse illness later on.

The minutes of the PCT Board meeting held on 28th July 2010 would

be circulated to Committee Members when available (action no. 31.5) as well as information on the projected impact of the low priority treatments policy based on figures for the population and demographics of Haringey (action no. 35.7). It was noted that it was difficult to estimate the potential impact as patients not provided with these treatments might well be offered alternative forms of treatment instead.

It was agreed that the Committee would meet quarterly to consider relevant issues relating to the major changes to health services currently taking place (action no. 35.9) and requested to be consulted about any services planned to be cut by NHS Haringey, including replacement services, at the early stages of discussions (action 35.10).

Transport

The Committee noted the deputation on behalf of Buswatch Haringey stating that Hornsey health centre was poorly served by transport links with only the W7 bus linking to the area. Residents in Hornsey Central, Wood Green and those with mobility issues would have difficulty accessing the health centre.

Duncan Stroud, NHS Haringey – Associate Director – Communications, Engagement and Partnerships, reported that Transport for London (TfL) were currently consulting NHS Haringey on changes to bus routes in the borough. NHS Haringey recognised the on-going difficulties for people travelling across the borough and using the bus stop at the top of Muswell Hill.

The Chair would ask the London Assembly Member for Enfield and Haringey to raise the issue of there being a lack of public transport to the Hornsey Neighbourhood Health Centre (action no. 35.12). Councillor Bull and Councillor Winskill agreed to work with Chris Barker (Buswatch Secretary) and executives of the PCT, linking with the Head of Sustainable Transport and the Transport Forum, to organise a meeting with Transport for London to discuss the issues with transport in Haringey. (action no. 35.13).

North Central London Review (NCL)

Members expressed concern about General Practitioners (GPs) being given the role of commissioning services and suggested nurses, speech therapists and other professional should also be involved. The Committee stated that local residents who have experienced healthcare issues should also be included in discussions to which the Director of Finance, NHS Haringey, responded that regular patient group discussions were held.

In response to questions about why the transfer of services from hospitals to health centres was slow the NHS Haringey – Associate Director – Communications, Engagement and Partnerships, explained

	that before the move of services many issues had to be considered to ensure clinical and patient safety. The Committee requested regular updates on the white paper and the impact on local services, the Tottenham Polyclinic and the North Central London Acute Care Review (action no. 35.14) and to be provided with regular updates about the transfer of public health responsibilities from the PCT to the Council (action no. 35.15). **RESOLVED** to note the NHS updates and actions 35.1 to 35.15. The meeting ended at 19:45 hrs	

COUNCILLOR GIDEON BULL

Chair

Councillor ……

Chair

SIGNED AT MEETING…….DAY

OF……

Minute Number	DATE OF COMMITEE	OUTSTANDING ACTIONS LIST COMMITTEE REQUEST / ACTION	RESPONDEE RESPONSIBLE	DATE RESPONDED?
28a	11 January 2010	**Item 7 – Cabinet Member for Leisure, Culture & Lifelong Learning** Officers were asked to provide a briefing note on the milestones reached so far during the development of the Cultural Strategy.	AD Culture, Libraries & Learning	
30a	11 January 2010	**Item 9 – Quarterly Council Performance Exceptions Report & Quarterly Council Budget Monitoring Exceptions Report** The Committee asked for more information on NI 40 (Number of Drug Users recorded as being in effective treatment) to be circulated.	Asst. CE PPP&C	
45a	1 Feb. 2010	**Item 9 – Access to Services for Older People** The Committee asked for confirmation that that the Cabinet had written to the Department of Health to encourage more funding to allow the Council to support the low and moderate bandings of Fair Access to Care Services in line with the well-being agenda.*(Cllr Winskill)*	**Chair/ A.D. Adult Services**	
49a	1 Feb. 2010	**Item 13 – Cabinet Member for Community Cohesion & Involvement** 1. The Committee requested details of sites where *My Haringey* posters were displayed, feedback about the posters the Council had received and how the campaign would be evaluated and costings for continuing the campaign, which would be circulated.*(Cllr Winskill)*	**Dir. PPP&C**	
58a	15 March 2010	**Item 8 – Cabinet Member Questions: Cabinet Member for Resources** 4. Further to questions on the role of trade unions it was agreed that the Committee would receive a supplementary report including: clarity on the difference between trade union duties and activities, a breakdown of the days per year that union officers attended regional/national union and/or General Teaching Council meetings (Unison Official – 8 days and NUT official – 60 days per year), whether the Council was reimbursed for the costs of union officers attending such meetings, and giving	Asst Chief Executive People, Organisation & Development	Email from ACE to Cllr Bull – 10 June 2010 ACE planning to carry out a review of trade union facilities this year 2010/11and the

Minute Number	DATE OF COMMITEE	OUTSTANDING ACTIONS LIST COMMITTEE REQUEST / ACTION	RESPONDEE RESPONSIBLE	DATE RESPONDED?
		details of a previous report to the General Purposes Committee reviewing trade union facilities. *(Cllrs Adje & Bull)*		outstanding action will be part of that review. 14 June
11	5 July 2010	**Item 10 – Scrutiny Review of Post Office Closures – follow-up report** 1. The Chair asked Post Office representatives to look into the provision of a postal pillar box at the bottom of Compton Crescent off the Great Cambridge Road. *(Chair)* 3. An informal Post Office Working Group would be established to look at local Post Office performance issues including queuing times. *(Committee)*	Senior External Relations Manager – Post Office Ltd. Senior External Relations Manager – Post Office Ltd, Cllrs Bull, Alexander, Ejiofor & Newton	
18	5 July 2010	**Item 17 – Scrutiny Committee Actions Requested** The Chair would pursue the outstanding actions.	Chair	
24	21 July 2010	**Item 6 – Cabinet Member Questions – Cabinet Member for Children's Services** <u>Action No 24.1</u> The Committee noted the Children's Services department faced challenges in increasing children's centre provision due the substantial withdrawal of grant funding arising from the financial deficit in central government. The Cabinet Member agreed to keep Councillor Newton informed of developments for children's centre provision in Fortis Green. <u>Action No 24.2</u> The Committee requested further analysis of school exclusions including comparisons in numbers of exclusions in different schools, unique circumstances, recurring issues and how different schools dealt with exclusions. <u>Action No 24.3</u> The Scrutiny Manager agreed to circulate the recent scrutiny review	Director CYPS Director CYPS Scrutiny Manager	

Minute Number	DATE OF COMMITEE	OUTSTANDING ACTIONS LIST COMMITTEE REQUEST / ACTION	RESPONDEE RESPONSIBLE	DATE RESPONDED?
		report on school exclusions to the Committee. Action No 24.4 The Committee would be provided with details on the process for CRB (Criminal Records Bureau) checks.	Director CYPS	
26	21 July 2010	**Item 8 – Child Protection Performance & Key Issues** Action No. 26.1 The Committee requested detail of the cost of in-house Vs agency foster-care placement and spend on each, which the Director of CYPS agreed to provide. Action No 26.2 Committee would receive samples of advertisements and literature and links to web-pages used to encourage people to become foster carers. *(Chair)* Action No 26.3 Committee members asked how many people attended the foster care open evening at Raglan Hall on Tuesday 20th July and how the event was publicised.*(Cllr Allison)*	Director CYPS Director CYPS Director CYPS	
29	21 July 2010	**Item 11 – New Items of Urgent Business** Actions requested at previous Child Protection Scrutiny meetings Action No 29 1. The Committee asked for a breakdown of which centres in the list in Appendix 1 of the actions document were full children's centres and which were satellite offices.	**Director CYPS**	
35	28 July 2010	**Item 6 – NHS Haringey Updates** A paper detailing future provision of health centres in the borough would be circulated to Committee Members (action no. 35.1). (*Cllr Newton)* The minutes of the PCT Board meeting held on 28th July 2010 would be circulated to Committee Members when available (action no. 35.5). *(Harry Turner)*	**NHS Haringey - Associate Director (Communications, Engagement & Partnerships)** **Director of Finance, NHS Haringey**	09.08.2010 Will be circulated once cleared in

Minute Number	DATE OF COMMITEE	OUTSTANDING ACTIONS LIST COMMITTEE REQUEST / ACTION	RESPONDEE RESPONSIBLE	DATE RESPONDED?
		Details of the prioritisation criteria in relation to the low priority treatments policy would be circulated to Committee Members (action no. 35.6). *(Harry Turner)*	**Director of Finance, NHS Haringey**	Sept 2010
		Mr Turner would circulate information on the projected impact of the low priority treatments policy based on figures for the population and demographics of Haringey (action no. 31.7). *(Chair)*	**Director of Finance, NHS Haringey**	
		The Committee requested to be consulted about any services planned to be cut by NHS Haringey, including replacement services, at the early stages of discussions. (action 35.10) *(Cllr Newton)*	**NHS Haringey - Associate Director**	On-going
		The Chair would ask the London Assembly Member for Enfield and Haringey to raise the issue of there being a lack of public transport to the Hornsey Neighbourhood Health Centre particularly for people with mobility problems. (action no. 35.12) *(Chair)*	**Chair**	
		Cllr Bull and Cllr Winskill agreed to work with Chris Barker (Buswatch Secretary) and executives of the PCT, linking with the Head of Sustainable Transport and the Transport Forum, to organise a meeting with Transport for London to discuss the issues with transport in Haringey. (action no. 35.13) *(Cllr Winskill)*	**Chair, Cllr Winskill, Buswatch Secretary, NHS Haringey Executives, TfL**	
		The Committee requested regular updates on the white paper and the impact on local services and the North Central London Review. *(Helena Kania)* (action no. 35.14).	**Director of Communications. NHS NCL**	On-going
		The Committee requested to be provided with regular updates about the transfer of public health responsibilities from the PCT to the Council (action no. 35.15). *(Cllr Winskill)*	**NHS Haringey - Associate Director**	On-going
37	29.07.2010	**Item 7 – Cabinet Member Questions – Cabinet Member for Adult &**		

