

## NOTICE OF MEETING

# CABINET

**Tuesday, 13th November, 2018, 6.30 pm - Civic Centre, High Road, Wood Green, N22 8LE**

**Members:** Councillors Joseph Ejiofor (Chair), Emine Ibrahim (Vice-Chair), Charles Adje, Peray Ahmet, Patrick Berryman, Mark Blake, Zena Brabazon, Kirsten Hearn, Noah Tucker and Elin Weston

Quorum: 4

### 1. **FILMING AT MEETINGS**

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

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

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

### 2. **APOLOGIES**

To receive any apologies for absence.

### 3. **URGENT BUSINESS**

The Chair will consider the admission of any late items of Urgent Business. (Late items of Urgent Business will be considered under the agenda item where they appear. New items of Urgent Business will be dealt with under Item 21 below. New items of exempt business will be dealt with at Item 24 below).

#### 4. DECLARATIONS OF INTEREST

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

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

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

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

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

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

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

This is the formal 5 clear day notice under the Regulations to confirm that this Cabinet meeting will be partly held in private for the reasons set out in this Agenda.

#### 6. MINUTES (PAGES 1 - 26)

To confirm and sign the minutes of the meeting held on the 9<sup>th</sup> of October 2018 as a correct record.

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

There are currently no matters to report form Overview and Scrutiny Committee.

**8. DEPUTATIONS/PETITIONS/QUESTIONS**

To consider any requests received in accordance with Standing Orders.

**9. BROADWATER FARM (PAGES 27 - 110)**

[Report of the Director for Housing Growth. To be introduced by the Cabinet Member for Housing and Estate Renewal.]

Cabinet will consider decisions on the future of the Tangmere and Northolt blocks on the Broadwater Farm Estate following consultation on the Council's preferred option. Also to seek approval for a Rehousing and Payments Policy and a Local Lettings Policy following resident consultation.

**10. HOUSING STRATEGY (PAGES 111 - 128)**

[Report of the Director for Housing Growth. To be introduced by the Cabinet Member for Housing and Estate Renewal.]

To consider Revisions to Haringey's Housing Strategy, including proposed amendments to appendices.

**11. REPORT ON THE PROGRESS OF ESTABLISHING A WHOLLY OWNED COMPANY FOR HOUSING DEVELOPMENT AND VARIOUS DECISIONS REQUIRED TO FACILITATE THE COUNCIL'S HOUSING DELIVERY PROGRAMME (PAGES 129 - 154)**

[Report of the Director for Housing Growth. To be introduced by the Cabinet Member for Housing and Estate Renewal.]

To note the progress of the establishment of a wholly owned company and to make decisions to facilitate the Council's housing delivery programme, namely the agreement of HRA capital, the acceptance of the GLA's grant offer and right to buy receipt ring-fencing offer, the reversal of a previous Cabinet Member decision to dispose of HRA sites to Sanctuary Housing and consequential financial decisions. The report will further be identifying the first sites to enter the housing delivery programme.

**12. AUTHORITY MONITORING REPORT (AMR) 2017/18 (PAGES 155 - 232)**

[Report of the Assistant Director for Planning. To be introduced by the Leader of the Council.]

The report seeks Cabinet's approval for the publication of the Authority Monitoring Report 2017/18. Publication of the AMR is a statutory requirement. The AMR assesses the effectiveness of Haringey's planning policies and reports on milestones in the Local Development Scheme.

**13. ULTRA LOW EMISSION VEHICLE STRATEGY (PAGES 233 - 274)**

[Report of the Director for Housing and Growth. To be introduced by the Cabinet Member for Environment.]

The Council committed to developing this as part of the adopted Haringey Transport Strategy. This document will set the vision and action plan for enabling Haringey's vehicles to move towards ultra low emission engines. Agreement is sought to consult on the draft Strategy and Action Plan.

**14. ADMISSION TO SCHOOLS – PROPOSED ADMISSION ARRANGEMENTS FOR 2020/21 (PAGES 275 - 354)**

[Report of the Assistant Director for Schools and Learning. To be introduced by the Cabinet Member for Children, Education and Families.]