Minute Number	DATE OF COMMITEE	OUTSTANDING ACTIONS LIST COMMITTEE REQUEST / ACTION	RESPONDEE RESPONSIBLE	DATE RESPONDED?
		Community Services The Committee requested a briefing note providing more information on the Haringey Circle and the upfront investment required to set up the "circle" (action no. 37.1). *(Cllr Winskill)* Q.23 – The Committee requested a briefing note including further information on what initiatives were being put in place to integrate health services, assurances that there was no duplication of support from the NHS and HAVCO (Haringey Association of Voluntary and Community Organisations) and how HAVCO was funded (action no. 37.2). *(Cllr Winskill)* The Committee asked for a briefing note on the implications of the new health white paper on Haringey's adult and community services, when more information was available (action no. 37.3). *(Cllr Winskill)* Helena Kania (LINk) offered to write to NHS Haringey colleagues to request that Haringey Adult Social Services officers be invited to the Patient Panels (action no. 37.4). The Chair would receive an update on Bull Lane playing fields (action 37.5) (*Cllr Bull)*	**Director – Adult, Culture & Community Services** **Director – Adult, Culture & Community Services** **Director – Adult, Culture & Community Services** **H. Kania (LINk)** **Head of Property Services**	 20.08.10 & 17.09.10 25.08.2010
38	29.07.2010	**Item 8 – Cabinet Member Questions – Cabinet Member for Community Safety & Cohesion** Question 1 - The Committee requested further information on how many of the 28 children in care were from Haringey or were out of borough. (action no. 38.1) *(Cllr Newton)* Q.4 – Further information on how the re-offending rate of 9.17% was arrived at and	**Head of Safer & Stronger Communities Unit** **Head of Safer &**	

Minute Number	DATE OF COMMITEE	OUTSTANDING ACTIONS LIST COMMITTEE REQUEST / ACTION	RESPONDEE RESPONSIBLE	DATE RESPONDED?
		how many adult offenders received less than a 12 month sentence (action no. 38.2). *(Cllr Newton)*	**Stronger Communities Unit**	
		In relation to question 11 the Committee asked whether savings could be made by joint working with agencies and partners across the Council. It was noted that discussions around joining-up services were taking place and the Committee would be kept informed when there was some clarity about how this would work (action no. 38.4). *(Cllr Winskill)*	**Head of Safer & Stronger Communities Unit**	
		A briefing on what was being done about forced marriages and honour-based violence in Haringey would be circulated to the Committee. (action no. 38.5). *(Cllr Basu)*	**Principal Equalities & Diversity Officer**	
41	29.07.2010	**Item 10 – Development of Mental Health Services 2010-2015 (next stage discussion paper)**		
		The Committee requested a briefing note on the capacity building work that was being undertaken by the MHT with GPs and other relevant agencies aimed at increasing early intervention in respect of mental health issues (action no. 41.1). *(Cllr Winskill)*	**Chief Executive - Haringey MHT**	03.09.2010
		Details of the issues surrounding the placement by the MHT of some mental health patients in bed and breakfast accommodation would be circulated to members (action no. 41.1).	**Chief Executive - Haringey MHT**	03.09.2010
		That the MHT be invited to report back to the Committee on progress in October.	**Chief Executive - Haringey MHT**	Invited to 20.10.10
43	29.07.2010	**Item 12 – Quarterly Council Performance Exceptions Report & Quarterly Council Budget Monitoring Exceptions Report**		

Minute Number	DATE OF COMMITEE	OUTSTANDING ACTIONS LIST COMMITTEE REQUEST / ACTION	RESPONDEE RESPONSIBLE	DATE RESPONDED?
		The Committee requested more information on Haringey's figures for the delayed transfers of care from hospital including whether mental health service users were included (paragraph 15.11 on page 69 of the agenda pack) (action no. 43.1). *(Cllr Newton)* The Committee asked to be informed of the reasons why the household waste target for reuse, recycling and composting had been lowered. (action no 43.2) *(Cllr Winskill)*	Performance Management Team Manager Director of Urban Environment (AD Frontline Services)	
59	06.09.2010	**Item 6 – Cabinet Member Questions – Cabinet Member for Housing** Action 59.1 During the discussion about temporary accommodation it was agreed that the minimum standards criteria would be circulated to Committee members *(Cllr Alexander)*. Members were encouraged to notify the department about any cases of concern. Action 59.2 The AD Strategic & Community Housing was asked to provide information about the future of Larkspur Close sheltered housing scheme in the report being presented to the Committee on 1st November 2010. *(Chair)* Action 59.3 The Committee asked for the exact number of rough sleepers in Haringey and the number of individuals who were still rough sleepers in 2010 following from last year. *(Cllr Ejiofor)*	Assistant Director of Strategic & Community Housing Assistant Director of Strategic & Community Housing Strategy & Partnerships Manager	
60	06.09.2010	**Item 8 – Review of the Housing Allocations Policy** Action 60.1 Literature explaining housing allocations and options for people who under or over occupied properties would be sent to Members to provide to residents	Assistant Director of Strategic & Community	

Minute Number	DATE OF COMMITEE	OUTSTANDING ACTIONS LIST COMMITTEE REQUEST / ACTION	RESPONDEE RESPONSIBLE	DATE RESPONDED?
		as necessary.	Housing	
61	06.09.2010	**Item 9 – Pharmaceutical Need Assessment** Action 61.1 The Committee expressed concerns that legislation required need for the establishment of a new pharmacy to be demonstrated yet there were 4 exemptions where a business did not need to meet the "necessary and desirable" criteria. A briefing note exploring this issue would be provided to the Committee. *(Cllr Browne)* Action 61.2 The Committee expressed concern about applications for new pharmacy premises in terms of the impact on neighbouring businesses and reducing the footfall (number of people who walked past a store) and asked the NHS to consult with the Council's planning department and consider its policy. Councillor's Browne and Winskill would be copied into any correspondence. *(Cllr Winskill)* Action 61.3 The Head of Medicines Management & Commissioning – NHS would investigate and report back to the Committee if there were any pharmacies in Haringey that had been established through exemption from the "necessary and desirable" criteria.	NHS – Head of Medicines Management & Commissioning (Central) NHS – Head of Medicines Management & Commissioning (Central) NHS – Head of Medicines Management & Commissioning (Central)	
62	06.09.2010	**Item 10 – Cabinet Member questions – Cabinet Member for Finance and Sustainability** Action 62.1 The Committee requested a milestone report of the impact of the Council's emergency expenditure restrictions imposed to tackle projected in-year overspend.	Director of Corporate Resources	

Minute Number	DATE OF COMMITEE	OUTSTANDING ACTIONS LIST COMMITTEE REQUEST / ACTION	RESPONDEE RESPONSIBLE	DATE RESPONDED?
		Action 62.2 The Committee highlighted previous discussions on the possibility of using wasteland for allotment space and offenders on the Community Payback scheme to work on those spaces. The feasibility of this would be investigated and reported back to the Committee. *(Cllr Winskill)* Action 62.3 The Committee would be provided with confirmation of how many rate payers would be eligible for the Business Rate Relief Scheme, officers believed it was approximately 3200. *(Cllr Alexander)*	Director of Corporate Resources Director of Corporate Resources	13.09.10
65	06.09.2010	**Item 12 – New Items of Urgent Business** Briefing on "Liberating the NHS" – Department of Health consultation on the future of the NHS Action 65.1 The Committee asked for the briefing to be circulated to all Council members. *(Chair)* Action 65.2 Further to its enquiries the Committee would be sent information on where the responsibility for Children's Services would sit under the potential new arrangements as some parts of Children's Services would not be managed under the consortia but maintained at a national level. *(S. Marsh)*	Clerk Scrutiny Officer	13.09.10

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Polysystems in Haringey – next steps

1. Summary

This paper sets out how NHS Haringey plans to develop its three polysystems in the borough to deliver excellent healthcare closer to home. NHS Haringey has already invested considerable resources into developing more community based pathways, supported by its three modern neighbourhood health centres and four GP collaboratives. Therefore in order to further develop our polysystems, we need to have clear transitional arrangements which set out for how we achieve this, building on the significant infrastructure we have already put in place.

The document covers the key health issues relating to the borough; the function of our four GP collaboratives; how our polysystems currently operate; and how we intend to reach our final end state for each polysystem.

2. Background

Haringey's diverse population ranges from the wealthy and well in the west, through to the middle class on the Haringey Ladder in the centre and extending eastwards to the exceedingly deprived communities in the north and south. Communication routes and geographical features reflect these groupings, which means the borough has four distinctive localities.

Collaborative commissioning in Haringey is extremely well established, with four GP collaboratives based on the four locality areas. Each collaborative is led by a clinical director, with the four directors working closely with each other to share experience, resources and collaborate on projects.

The population sizes of the collaboratives vary considerably. West Haringey has a population of 87,000; central collaborative has a population of 62,150; the north east population is 78,200; and the south east 54,620. Although the south east is at the lower end of polysystem sustainability, it will draw in a significant number of patients from the central collaborative, which does not have a hub situated in its locality.

NHS Haringey has invested heavily in its estate, with three significant health centres at Hornsey, Lordship Lane and The Laurels up and running. As part of our strategy to move care to community settings, we have taken every opportunity to deliver new services in our localities. Haringey is therefore not a 'green field' site, but a place that is well on its way to delivering care closer to home. We are also keenly aware that in order to support the needs of the sector, Haringey needs to move faster in its implementation of new care pathways in order to facilitate the wider sector reconfiguration agenda.

Whilst Haringey is supporting the delivery of new care pathways, it does so from a unique position as it does not have an acute facility within the borough. We therefore need to work with both neighbouring boroughs and partners to deliver local services to local people. However there is an advantage here in that our buildings are increasingly seen by residents as the focus for local care in the community.

3. Commissioning and providing polysystems

3.1 Commissioning the polysystems.

NHS Haringey has worked closely with GPs in the borough to develop the four GP commissioning collaboratives. Each collaborative is led by a clinical director and has a clear role as a commissioning body in the borough. They are known as the West, South East, North East and Central collaboratives. The collaboratives have their own commissioning budget and receive monthly finance, activity and performance reports, and are supported by NHS Haringey commissioning staff.

Each collaborative has produced Neighbourhood Development Plans (NDP), which detail the specific health needs for their local population and identify gaps in provision and where services need to be realigned or transformed to meet the needs of local people. In response to the NDP's, each collaborative has also produced a detailed locality commissioning plan which include new clinical pathways which will support the transformation of local health services.

While the Clinical Directors in the main work within their collaborative, they also come together on a regular basis with Directors from the PCT to review commissioning performance across Haringey and take action where appropriate. Currently the collaboratives report into the NHS Haringey Commissioning Committee. As the governance commissioning model evolves we anticipate that the Commissioning Committee and PEC will be replaced by a clinically led Commissioning Committee made up of members of the commissioning collaboratives.

Because the four commissioning collaboratives have been extremely successful in gaining buy in from local GP's and are fully engaged in transforming local services, NHS Haringey is keen to maintain their operation for the time being. We see these four collaboratives as the commissioning bodies responsible for commissioning the polysystems for their local population – GPs working together to commission the services they need to meet the needs of their local population in a defined area. A key element of this will be working closely with the local authority and commissioning the necessary services from the organisation.

3.2 Providing the polysystems

While NHS Haringey is keen to support the continuation of our commissioning collaboratives, we recognise it is not affordable or sustainable to mirror these with four fully functioning provider polysystems. As a result it has been agreed that the commissioning collaboratives will commission services from three provider polysystems. Of course, due to patient flows, other economies and scale and differing clinical expertise, we know that the commissioning collaboratives will also commission services from other polysystems across the NCL sector. The four commissioning polysystems and the three provider polysystems will work together as follows:

The West commissioning collaborative will commission services from the West provider polysystem, with Hornsey Central acting as the hub. The collaborative will also use the polysystem based around the Whittington for some more specialist services.

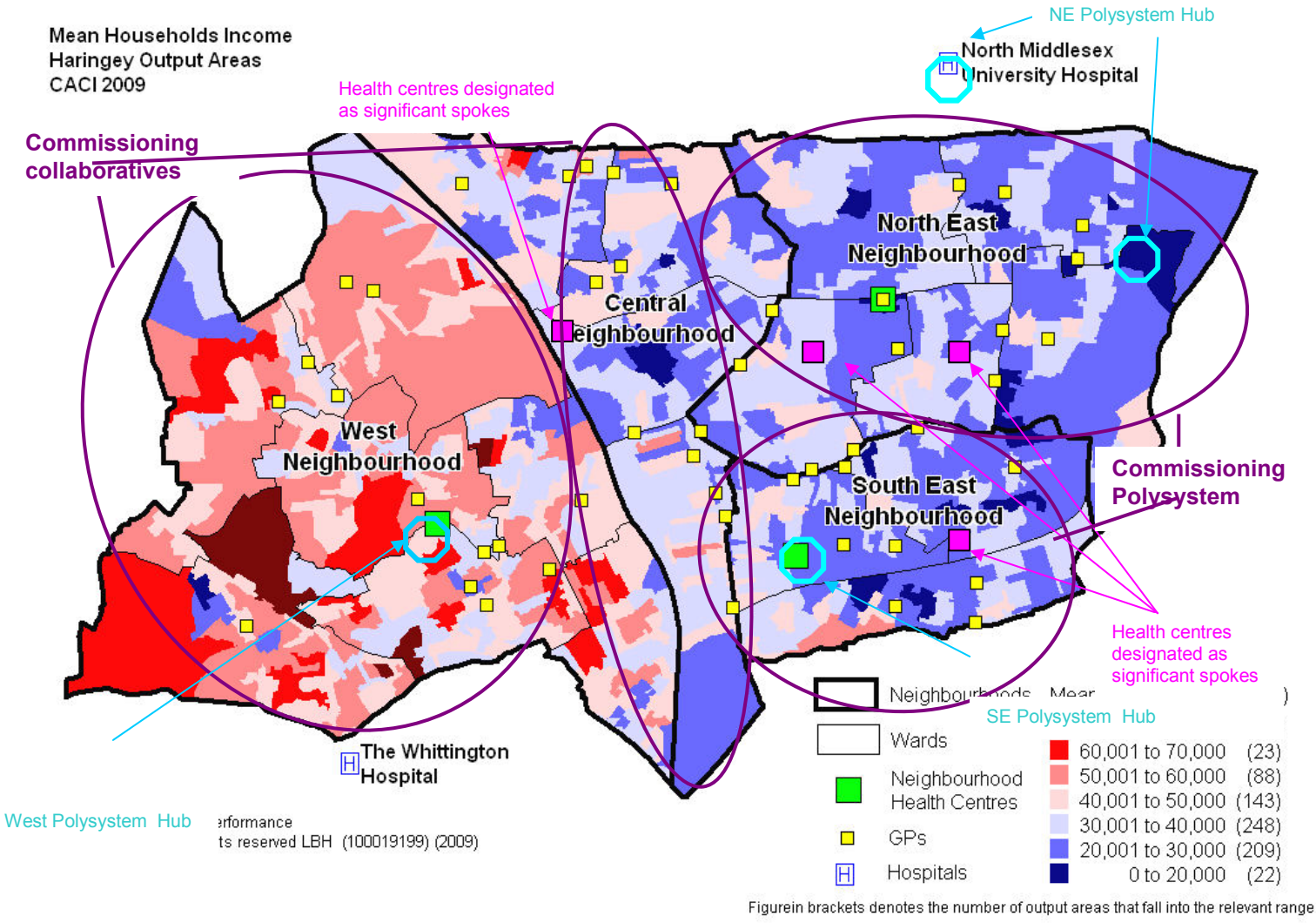
The North East commissioning collaborative will mainly commission services from the North East provider polysystem. The Spurs/North Middlesex hub is the polysystem hub for this area.

The South East commissioning collaborative will mainly commission services from the South East provider polysystem (although will use the North East polysystem for some more specialist services). The Laurels/St Ann's is the hub within this area.

The Central commissioning Collaborative, will commission services from both the North West and South East provider polysystem. Although the Central collaborative does not have its own dedicated hub, after much discussion it was decided that it would continue and not be merged with the north and south eastern collaborative groups.