To agree the proposed arrangements for admission to community nursery classes, primary, junior and secondary schools and to St Aidan's Voluntary Controlled School and for sixth form admission for the year 2020/21 can go out for consultation.

**15. CONSULTATION ON DRAFT CONSERVATION AREA APPRAISAL AND MANAGEMENT PLANS FOR BRUCE CASTLE, TOTTENHAM CEMETERY, TOWER GARDENS AND PEABODY COTTAGES, AND DRAFT LOCAL HERITAGE LIST (PAGES 355 - 514)**

[Report of the Assistant Director for Planning. To be introduced by the Leader of the Council.]

This report seeks approval to publish the following documents for a six week public consultation: draft Conservation Area Appraisal and Management Plans for Bruce Castle, Tottenham Cemetery, Peabody Cottages and Tower Gardens conservation areas, and the draft Local Heritage List. The documents include proposals for minor changes to the boundaries of conservation areas, and recommendations for buildings to be added to or removed from the Council's current Local List.

**16. ADOPTION OF STATEMENT OF GAMBLING POLICY (PAGES 515 - 590)**

[Report of the Director for Environment and Neighbourhoods. To be introduced by the Cabinet Member for Civic Services.]

The Gambling Act 2005 requires the Licensing authority to review and adopt its policy every 3 years under section 349 of the legislation. The report will seek agreement to consult on the policy which will be for adoption by full Council in March 2019.



**17. TO AGREE THE CESSATION OF THE SHARED IT AGREEMENT WITH CAMDEN & ISLINGTON WITH EFFECT FROM 1 JANUARY 2019 (PAGES 591 - 612)**

[Report of the Assistant Director for Corporate Resources. To be introduced by the Cabinet member for Corporate Services and Insourcing.]

To agree that the Cabinet resolutions in respect of the revised Shared Digital Model made on 17 July are not progressed

To agree the complete ending of the Shared IT arrangements with Camden and Islington by 1 January 2019

To delegate authority to the Director of Customers, Transformation and Resources to manage the transition of IT services back to the Council.

**18. LOCAL IMPLEMENTATION PLAN (PAGES 613 - 802)**

[Report of the Assistant Director for Planning. To be introduced by the Cabinet Member for Environment]

Each London borough is required to develop a Local Implementation Plan (LIP). The LIP sets out how the borough will deliver the Mayor's Transport Strategy (MTS) at local level. Haringey will need to consult on the LIP before submitted to TFL. Agreement is sought to consult the public on the draft LIP.

**19. MINUTES OF OTHER BODIES (PAGES 803 - 808)**

To note the minutes of the following:

Corporate Parenting Advisory Committee 2<sup>nd</sup> of July 2018.

**20. SIGNIFICANT AND DELEGATED ACTIONS (PAGES 809 - 818)**

To note delegated and significant actions taken by Directors in October.

**21. NEW ITEMS OF URGENT BUSINESS**

To consider any items admitted at Item 3 above.

**22. EXCLUSION OF THE PRESS AND PUBLIC**

**TO RESOLVE**

That the press and public be excluded from the remainder of the meeting as the items below contain exempt information, as defined under paragraph 3 and 5, Part 1, schedule 12A of the Local Government Act.

**23. EXEMPT MINUTES (PAGES 819 - 822)**

To approve the exempt minutes of the 9<sup>th</sup> of October 2018 Cabinet meeting and addendum to the 11<sup>th</sup> of September 2018 Cabinet minutes.

**24. NEW ITEMS OF EXEMPT URGENT BUSINESS**

To consider any items admitted at Item 3 above.