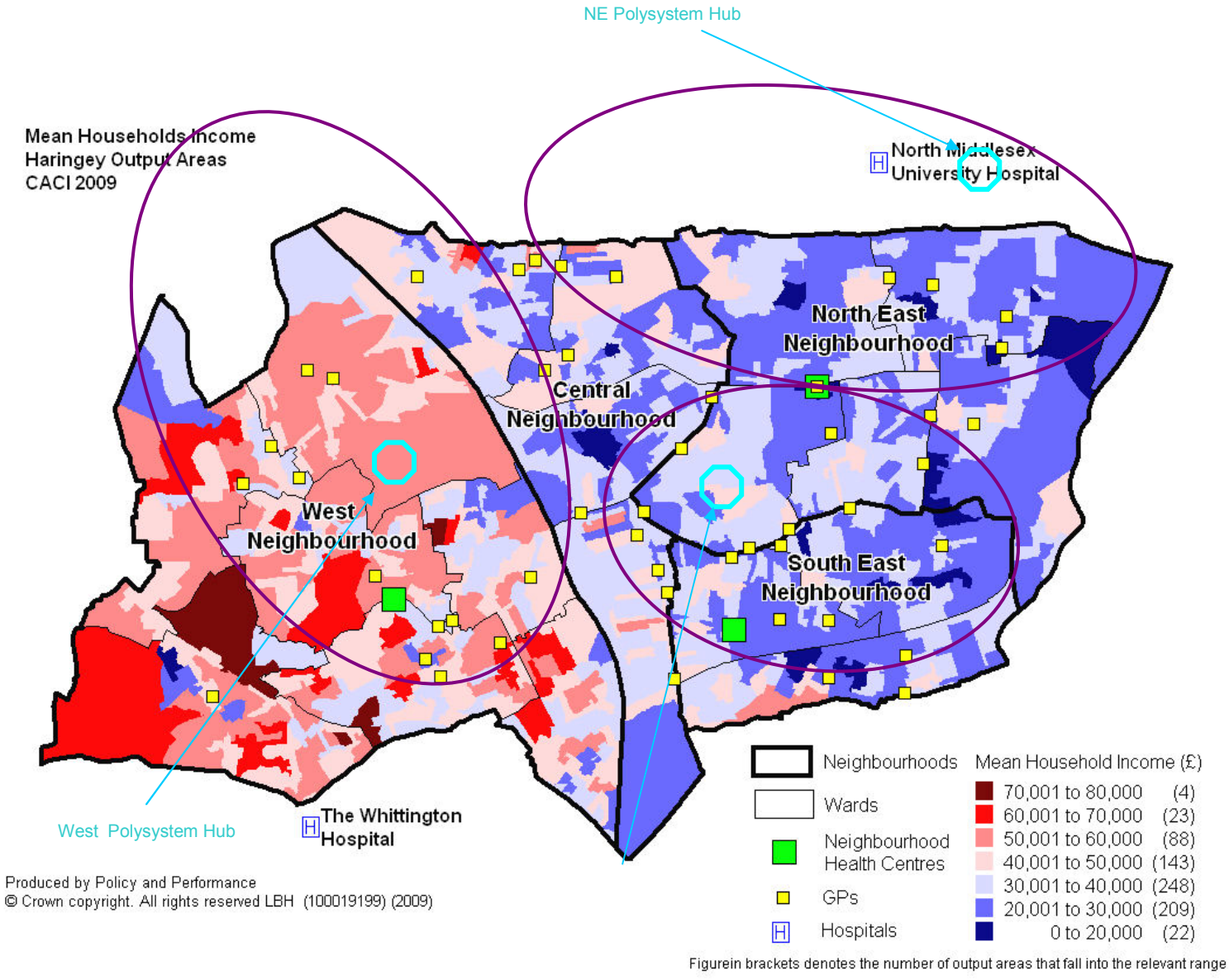
Instead, the central collaborative is utilising new technologies to join services together (GP's etc) and communicate with patients as this resident population is characterised by being highly mobile and more IT literate than others areas within Haringey. We have established good IT systems based on Emiss and EMIS web. This has proved popular with patients who can book appointments and order prescriptions on line. They can also use the touch screens in surgeries to navigate within the surgery itself. This model is supported by patient flows and feedback from patient panels in the area.

Fig 1 Map of the Commissioning collaboratives in Haringey



There will be three delivery Polyclinic hubs supporting the polysystems in the west, South and north east. See Fig 2.

Fig 2 Map of the Polysystems in Haringey



3.3 Reviewing our commissioning and provider arrangements

Our GP collaboratives have played a key role in developing and delivering our care closer to home agenda. However, as our three polysystems increasingly become the key delivery channels for healthcare services in the borough, we recognise we need to review the arrangements between the collaboratives and the polysystems. The key issue is whether the central collaborative which relies on the other three delivery polysystems needs to remain as a separate collaborative, or whether it should combine with the other three collaboratives. NHS Haringey therefore intends to review this arrangement in June, once its plans have been signed off by NHS London.

4. Governance

4.1 Commissioning polysystems

We are keen to expand the remit of the commissioning collaboratives as they have been successful in gaining buy-in from local GPs' and are fully engaged in transforming local services. Going forward we see the collaboratives crucial to the delivery of our strategy and we are clear that this will be clinically led. This will be achieved by merging the Commissioning Committee and the Clinical Executive Committee to form a clinically led committee – the Commissioning Executive Committee.

The new committee will have the clinical directors from each of the collaborative as members in addition to executive and non executive membership. The Committee will ensure that the locality commissioning plans and their associated business cases fit with the strategic commissioning plan of the PCT, and reflect the direction of travel of H4L intentions. The new committee will meet for the first time in July 2010.

The workstreams related the development and operation of the polysystems will be monitored by a new multi-agency polysystems programme board for each polysystem, and currently being set up. Boards will report to the Clinical Executive Committee.

Polysystem provider:

It is the intention that over the course of the next year a preferred provider will be selected for each polysystem. The preferred providers could range from an existing NHS provider organisation, a newly formed integrated care organisation or an APMS type provider. This preferred provider will provide many of the services for the polysystem and seek to sub contract where it is unable to, in order to provide the relevant services. This preferred provider will have a detailed specification and contract for delivery with clear outcomes, measurable in both the short and medium to longer term. It will be given the total budget for the local population for which it delivers services. We believe that selecting a preferred provider will create more opportunities for service integration, simpler and more effective clinical and corporate governance, reduce 'hand off's, and ultimately provide a safe and high quality joined up patient focused service.

5. Transition plans for polysystems in Haringey

Because we already have considerable infrastructure and community based pathways in place which we need to develop in order to match the Darzi model, we are putting in place transition arrangements in place for each provider polysystem. This will mean we will not lose any momentum to provide more services in the community, and enable us to meet our financial efficiency savings.

5.1 West Haringey polysystem

The West Polysystem serves the residents of Alexandra, Fortis Green, Muswell Hill, Hornsey, Highgate, Crouch End and Stroud Green. This is a wealthy population that flows north and south and is divided from central Haringey by the railway line. Secondary care is generally provided by the Whittington hospital and the demand from the population for secondary care referrals is significantly higher than in east Haringey. For instance based upon quarter 3 of 2009/10 the average referral rate in West Haringey was £48.13 per 1,000 patients compared to 38.95 in NE Tottenham and 39.85 in SE Tottenham.

Current position

The polysystem hub at Hornsey is open and currently provides the full offering of facilities with the exception of urgent diagnostic facilities. NHS London have agreed to confirm the exact requirements for urgent care diagnostics but we are aware of the need to install an x-ray facility. This is currently being installed and is supported by the PCS system for reading and recording. It is estimated that this will be fully operational in September 2010.

Urgent care is provided for both patients who are registered at the practice based in Hornsey, and also unregistered patients. Hornsey offers an 8-8 service, seven days per week, which commenced in April this year. The out of hours service is currently based at Hornsey.

Hornsey also offers specialist services designed to meet the needs of its local population. It provides mental health services and houses a specialist dementia clinic. It was the first polyclinic in the UK to provide mental health services as integral to its core offering. It has established and grown access to planned care including supporting diagnostics. Current plans to increase the usage of the space are being developed to meet the need to transform service provision. Clinics are already running that support different models of care. The memory clinics are an example of the transformation of the dementia care pathway supported by clinicians from Barnet, Enfield and Haringey.

NHS Haringey has worked with the Whittington to support the development of the polysystems. The 2010/11 contract was negotiated to include a substantial shift from secondary care to the community. 3100 outpatients will be delivered on alternative care pathways that transform care away from the traditional medical model. This activity will shift in year with milestones agreed as part of the contract. In addition, the adult provider service will move forward with the Whittington to form a new integrated care organisation. Conditional in this process is the development of polysystems as the key strategic driver for the new organisation. A risk share arrangement is currently being agreed between the organisations to underpin this transformation. The provision of our skilled workforce and clinical leadership will enable this transformation to pick up pace.

The wider polysystem development is underway with GP's working well together on pathway redesign, with a particular focus on the needs of people with long term conditions and the elderly. Joined up local authority involvement in provision is gaining momentum and links to leisure facilities (for example, the LA swimming pool is adjacent to Hornsey Central) and other related services are better co-ordinated. Specific developments as outlined in the West Commissioning plan are being implemented.

End state

Hornsey Neighbourhood Health Centre will provide the full offering as the hub for this polysystem. A complete range of urgent care facilities will be in place by September 2010. Additional planned care, specialist mental health services and long term condition management will continue to be rolled out in year. The wider polysystem development continues to be implemented in line with the West locality commissioning plans. The pace of further polysystem development will be influenced by the financial plans and the requirement of the sector to accelerate reconfiguration.

The development of a polyclinic by NHS Islington on the Whittington site will influence the functioning of the west polysystem. Discussions are commencing to see how both hubs and polysystems could work together, avoiding duplication and streamlining services. The West collaborative is working with its neighbouring collaboratives to ensure the maximum advantages are realised from this development when it is established.

5.2 North east Haringey polysystem

Background

The north east polysystem serves the residents of White Hart Lane, Northumberland Park, Tottenham Hale, Bruce Grove and West Green wards. Tottenham is currently ranked as the poorest in London and third poorest in the country, and understandably it has significant and intractable deprivation and health inequalities. For men in Haringey the difference in life expectancy between Tottenham and West Haringey is eight years. Men's health is a particular issue with high levels of heart disease, cancer and drug and alcohol abuse. This is also the population in need of the greatest support from authorities with, for example, the highest concentration of children on the 'at risk register' than elsewhere in Haringey.