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Monday, 05 November 2018

## MINUTES OF THE MEETING OF THE CABINET HELD ON TUESDAY, 9TH OCTOBER, 2018, 6.30pm

### PRESENT:

**Councillors: Joseph Ejiofor (Chair), Emine Ibrahim (Vice-Chair), Charles Adje, Peray Ahmet, Patrick Berryman, Mark Blake, Zena Brabazon, Kirsten Hearn, Noah Tucker and Elin Weston**

**In attendance: Cllr Cawley- Harrison & Cllr Culverwell.**

### 88. **FILMING AT MEETINGS**

The Leader referred to agenda item 1, as shown on the agenda in respect of filming at the meeting and Members noted this information.

### 89. **APOLOGIES**

There were apologies for lateness from Cllr Mark Blake.

### 90. **URGENT BUSINESS**

There were no items of urgent business.

### 91. **DECLARATIONS OF INTEREST**

There were no declarations of interest put forward.

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

There were no Overview and Scrutiny matters for consideration by Cabinet.

### 93. **MINUTES**

The Cabinet Member for Finance raised the following minor discrepancies:

- Item 73 - Budget Monitoring - bullet point 2 - £235m should read £250m.
- Item 73 – Budget Monitoring - final bullet point - last sentence - should be amended to read that *the Council should distinguish between a saving made by 'cutting a service' and a saving made through improving efficiencies.*

The minutes of the Cabinet meeting held on the 11<sup>th</sup> of September were agreed as an accurate record, subject to the above amendments being made.

**94. MATTERS REFERRED TO CABINET BY THE OVERVIEW AND SCRUTINY COMMITTEE**

There were no Overview and Scrutiny matters for consideration by Cabinet.

**95. DEPUTATIONS/PETITIONS/QUESTIONS**

The Leader advised the meeting that a deputation had been received from Chris Mohr, in relation to agenda item 9, Borough Plan consultation.

The Leader invited Ms Mohr to address the Cabinet.

Ms Mohr referred to the Borough Plan regarding the priorities for children and was seeking agreement from the Council to taking in at least three additional unaccompanied refugee children a year over the next ten years, in turn providing a legal route to safety for just a few of the most vulnerable young people that were stranded in Europe and the Middle East.

Ms Mohr outlined that the deputation was part of a national campaign, launched by Alf Dubs with the charity 'Safe Passage', to mark the 80th anniversary of the Kindertransport in 1938-9, when Britain took in 10,000 children and young people, including Alf Dubs and as well as the mother of a member of the deputation party attending this Cabinet meeting, to save them from the Nazis. It was noted that the national campaign was called 'It's our turn', and similar deputations were taking place across the UK asking local authorities to each make the same commitment. It was noted that Hammersmith and Fulham had already promised to take 100 places and Islington Council had also recently made this same commitment.

The deputation were clear that such a commitment was dependent on the Council getting increased government funding to meet the costs of supporting the refugee children in full. The deputation recognised that the Council welcomed refugees and took care of a high number of unaccompanied minors whilst existing government funding was inadequate to meet these costs. However, the charity 'Safe Passage' felt that if enough Councils make this pledge, the numbers making the offer will help persuade the government increase funding levels. Therefore the deputation needed the Council to offer as many places as it could.

The deputation outlined that locally, in Haringey, there was a strong community support for this initiative from the three main faith communities, service providers, and from individuals represented in the deputation. The deputation represented a group of about twenty Haringey residents, some of whom were already involved in supporting refugees locally in various ways. The deputation and group were all committed to assisting this process and helping the young arrivals in whatever way they could.

The 80th anniversary of the Kindertransport was due to be celebrated on November 15th, when Alf Dubs and 'Safe Passage' charity hope to announce the pledges from Councils and lobby the government for adequate funding.

In conclusion, the deputation asked the Cabinet to commit the Council to a pledge to resettle at least three additional child refugees a year over the next ten years, provided the costs were met in full by central government. The deputation further requested the Cabinet respond to the deputation party representatives by the end of October with some idea of numbers of refugee children it would take.

The Leader thanked the deputation for their presentation and invited Cabinet Members to put forward questions to the deputation party.