The surrounding areas of north east Haringey and south east Enfield have similar demographics and issues. Regrettably, high need is compounded by poor supply of existing services and facilities. There are no health premises in the Tottenham. In 2007/08 a newly provided Lordship Lane neighbourhood health centre was built in the adjacent ward, which has provided an excellent new facility for a GP practice with a list size of 12,000 and community facilities for predominantly children, sexual and women's health. Lordship Lane saw the start of the modernisation of health services in the north west area, but much more is needed if we are to tackle the huge health inequalities and social deprivation in this part of the borough.

Tottenham, the most needy of communities, is served by a number of single handed GPs who are housed in unsuitable accommodation that is of poor quality and does not meet the regulations for clinical space. The poorest performing primary care practices are concentrated in this area, achieving low QOF points and patient satisfaction results in the borough. There are no dental services available. The need then to develop a substantial presence for health in this area has long been a priority for both Haringey and Enfield.

The opportunity to develop a flagship polyclinic in Tottenham, adjacent to the Spurs stadium redevelopment is a unique and cost effective opportunity to address the needs of the poorest population in London. Considerable investment has been made to develop a scheme compatible with the needs of the locality, the wider polyclinic model and the expressed preferences of the local clinicians and service users. Planning for the development has been agreed with a purpose built facility providing up to 5,000 square feet of clinical space. The facility has a prominent frontage onto the High Road that is the major artery for the area. All parking and facilities issues have been resolved with the support of all stakeholders including the Local authority and community.

Moreover the development will be complete in 2012, providing the much needed capacity to deliver cost effective alternatives to secondary care, predominately at NMUT. The financial imperative to move faster with the polysystem shift in an economic downturn make this hub fundamental to realising the financial obligations of the organisation.

A new polyclinic in Tottenham

The vision for the polyclinic in Tottenham fulfills the need to address the complex needs of this deprived community in a transformational and affordable way. This purpose built facility is designed to accommodate the high volumes needed to ensure cost effective treatment. It will provide a venue for the delivery of the new models of care developed between primary care and the North Middlesex University Hospital (NMUH). For example, in diabetes, a new model of care was agreed two years ago. It has struggled to be implemented due to lack of clinical space, multiple locations for primary care and poor clinical practice. Piecemeal provision has complicated both the clinical view for this disease area but also the patient perspective.

Bringing together clinicians in a bespoke facility where capacity is available to support patients in a timely way will greatly improve the health gain from these services.

The ability to provide diagnostic and support services will improve both uptake and compliance. The co-location of our health trainers underpins the sustainability of the expert patient programme. We believe the co-location of these services with Diabetes UK, and social care is fundamental to maximise health gains for this population.

The local authority is keen to share the accommodation which will provide both income and holistic service provision. For example, the drug and alcohol team has recently had to relinquish its outlet in Wood Green and would welcome the opportunity to be located in the heart of the area where most service users reside. Men's health would be the focus of this clinic providing specialist services. We have already improved our public health penetration in the area regarding smoking cessation and Chlamydia testing by working with the charitable arm of the club.

We believe that this flagship building will house the key services to tackle our health inequalities, and attract the clinical staff we need. The area does not attract or retain excellence in clinical skills. With some notable exceptions, the quality of primary care in the area is below the standards acceptable to NHS Haringey. We intend to use the new facility to attract new talent to the area and support the exiting local clinicians who do meet the standards or who need further support and development to enable these practices to meet the needs of their registered population. This is a key development supporting the drive to improve clinical quality in one of the most challenged areas in London.

The prominence of the Tottenham hub facility on the High road south of the NMUT is vital in order to divert patients away from the A&E facilities at the NMUH. In time we believe it will be seen as the Haringey hub providing the full offering of urgent care. This will free up the NMUH to deliver as the major acute provider for the sector. It enables Haringey to have a hub within the borough giving an important base for Haringey residents. Despite the similar demographics, Haringey patients do not flow north and do not identity with healthcare services provided in Enfield.

By 2012 the proposed development in Tottenham could be complete and open. This will provide a fully operational hub offering a full range of health and social care services, in conjunction with facilities on the North Middlesex site. As part of the newly developed clinical pathways, the Tottenham hub site will also be able to offer access to more complex diagnostics linked to current acute elements of patient pathways. It will also offer extensive and comprehensive outpatient and day case activity.

Tottenham hub and North Middlesex University Hospital

The Tottenham site will be the hub for the north east polysystem and will work closely with the North Middlesex to ensure services are joined up and avoid duplication of service provision. This strategy is in keeping with the needs of the North Middlesex who support the Tottenham development. The North Middlesex hospital is land locked by other buildings and lacks the ability to expand its site. Accommodation on the NMUH site is therefore limited and the reconfiguration of their estate for the new hospital does not include space for primary care facilities.

NMUH is pursuing its strategy as a major acute provider and will use its diagnostic facilities to support the imminent increase in patients expected as part of the BEH strategy. The new A&E opens shortly and the primary care urgent care centre is currently operational on the site. The timetable for opening Spurs coincides with the increased demand on the North Middlesex as set out in the BEH strategy. Being mindful of this the NMUT have aligned their strategy to

support the polysystem development in the area and are moving with us to support the shifts to primary care that they also require to accommodate increased patient flows from the west and north. The NMUH have already offered support in the development in terms of design and operation as they will also benefit from the capacity. Undoubtably, the North Middlesex will play an important role in health provision in the north east of Haringey. Economies of scale and the utilisation of clinical expertise will mean that some hub services will be provided on the NMUH site.

The demographic of the local population is largely ethnic with high churn as an additional complexity. It is widely recognised that such populations associate with major hospitals and need to build an affinity with primary care. The UCC at the North Middlesex was transferred to North Middlesex in March 2010 under the auspices of an APMS contract, with the previous walk in centre provided by Chilvers McRay decommissioned. When the new A&E opens next month the UCC will be the point of entry allowing the primary care front end to address the needs of patients more appropriately. GP registration is available and the APMS is targeted to register non-registered patients with their choice of primary care providers.

It needs to be borne in mind that NMUH is in Enfield not Haringey. The residents of both Enfield and Haringey make up 85 per cent of A&E attendances at the North Middlesex with an approximate 50:50 split. Patients are offered their nearest or a choice of local practices in both boroughs depending on their residence. This is important as a Haringey GP practice could not operate out of the Enfield site. The reintroduction of primary care at the hospital is important to educate users of the services available to them. The current UCC offers access to rapid response services for children via the development of a PAU; for the elderly through community health and social care teams; and for individuals presenting with mental health issues through connections to acute liaison psychiatry and the START team.

Lordship Lane health centre

Under our proposals, Lordship Lane health centre will become a significant spoke in this polysystem. It will offer extended hours primary care services and a registering practice but will not have an urgent care facility supported by the required diagnostics. Lordship Lane will provide a specialist children's polysytem 'spoke', providing paediatric outpatients, children's disability services and supporting the Children's Trust objectives linked to the children's services being opened by the LA directly behind it on the Broadwater Farm estate. It will also house the paediatric staff currently provided by GOSH in Haringey. The staff who will be displaced as part of the St Anne's redevelopment and the need to re-provide accommodation for them is phased in stages from now until 2012. Lordship Lane provides an ideal situation for the improvement of paediatric services. Its location behind a major transport route reduces its visibility as an urgent care facility, but its connections with its local community make it a favoured location for planned paediatric care linked in with the local authority and children's centre.

End state

Transitional arrangements for the north east polysystem includes the continuation of the urgent care centre currently open on the NMUH site. Lordship Lane provides extended services and will provide much needed outpatient capacity during 2010/11 and into 2011/12. During this transitional phase, Lordship Lane and the UCC at the North Middlesex will provide the core services for the polysystem. It has been agreed in the 2010 contract with North Middlesex that 28,000 outpatient appointments will be transferred in year to Lordship Lane (and the Laurels and Tynemouth Road in the south east polysystem) and re-provided in accordance with the new patient pathways. Our end state will be to have clinical services based in the community at a new hub in Tottenham, with other specialist services including

urgent care provided at NMUH. This polysystem will also draw in people from the central GP collaborative.

5.3 South east Haringey polysystem

Our south east Haringey polysystem serves the residents of Tottenham Green, St Ann's and Seven Sisters wards. The hub for the south east is the Laurels Health Centre. It is currently open from 8-8, 365 days a year and offers a full range of extended services. The GP out of hours service is based at the Laurels. Patients therefore have access to extended hours walk in primary care as well a registering practice. The Laurels has established access to planned care including supporting diagnostics and community health services.

The Laurels currently optimises its accommodation to the full. Consultant led, extended practitioner and primary care clinics are already run from the premises as part of the new care pathways that have been developed. Examples are a primary care gynaecology service which is supervised by a consultant. Ultrasound and other diagnostics are in place to support this one stop shop for women's health. With the exception of urgent care diagnostics, the Laurels is probably the closest to be operating as a polyclinic.

The current redevelopment of the front end of the Laurels will improve the premises and allow patients to access services more easily. It also provides accommodation for the on site pharmacy. The works on this improvement is due to finish in September 2010.

In the longer term the full urgent care offering will be provided by the hub at the Laurels utilising accommodation on the St Ann's site opposite. The St Ann's site is to be sold by BEH for redevelopment by LIFT. The timescale for this redevelopment is 2013. In the meantime we intend to provide an interim solution using the facilities at St Ann's when a clear definition of the scope of the urgent care is available from NHS London.