The Cabinet Member for Civic Services commented positively on the campaign and sought an understanding of the progress being made with government on this issue. It was noted that research had been completed on the funding for refugee children, which showed that the current government funding levels were not sufficient. It was hoped that if enough local authorities around the country could pledge support, this could provide support to the campaign to increase funding and support. There was already a PAN London group of local authorities that had written to the secretary of state on this matter and now the emphasis was on obtaining as much support from local authorities to support these existing representations.

The Cabinet Member for Children, Education and Families, responded to the deputation. The Cabinet Member began by thanking the deputation for putting forward their representations and appreciated the positive comments and recognition of the Council's historic achievements in supporting refugees and refugee communities.

The Cabinet Member continued to outline the Council's current support to unaccompanied asylum seeking children. It was noted that, nationally, the Council were expected to support a number of unaccompanied asylum seeking children that amounted to 0.007 of its child population, which equated to 42 children. The Council were currently supporting 45 asylum seeking children as looked after children. This also equated to 10% of Looked after Children supported by the Council. In addition, the Council provided support to 76 young people, between the ages of 18-25 who were previously unaccompanied minors and formally looked after children. In total the Council were supporting 121 young people.

The Cabinet Member highlighted the specialist support that is often required to help unaccompanied minors as they would have been through the most traumatic experiences in their own country and would have experienced serious abuse and violence in their journey and unfortunately on arrival in to the UK. The Council wanted to help these children, that were in their care, recover from these experiences and live happy and fulfilling lives.

The Cabinet Member further welcomed the deputation's recognition of the current financial strain on the local authority. Following nearly 10 years of austerity and reduced government funding to support vulnerable children, there was a limited budget allocation. The Cabinet Member advised that, based on current government, funding settlement levels, to support three additional vulnerable children per year over

the next 10 years, would cost the Council £1.3m which under current financial circumstances could not be sustained by Children's service budget. However, if there were a government commitment to provide this additional funding, in full, then the Council would be happy to welcome at least three more child refugees per year over the next ten years.

The Cabinet Member for Children, Education and Families agreed to write back to the deputation with the numbers of children that it could support with additional full government funding.

The deputation party thanked the Cabinet for considering their deputation.

## **96. BOROUGH PLAN CONSULTATION**

The Leader of the Council introduced this report which summarised the process and content of the Council's new Borough Plan, and would set the strategic vision for the borough over the next four years.

The Leader continued to outline that the Council were ambitious for Haringey's future as a whole and for the people who called the borough home. The Borough Plan would set the framework for the Council and its partners to deliver on this ambitious agenda.

The administration wanted to run a collaborative Council that genuinely engaged people in shaping the borough's future and the Leader encouraged people to respond to the consultation.

The impact that 8 years of austerity upon Council's finances was recognised. The Council, had had to deal with the mix of these direct cuts to income alongside unfunded budget pressures

The Leader advised that over the next four years the Council expected to see a reduction in the Council's budget and a continued increasing demand for services. It was therefore even more important that to have clear priorities that set out how the borough, can come together to deliver on its ambitions. This was to ensure that resources were focused to have the greatest impact where there was the greatest need.

The Leader expressed that changing how the Council did things was important. The default position of the administration was to deliver services directly where this was prudent to do so, in order to maximise accountability, quality and other benefits to the community, as well as improving value for money where possible. The administration believed that public services needed to be responsive to change and more democratically accountable.

The Leader drew attention to the 5 specific priorities of the Borough Plan:

1. Housing – A safe, secure and affordable home for everyone, whatever their circumstances;
2. People – Strong families, strong networks and strong communities nurture all residents to live well and achieve their potential;

3. Place – Stronger, connected communities where together we improve our environment by making it safer, cleaner and greener;
4. Economy – A growing economy which provides opportunities for all our residents and supports our businesses to thrive
5. Your Council – The way the Council works.

The Cabinet would be focussing on key issues highlighted in the Borough Plan such as Haringey having the third highest numbers of people in temporary accommodation in London and the population outnumbering available housing by around 12000 people. The rates of violent crime with injury and domestic violence with injury were also both the second highest in London and required partnership focus.