Tynemouth Road health centre is significant spoke that serves both of the east Haringey polysystems. It focuses on planned care for women and children including gynaecology, maternity and contraceptive and sexual health (CASH) services. In 2010 it will provide the base for the new maternity model of care, supporting primary care led antenatal services as well as linked to other initiative like the Family Nurse Partnership, sexual health services and breast feeding support.

End state

The St Ann's Hospital site is across the road from the Laurel's and is on track for redevelopment in 2014. The transaction between the site owners, BEH Mental Health Trust and LiftCo aims to deliver a whole systems redesign of services on the site, with facilities opening in 2014. End state for the south east collaborative will see an extension of the Laurels that will be a fully operational hub. This development offers an extension or alternative to the existing facility that will offer a full range of urgent care services. This polysystem will also draw people in from the central collaborative.

6. Financial planning assumptions.

We have undertaken local financial modelling to support the development of our polysystems in Haringey. This work was conducted for two main reasons. Firstly to test the accuracy of the Healthcare for London assumption that outpatient activity could be re-provided locally at a saving of 15 per cent of tariff; and secondly to analyse the capacity of our current estate to quantify how much outpatient activity could be accommodated without significant changes to

our infrastructure. This analysis demonstrated that the 15 per cent reduction on tariff was potentially an underestimate of the savings able to be generated from a shift in activity. This was based upon the current revenue costs of our buildings and an assessment of the staff costs needed to provide the clinics. We also modelled the outpatient activity which potentially could be shifted to our hubs from our local hospitals. We have estimated that a total of 65,000 outpatient attendances could be re-provided locally from the Whittington and 55,000 attendances from the North Middlesex from 2013/14. We have plans to begin the shift of activity during 2010/11 and are working with the hospitals to implement the necessary service changes. We are assuming financial savings to be generated during this financial year. A report outlining this work was presented to the March meeting of our Trust Board.

We have also made a fully costed assessment of the capital expenditure needed to facilitate additional local activity. This includes infrastructure improvements at each of our buildings together with the purchase of diagnostic facilities. This expenditure was identified and included in the recent submission to NHS London to inform 2010/11 capital allocations.

However we recognise that a full costing of our polysystems requires the population of the CSL model. As highlighted above we have made good progress in its completion but the full model cannot be fully appraised until the care pathways have been devised and incorporated. These are underway within the sector led by Camden and are anticipated to be available from June onwards. This will enable a robust appraisal of the options and form the basis of the Spurs business case. The case for the Spurs development has been well made locally and an outline case is in train. At this stage in the process it is envisaged that the cost of developing the Tottenham hub would be equivalent to the cost of a new facility at the North Middlesex site (given the need for a facility of a certain size and the similar geographical area) but would have the considerable advantages in respect services and of location as outlined above.

7. Summary

Significant progress has been made in Haringey in the implementation of the polysystems model. The Laurels and Hornsey currently offer most services required from a hub and plans are in place to deliver the full range of urgent care and diagnostic facilities when these have been clarified by NHS London.

The construction of the north eastern hub at Tottenham is well supported with contractual and planning arrangement nearing completion. Its construction will allow Haringey to fulfil its obligation to the Dazi model, implementing the required number of polyclinics for its population within the necessary timescale. It also supports the financial planning assumptions by providing the necessary facilities to meet the activity model required by the borough to deliver the sector financial recovery plan.

The local authority is integral to the development of the polysystems. They are already key members of the commissioning collaboratives and now will also join the polysystem programme board as providers of services. The LA children's area networks are already working in the three polysystem areas and there are plans to move the adult LA services into these three areas. Across Haringey we are working on the 'Total Place' agenda and will be using the three polysystem areas as the bedrock for joined up planning and provision as well as service rationalisation, making services more accessible and comprehensive for the local population.

Julie Quinn
Deputy CEO NHS Haringey

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Hornsey neighbourhood health centre provides a range of services to residents that live in the west of the borough. NHS Haringey is committed to ensuring that these services meet the needs of local people, which means we are in the process of reviewing existing services and introducing new ones. Throughout this process we are working closely with our patients panel and development board, so ensure we maximise our usage of this unique building.

Services currently being provided are:

General Practice
Queenswood Practice (8am – 8pm, 7 days wk)

Community Services
Foot Health clinics (daily)
Dietetics (monthly, linked to diabetes clinics)
Sexual health clinics (2 days/wk)
Continence Services 2 days/wk)

GP with Special Interest Clinics
Minor surgery (3 days / wk)
Dermatology (1 day / wk)

Diagnostics
Phlebotomy (daily)
Spirometry (weekly)

Long-term conditions
Intermediate Care Diabetes (alternate weeks)

Therapeutic services
Physiotherapy (daily)
Neurology rehabilitation (weekly)
Pulmonary rehabilitation (weekly)
Speech and language therapy (daily)

Antenatal/postnatal
Midwifery clinics (2 days/wk)
Health visitor sessions (2 days/wk)

Outpatient clinics
Dermatology Consultant Community Clinic (alternate wks)

Counselling and mental health
Learning Disabilities Counselling (weekly)
Improving Access to Psychological Therapies (daily – but temporarily until re-locate)
Smoking Cessation (1 evening / wk)

2. How much of the building is currently occupied?

All areas of the building are used apart from the ultrasound suite on the ground floor and the pharmacy, which is fitted out and will be up and running from September.

NHS Haringey is in the process of a thorough audit of space utilisation to help with planning for future service developments. This is due to be completed by September.

3. What other services are being considered for this location

The following services are planned to be introduced at Hornsey:

Heart Failure Nurse Specialist	(alt weeks from August)
Diabetes Specialist Nurse	(weekly from August/early Sept)
Musculoskeletal Enhanced Physio Service	(from September)
Antenatal Outpatient Service	(tbc)
Gynaecology Outpatient Service	(tbc)
Direct Access Ultrasound	(tbc)

As requested at the Overview & scrutiny Committee of 29 July 2010 – Update on the proposed disposal of the Bull Lane and Pasteur Gardens sites.

Cabinet agreed on 23 March 2010 to grant a long leasehold interest to Community Action Sport (CAS) to develop and manage the sites for sporting, recreation and community use, subject to a land price not below the independently assessed valuation and certain terms and conditions (these were in an exempt report).

Officers were authorised in consultation with the lead member to:

I. Negotiate and agree the final Heads of Terms for the grant of a Lease and enter into an Agreement for Lease.

II. Grant the Lease on confirmation that CAS satisfied the conditions as set out in the Agreement for Lease

III. That the granting of authority to enter into the Heads of Terms for the grant of a lease and enter into an agreement for lease to be subject to further work on CAS's proposed way of operating to be reported back to Cabinet on 20 April 2010.

Insufficient progress had been made in the negotiations with CAS for a report to be made back to the 20th April meeting or indeed to date as discussions are continuing with CAS.

At CAS's request Council officers recently met with the potential funding organisations for CAS's development proposal along with CAS. This has clarified a number of issues including the position of Sport England, the Football Foundation and the London Marathon trust.

Negotiations are continuing in relation to the Heads of Terms between the Council and CAS - as is to be expected for a property transaction of this nature.

Dinesh Kotecha
Head of Corporate Property Services
Haringey Council

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Barnet, Enfield and Haringey NHS
Mental Health NHS Trust

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17 September 2010

Briefing for Haringey Overview and Scrutiny Committee - Barnet, Enfield and Haringey Mental Health Trust.

Haringey Overview and Scrutiny Committee have requested a briefing note on Trust plans to build capacity and increase earlier access to mental health interventions.

The following highlight current plans in development which will require the engagement and support of GPs and other stakeholders in order to be realised:

Earlier Intervention in Dementia Care

Service development proposals within this financial year related to early intervention in dementia care include the establishment of two new services in Haringey; a Memory Assessment Service and a Dementia Home Treatment Service

Memory Assessment Service

This service will provide early diagnosis for people with dementia and post-diagnostic counselling and support, including support to family carers. The service will provide expert assessment and diagnostic services with capacity to see all new cases of people with suspected dementia in Haringey. Early diagnosis and intervention has been shown to improve the quality of life of people with dementia and has positive effects on the quality of life of family carers.

A brief programme of carer support and counselling at diagnosis alone has been demonstrated to reduce care home placement by 28%, with a median delay to placement of 557 days compared with those not receiving the intervention. [1]

[1] Healthcare for London (2009) Appendix 6: Investigation into the cost of dementia in London and the savings needed to ensure investment in memory services is cost neutral

Dementia Home Treatment Service

This early intervention service will work with people with dementia in an acute mental health crisis and provide an alternative to admission to an acute mental health ward for older people. This service moves care closer to home for the patient and their family and early provision of support at home during a crisis can decrease institutionalisation by 22%. The service will have capacity to respond rapidly and work intensively with a small caseload of patients to provide effective case management, which has also been demonstrated, in the Healthcare for London investment appraisal report, to reduce admission to care homes by 6%.

Developing Capacity in Acute Care Services

Recovery Centres / Increased capacity in Home Treatment

Service development proposals related to increasing the Trust's capacity for treatment outside of hospital includes the establishment of a recovery centre in each borough, in addition to developing increased capacity within existing home treatment teams by a 25% increase in resources over the lifetime of our five year business plan.

Aims and objectives of the recovery centre

The recovery centre will provide a high standard of treatment and care in a safe and therapeutic setting for service users with an acute mental health crisis.

The centre will offer a range of therapeutic, psychosocial, culturally sensitive, person centred interventions and treatments, which protect the safety of the service user in an appropriate and modern environment to support recovery. The team will focus on maintaining and improving quality of life as well as promoting independence.

The service will operate within the framework of the acute care pathway.

BEHMHT Crisis Resolution and Home Treatment staff (who will manage the Recovery Centre users care programmes) will provide appropriate education and support for carers and relatives, 24 hours a day, 7 days a week.

The recovery centre will be flexible & responsive to the individual needs of service users with severe mental illness, who require more support than a Home Treatment Team can offer out in the community, but who do not need the level of support of an inpatient setting. The centre will enable self-management within a community setting as soon as possible:

The centre will offer:

- An alternative to hospital admission, accepting service users who do not need the high-intensity clinical intervention or security of a typical acute environment
- 24 hours a day support for people with mental health difficulties - available to their carers as well
- Provide support both with and without the use of beds, for instance guidance and support by day therapy and face-to-face interviews
- Deliver a range of interventions, therapeutic and non-clinical as prescribed or agreed by the home treatment team, in order to allow service users to identify their own solutions
- Build on the existing care plan to address needs, to enable the individual to gain optimum functioning in the least restrictive setting
- Identify any other needs including physical, psychological and social and ensure effective care plans are in place to address identified needs in collaboration with the home treatment team
- Include the service user and their carers in developing an appropriate treatment plan based on the identified needs
- Explain the care plan to the service user and carer.
- Liaise with other Trust services regarding aftercare arrangements.
- Liaise with primary care, describing the diagnosis and treatment plan
- Promote access to advocacy support and advice

The centre will also provide a rapid response service, including accommodation and a therapeutic day setting; a step-down service to enable earlier discharge from hospital and 24 hour supported therapeutic accommodation within the community for people with a lower level need than inpatient services but who cannot be discharged to independent care in the community.

Developing Capacity in Psychosis Services

Increased capacity in home treatment teams

It is envisaged that recovery centres will enable the Trust to work towards reducing its length of stay for hospital inpatients to within the national norm of 28 days.

This will in turn facilitate a review of the Trust's inpatient bed numbers and allow for the investment of released resources into the existing home treatment teams to allow an increase in Home Treatment contacts of up to 50% over the 5 year period.

Early Intervention in Psychosis Services

The Trust is building on the three existing teams in the boroughs to further develop the Early Intervention in Psychosis Service.

Early Intervention in Psychosis teams are specifically focussed on identifying people experiencing a first episode of psychotic illness and working with them intensively to support their family, social, educational and employment networks.

The Trust has recently appointed a Trust-wide service manager to develop a consistent model across all three boroughs which have historically invested disproportionately in this service.

For Haringey the focus will be upon:

- Enhancing the staffing within the team in Haringey and in particular focussing on ensuring clients have access to a range of psychological therapies.

- In line with New Horizons and the LA Personalisation agenda focus upon a recovery based model of care that delivers evidence based interventions with measurable outcomes.

- Developing staff to ensure that they understand the need to promote a range of services that allow the client to build on existing skills; in particular training and employment. This means that we will be developing a workforce plan that looks at training and development of staff as a priority.

- Out-reaching into the community to ensure that clients are identified before they require admission to hospital, as examination of our current caseload shows that too many clients have had their first contact with the service as an emergency admission.

- Ensuring that the service is seamless from 14- 35 years. This will need development over the coming months.

- Developing services that the meets the cultural and diverse needs of the population of Haringey.

- Developing a workforce that has specific expertise in early intervention that encompasses a range of approaches that fits with individual, personal choices.

Wellbeing Clinics

Haringey has led the way in piloting Wellbeing Clinics for service users who do not require full care co-ordination but who benefit from continued support from a mental health service.

This client group includes those who benefit from continued mental health and medication monitoring along with medication and physical health management.

This model allows clients to move on in the recovery pathway whilst allowing some aspects of their care to be managed by skilled mental health staff.

It is proposed to:

- Increase staffing in this service over the next few months to enable more service users to access the service.

- To develop this pathway to meet the needs of the clients as they move out of services onto full recovery.

- Co-locate these clinics within a primary care setting. This will enable greater integration with primary care, enhancing skills across the workforce and allowing individuals with stable conditions to meet their recovery goals unencumbered by stereotypical stigma.

Tier 4 CAMHS

In-patient services for Children and Adolescents are currently under review and proposals are being developed to adopt a similar approach as for adults and older adults. It is envisaged that an option for treatment at home will be developed where the family can be involved in developing effective, collaborative interventions which negate the necessity for a number of young people to be admitted to institutionalised care.

This should build capacity in the system. Nationally, the introduction of Home Treatment services for adults has reduced reliance on in-patient admission by 30%. More importantly, and especially important for young people is the model of care which maintains individuals within their network, effects a whole system, collaborative, solution and avoids early stigmatisation of young people which introduces dependency and maintains an ongoing relationship with mental health services.

Referral Pathways

Intake

New referral pathways for any referrer are being piloted to improve response times to referrers to ensure individuals receive a timely assessment of needs and are accurately and appropriately signposted to the most effective service to meet their needs.

Primary Care Support

Similarly a new programme of Primary Care education, based on an internationally developed model, is being consulted with GPs and future commissioners as to how mental health services can best educate and support primary care to offer optimum care and recovery services to individuals with mental health issues. This model is being developed with GPs and primary care colleagues to ascertain the most effective interventions for the healthcare economy.

Conclusion

The Trust is committed to working with partners and stakeholders to find the most clinically effective and cost effective interventions to deliver the best outcomes for people requiring a service from the Mental Health Trust. We would aim to reduce the stigma and barriers to individuals wishing to exercise their rights and controls as individual citizens.

Yours sincerely



Maria Kane
Chief Executive

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Barnet, Enfield and Haringey NHS
Mental Health NHS Trust

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17 September 2010

Briefing for Haringey Overview and Scrutiny Committee - Barnet, Enfield and Haringey Mental Health Trust.

The strategic and operational management framework in the Trust:

A Trustwide Delayed Transfer of Care (DToC) policy is in place, compliance with which is directly overseen by an established Trustwide DToC Steering Group which meets six weekly and reports through the Assistant Director to the Service Director, through to the Chief Operating Officer. The DToC Steering Group ensures the implementation of the policy and of any recommendations from the annual Trust audit on DToC activity undertaken by the internal auditors. It considers the need for amendments to the policy, reviewing that regularly, and making recommendations where necessary to the responsible Service Director. Through the Assistant Director, the DToC Steering Group issues guidance to operational staff, and assists in notifying and clarifying the implications of legislative and national social policy measures having a bearing on DToC work.

A named DToC co-ordinator is employed by the Trust in each of the three boroughs - whose function it is, working with Ward and CMHT Managers, senior medical staff and care co-ordinators, to facilitate prompt discharge as soon as a patient is medically fit to leave hospital. In their respective areas, local DToC co-ordinators chair the weekly DToC Meeting involving Ward and CMHT Managers and care co-ordinators. Each maintains an up to date DToC list, and also prepares and centrally submits the mandatory weekly SITREPS report to commissioners and to NHS London.

A continuously updated central register of DToC patients is maintained by the Trust. In addition to maintaining their local DToC list, the local DToC co-ordinator compiles and updates a weekly 'B List' containing the anonymised details of those patients who, though not yet ready for discharge, are believed by ward staff and involved community professionals to face probable delay in discharge

because of difficulties relating, for example, to their social situation and/or, to particularly complex individual mental health needs. DToC patients, and those on the supplementary 'B List', are a Trust priority for discharge-planning, and each is allocated to a care co-ordinator to lead on that process.

The DToC position in Haringey: (see Figure 3 attached)

In the half year under report, 1st January to 30th June 2010, 18 patients in Haringey, twelve men and six women, experienced delays in their discharge from hospital. Total loss of DToC days in the period was 777.

Of those lost DToC days, 666 related to six 'complex needs' patients with accommodation difficulties and UK residence and State benefits entitlement issues. The individual delays and the causes of those were as follows:

- Patient A - 112 days. This was a homeless person in need of supported accommodation in the community. The patient was unable to access SP housing in Haringey, and was turned down by a series of other providers, including St Mungo's, on the grounds that his behaviour was too chaotic and risk was involved.

- Patient B - 121 days. This was a patient who'd been declared 'intentionally homeless'. ID papers could not be found. Several specialist MH community providers declined to accept this person in their accommodation because of the high support needs involved. A Supporting People placement was not available as an option in the case.

- Patient C - 101 days. An appeal was being pursued here against a decision to refuse specialist housing.

- Patient D - 102 days. A case involving 'no recourse to public funds'. A Community Care Assessment and a Human Rights assessment were conducted, and an appeal lodged on Human Rights grounds.

- Patient E - 142 days. In the case of this patient, a specialist placement at 'Arbours' had broken down. No Supporting Peoples accommodation was available locally. A Council tenancy with Floating Support was being pursued.

- Patient F - 88 days. Poor discharge-planning by the Care Co-ordinator here – with a long delay in arranging presentation to the MH Panel for a necessary placement in Residential Care.

The ethnic breakdown of Haringey DToC patients in the period was as follows - 'White UK' 8, 'White Other' 2, 'Black UK' 1, 'Black African' 2, 'Black Caribbean' 2, 'Black Other' 1, 'Bangladeshi' 1. Ethnicity was not recorded in one case.