There were also achievements and successes to be proud of as a borough, with 86% of residents satisfied with their area, all Haringey schools and early year's settings rated as outstanding or good, over 120 venues where cultural activity takes place, and 25 Green Flag Parks.

The Leader concluded that every local authority has to have a plan that translates the administration's priorities for the next four years into a set of objectives and a programme for action for the Council and its partners. This report introduced Haringey Council's Borough Plan, and invited residents, partners and stakeholders to engage in the consultation and come together to make Haringey a better place.

In response to questions from Cllr Adje and Cllr Cawley- Harrison, the following was noted.

- The consultation would open next week and would run for 8 weeks.
- In relation to the Council's preparations for Brexit, there would be further information shared at the full Council meeting this week. The Borough plan was a 'live' document and would be able to respond to any local economic changes as a result of the Brexit outcome.

**RESOLVED:**

1. To agree to go out to consultation on the Borough Plan, which included:
  - a) Five Priorities – each containing Outcomes, Objectives and Delivery Actions;
  - b) Equality Principles and illustrative objectives;
  - c) Partner Statements; and
  - d) Pledges – Voluntary and Community Sector; Engagement with Residents; Business.
2. That following the consultation, a revised version of the Borough Plan be considered at Cabinet in February 2019 for formal adoption.

Reasons for decision

The Council's current Corporate Plan comes to an end this year. The Council needs to agree a new strategy to cover 2019-23, which will set the strategic vision for the organisation and major partners in the borough.

The new administration was recently elected on a defined policy agenda. The Borough Plan seeks to deliver the political priorities of the administration over the next four years.

The Council is currently developing its Medium Term Financial Strategy (MTFS). The outcome of the Borough Plan consultation and final strategy will inform the MTFS of the organisational priorities for 2019-23.

The Council has a statutory duty to publish equality objectives. The Borough Plan is the core document through which the Council identifies and agrees where to tackle inequalities in the borough. The Borough Plan document includes draft equality principles and illustrative objectives, which will also be subject to public consultation.

#### Alternative options considered

There are a number of alternative options, including:

- a) Do not publish a new Plan; and
- b) Extend the current Corporate Plan.

It is not considered feasible to pursue option A, as the Council's Corporate Plan ends this year, which means a new Plan must be published. The Council is required to agree an overarching strategic document, which sets the parameters in which all other strategies operate.

It is not considered appropriate to extend the governance period of the current Corporate Plan, as this does not reflect the current administration's priorities and the nature and extent of partnerships across the borough, which contribute to the delivery of the Plan's outcomes.

## **97. DISCRETIONARY HOME LOSS PAYMENTS TO SECURE TENANTS OF TANGMERE**

The Cabinet Member for Housing and Estate Renewal introduced the report, which sought approval to making Discretionary Home Loss payments to secure tenants of Tangemere Block in Broadwater Farm who have moved since 26<sup>th</sup> of June 2018.

The Cabinet Member referred to the 26 June Cabinet decision on rehousing Tangemere residents before the end of October when the gas supply by Cadent was due to cease following structural issues with the block. However, it was important to note that the June Cabinet meeting did not make any decision on the future of Tangemere, as it wanted to seek the opinions of Tangemere residents before making this decision in November.



The Cabinet Member emphasised that moving home was stressful and particularly where someone was losing their home permanently. She explained that for this reason, the law set out that these secure tenants were eligible for Statutory Home Loss payments where their home was to be demolished. However, the law did not recognise the similar disruption caused when a property was being repaired/strengthened and where the households may be away from their original home for up to a year.

Taking into consideration the discussion with residents, the urgency of the Tangmere moves to allow residents to be re-housed by the 31<sup>st</sup> of October, together with the potential length of time tenants would be away from their home if the decision on structural repair was taken, Tangmere was felt to be an exceptional case. The report proposed to further recognise this by offering Discretionary Home Loss payments to all Tangmere's secure tenants regardless of the eventual decision around Tangmere's future.

This would be a single payment that would be paid and there would be no subsequent payment, should a decision be made to demolish the block.

The Cabinet Member expressed that the section 105 consultation on the future of Tangmere block and Northolt block was going well and there were good response levels given that residents were also moving at the same time. The consultation period ended on the 10<sup>th</sup> of October and remaining residents at Tangmere and Northolt Block that had yet to respond to the consultation were encouraged to do so.

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

- Going forward the Cabinet Member could examine the potential for making home loss payments for residents living in temporary accommodation for a prolonged period to allow for required structural works on properties. However, it was further clarified that where residents were living in long term temporary accommodation in a block or property that required structural works and were then subsequently moved to allow for these works, they would not automatically be eligible for a home loss payment. The Council and Homes for Haringey would likely need to assess these circumstances and consider how long the resident had been in temporary accommodation. This situation would not apply to Tangmere.
- The consultation closed on the 10<sup>th</sup> of October and it was not appropriate, at this stage, to speculate on the outcome of the decision on Tangmere block and Northolt block. The outcome of the consultation and decision on these two blocks would be considered at Cabinet in November.
- It was noted that 70 residents in Tangmere had so far accepted housing offers with 42 signing tenancy agreements.

**RESOLVED**

1. To note the cost of payments as set out in 6.8 of the attached report.
2. To note the payment conditions set out in 6.10 of the attached report.
3. To approve the payment of Discretionary Home Loss Payments to secure tenants of Tangmere who have moved since 26 June 2018.
4. To approve as required by Section 1 – Financial Regulations paragraph 5.23 (b) within the Housing Revenue Account virement of £554K from the Depreciation Dwellings budget to a new budget Discretionary Home Loss Payments.

### **Reasons for decision**

Recommendation 3.3 is made because;

- a) Should a decision be made to demolish Tangmere, secure tenants will be eligible for a statutory Home Loss payment.
- b) Should a decision be made to strengthen the block, there would be no statutory requirement to make any payments to Tangmere secure tenants. However, there is still considerable inconvenience for secure tenants who are having to move at short notice, and would be unable to return to their home for at least a year even if the block is strengthened.
- c) Extending the Home Loss payments beyond the statutory requirement will also help achieve the operational requirement to vacate the block before the end of October 2018, as the discretionary payments will be made once residents have moved out of Tangmere.

### **Alternative options considered**

Home Loss payments restricted to where there is a statutory duty to pay these.

This option was rejected, as should a decision be made to strengthen the block, this would not offer any compensation payments to tenants who would be required to be away from their home for at least a year.

Further, it would not help to meet the urgent requirement to vacate the block before the gas supply is shut off at the end of October 2018.

## **98. CAPITAL LETTERS**

The Cabinet Member for Housing and Estate Renewal introduced this report which set out a proposal to join the pan-London 'Capital Letters' scheme which will collaboratively procure new properties to rent on behalf of London boroughs, supported by the Ministry of Housing, Communities & Local Government (MHCLG).

The Cabinet Member reiterated that there was a desperate shortage for housing in Haringey. With limited supply and properties often required at short notice, this also incurred significant costs to the Council.

Capital Letters was a pan-London scheme, which sought to increase the supply of temporary accommodation, reduce the cost of this accommodation, and reduce the need for households to be accommodated out of the borough. This scheme would also combat the competition between boroughs to secure emergency and temporary accommodation, which was also driving up the costs. The pan-London approach would impact on this high cost and would enable boroughs to work together on common housing issues.

It was therefore proposed to enter into partnership with other boroughs to enable a significant impact on reducing those costs.

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

- It was considered unlikely that MHCLG would not be funding the scheme beyond the first year. This funding could not yet be confirmed until the spending review was announced.
- If the scheme were not funded in second year, it would not mean that the scheme collapsed. It would only mean that additional funding was not available to acquire additional properties in future years. However, the funding from the first year would have been utilised to secure properties that could be used over a longer period. In the event that the scheme collapsed, this would not lead to a financial risk for the Council as set out at paragraph 6.27. Also any Assured Short Hold Tenancies would have been acquired in the first year, which would have already been paid for.
- It was clarified that the 50% of Council-secured property lets proposed to be added to the capital letters scheme part of our proposed commitment to the scheme. There was an expectation that the capital letters scheme would acquire 4500 homes in addition to what the boroughs acquired independently. It was the ultimate intention for all Council property lets to be put into the capital letters scheme but the Council would firstly consider how this arrangement works in the next three years before such a commitment was considered and any staff transferred to the scheme.