Action Taken:

1. The responsible Assistant Director of Mental Health has liaised with senior management in the Service Line on the problems of Care Co-ordinator engagement on DToC in Haringey.

2. The Trust's Operational Lead on DToC has been in contact with Haringey's Head of MH Commissioning on the adverse impact on patient-discharge of current community resource constraints in the borough.

Bed and Breakfast Accommodation:

In addition to those individuals whose discharge from hospital are delayed because they are awaiting arrangement or agreement of community support or care packages there are a number of other service users who do not need an ongoing costed package of care (e.g. supporting people or floating support) but do have accommodation or UK residency issues.

These individuals have no current mental health risk issues and can be safely accommodated in the community with appropriate monitoring from Community Mental Health, or Home Treatment Teams. However, if they were to be discharged to street homeless it would not be possible to maintain contact with these individuals and their mental health would likely deteriorate leading to subsequent admissions.

To prevent this deterioration it is most effective, both clinically and cost effectively to provide these individuals with accommodation whilst their housing or residency issues are resolved. It is a commonly assumed but simplified view, that any person in contact with mental health services should receive this accommodation in a ward based environment. However, keeping people in an acute mental health environment longer than is clinically appropriate not only decreases their chances of recovery, but diverts resources away from those who are genuinely in need of clinical treatment. This wastes very high cost, limited clinical resources on the genuine requirement for much lower cost accommodation.

In Haringey the Trust has been using funds allocated for clinical care to provide accommodation for up to six people at any one time. Currently there are 3 individuals in bed and breakfast accommodation with a length of stay ranging from c.17 to c.170 days. One of these people, the longest stayer, has ongoing residency issues whilst the other two are awaiting accommodation issues to be resolved.

There is currently no multi-agency agreed solution to this issue.

The DToC position Trust-wide – a summary: (see Figure 4 attached)

In the period January 1st to June 30th, a total of 75 patients in the Trust experienced delays in their discharge from hospital; 43 men and 32 women. A total of 2,080 days were lost to DToC.

1,121 of those days (54%) were attributable to delays in the discharge of 12 patients where complex needs, community risk concerns, UK residence and State welfare benefits entitlement issues variously were involved.

2 of the 12 cases involved Care Co-ordination and CMHT Manager oversight of a poor standard – one in Enfield and one in Haringey. The staff identified have received additional supervision and lessons learnt are shared between local DToC meetings.

A third of all DToC cases in the period involved patients from black and Asian groups. The ethnic identity of 4 DToC patients was recorded as 'White EU', and that of 9 others as 'White Other'. 3 patients of the 75 involved declined to give their ethnic identity. The ethnicity of 3 others was not recorded, as is required by the Trust.

Significant delays in discharge resulted from the lack of access for patients to MH Supported Housing in Haringey, with little compensatory information available to services on the availability of alternative, appropriate community resources for patients needing this support.

There were considerable delays in Barnet in accessing SP housing. Late-commenced and ineffective discharge-planning by some Care Co-ordinator staff contributed to a number of delays, this issue now requiring particular attention from the Trust in Haringey generally, and also in Enfield (Edmonton).

One case in Barnet involved a very substantial delay as a consequence of disagreement between the local authority and another London Council on the funding of a necessary community placement and

care package, while ‘awaiting a local authority decision on funding a community placement and care package’ was cited by the DToC Co-ordinator as delaying seven other discharges there.

Immigration and nationality legislation, and social policy constraints on UK residence and welfare benefits entitlement remain factors contributing to delays which, very often, take considerable time and professional effort to resolve.

The effective management of DToC is an important priority for the Trust. A continuous deployment of effort, professional skill and financial resources in the work is evident across all areas as, for example, in Haringey where, because of an insufficiency of community resources, the Trust, since last March, has been arranging and funding B&B placements for particular DToC patients it is otherwise unable to discharge from hospital.

There are good and effective working relationships on DToC between professional groups and with partner agencies, where only resource constraints continue to present a joint challenge.

Yours sincerely



Maria Kane
Chief Executive

FIGURE 3 - DToC POSITION JANUARY 1ST TO JUNE 30TH 2010

HARINGEY

MONTH	NO. OF DToC PATIENTS PER MONTH	NO. OF DToC DAYS LOST P/ MONTH	AVE. LENGTH OF DELAY P/MONTH (IN DAYS)*	CAUSES OF DELAY	ACTIONS TAKEN	ETHNICITY OF DToC PATIENT		GENDER OF DToC PATIENT	
January	8	164	20	• Unavailability of SP Housing in Haringey - seven cases, leading to a loss of 166 DToC days.	• Weekly DToC Meeting - all relevant partners invited.	White UK	8	Male	12
February	2	26	13	• Delayed and ineffective discharge-planning by Care Co-ordinator staff on four cases in particular - resulting in a loss of 84 DToC days.	• Liaison between the Service Managers responsible for DToC Co-Ordination locally and Community Care Co-ordination.	White other	2	Female	6
March	6	161	30	• Awaiting Council accommodation - 3 cases, 36 DToC days lost.	• Intensive involvement of Trust's Assistant Director of Mental Health in facilitating progress on complex cases and in monitoring DToC numbers.	Black UK	1		
April	6	168	28	• No recourse to public funds - two cases.	• Active scrutiny and reporting on individual delays.	Black Caribbean	2		
May	8	134	17		• Trust has been using B&B for DToCs since 1/3/2010.	Black Other	1		
June	6	124	21		• Formal representation by Trust to Haringey's Head of MH Commissioning on lack of availability of and access to appropriate community resources locally.	African	2		
TOTALS	N/A	777	22			Asian (Bangladesh)	1		
						Not Recorded	1		

* to nearest round number

FIGURE 4 - TRUST-WIDE DToC POSITION

BARNET, ENFIELD & HARINGEY MENTAL HEALTH NHS TRUST - JANUARY TO JUNE 2010

MONTH	NO. OF DToC PATIENTS PER MONTH	NO. OF DToC DAYS LOST P/ MONTH	AVE. LENGTH OF DELAY P/MONTH (IN DAYS)*	CAUSES OF DELAY	ACTIONS TAKEN	ETHNICITY OF DToC PATIENT		GENDER OF DToC PATIENT	
January	19	362	19	• Non-availability of SP accomodation for MH patients in Haringey.	• DToC issues are led and reported upon by a designated Trust professional in each of the three L/A areas - and are centrally co-ordinated by an overall Trust lead for DToC.	White UK	32	Male	43
						White European	4	Female	32
February	15	248	17	• UK residency issues and 'no recourse to public funds' - an issue in all three L/A areas.	• A weekly DToC monitoring and reporting meeting is held in each L/A across the Trust. These meetings are chaired by the DToC Co-ordinators.	White Other	9		
						Black UK	5		
March	19	347	18	• Late-commencing and poor quality discharge-planning by Care Co-ordinators - an issue generally but weakest in Edmonton area of Enfield and in Haringey.	• DToC Trust-wide Steering Group meets six-weekly and reports to the responsible Trust Board Director.	Black Caribbean	2		
						Black Other	1		
April	14	223	16	• Significant delays in accessing housing in Barnet and in Haringey L/A areas.	• Annual Audit of Trust DToC performance conducted by Bentley-Jennison, internal auditors.	African	10		
						Asian UK	4		
May	25	476	19	• MH Resources Panel in Enfield convenes three-weekly only. These gaps between Panel Meetings are too long and are contributing to the number of days lost to DToC locally.	• Weekly DToC SITREPS Report submitted by the Trust.	Asian (Bangladesh)	1		
						Turkish	1		
June	23	424	18			Ethnicity declined	3		
						Not Recorded	3		
TOTALS	N/A	2080	18						

* to nearest round number

Chairman: Michael Fox
Chief Executive: Maria Kane

Barnet, Enfield and Haringey NHS
Mental Health NHS Trust

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Sent: 13 September 2010 11:39

Further details on Small Business Rate Relief:

The number of potential cases that may qualify is 3,400. This number excludes those that we know would not qualify due to a description of advertising rights and those that are Haringey Council premises. The only legislative reason some would not qualify is if they have more than one business premises and therefore did not apply. We provide relief for approximately 2,300 cases.

May I also take this opportunity to update you on a change:

Properties eligible to receive Small Business Rate Relief will see an increase in benefits. At present those qualifying properties with a rateable value below £6,000 receive a 50% reduction in their rate liability. However, for one year from **1 October 2010** these cases will receive a 100% reduction, thus removing their rate liability in full for the period 1 October 2010 to 30 September 2011.

In addition, those eligible properties with a rateable value (RV) between £6,001 and £12,000 will see a doubling of the amount of relief they are currently receiving. Currently this relief ranges from approximately 49% down to 1% depending on the RV. However this relief will double to approximately 98% in the maximum circumstance, down to a minimum of 2%.

Therefore approximately 700 properties currently paying 50% rates in Haringey will benefit from 100% relief and another 1,000 will see their current relief amount double. In financial terms the amount of Small Business relief we are currently awarding for 2010/11 totals £1.3M. As a result of the proposed changes this will increase to approximately £1.95M.

Ellicott Paul [mailto:Paul.Ellicott@haringey.gov.uk]

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