### **RESOLVED**

1. To note the £39 million over three years potentially being made available by MHCLG for pan-London collaboration on the procurement of accommodation for homeless households.
2. To note the draft Articles of Association at Appendix A
3. To note the draft Members Agreement at Appendix B

4. To approve, in principle, for the Council to join Capital Letters London Ltd, a Company Limited by Guarantee that will be established by the London boroughs, as an 'A member'.
5. To delegate to the Director of Housing, Regeneration and Planning, after consultation with the Cabinet Member for Housing and Estate Renewal and the Statutory Legal and Finance Officers, the following:
  - a) Finalising and agreement of the Articles of Association
  - b) Payment of up to £100,000 from Flexible Homelessness Support Grant funding in lieu of seconding staff as set out in 6.11
6. To note that under the constitution part 3 Section D – local Choice Functions / function 16 - the appointment of officer(s) to the Capital Letters Board falls to the Chief Executive. Nominated officer(s) will represent the Council at Company meetings, and will vote and exercise all rights of Membership on behalf of the Council.

### **Reasons for decision**

The decisions recommended are required to join the Company and participate in the collaborative procurement approach and to access the MHCLG funding.

The estimated aggregate financial benefit of the proposals to London Boroughs are up to £116m over the first three years, plus potential savings on changing how placements are made and reduced repeat homelessness through tenancy sustainment. Joining the scheme early will maximise Haringey's share of these savings.

Currently other London boroughs have temporary accommodation in Haringey meaning Haringey must place many households outside of the borough. Capital Letters will help rationalise temporary accommodation in London with properties obtained in Haringey being prioritised for households from Haringey.

### **Benefits to Haringey borough of being in the first phase:**

It is proposed that Capital Letters membership will grow in a number of phases with some boroughs joining the first phase and others joining in later phases. There are a number of reasons why it would be advantageous for Haringey to be part of the first wave of boroughs, which are anticipated to start operations in April 2019.

- i. The MHCLG subsidy per borough will be greater in the first year. This is important in terms of the proportion of centrally funded staff compared to borough-funded staff, which should provide a greater uplift to procurement numbers for the boroughs in the first wave.
- ii. The boroughs involved in the set-up of the company will have much more control over the way it is set up and its Articles of Association than boroughs who join after the company has been established. This may also include the terms and conditions of future boroughs joining the scheme.

- iii. Boroughs who do not join Capital Letters will still have properties procured by Capital Letters in their area. Although Capital Letters will abide by the agreed Inter- Borough Accommodation Agreement rates, there is nevertheless a significant risk that property owners and agents will prefer to work with Capital Letters than within individual boroughs. This is because of the profile it will have when launched, and because of the more streamlined ability to let properties across London with one organisation than with a number of different boroughs, all with slightly different terms and conditions and different personnel.
- iv. If Capital Letters is successful then it will be possible for Haringey to secure more private rented and leased properties in London within or close to Haringey, reducing the need to place families in nightly paid accommodation in neighbouring boroughs or elsewhere in London. It would be better to secure these benefits sooner rather than later.

### **Alternative options considered**

To not join the scheme and instead rely on the existing team in Homes for Haringey, which procures Assured Shorthold Tenancies and nightly rate bookings, and on new Haringey-only schemes such as the Community Benefit Society and Purchase, Repair and Management Company.

This was rejected, as existing resources are unlikely to be able to achieve the level of uplift that Capital Letters can with the additional funding. The two new schemes focus on purchasing properties when property owners wish to sell, whereas Capital Letters will focus on renting and leasing properties, which landlords wish to retain. Not joining the scheme will also, lead to any properties Capital Letters obtains in Haringey being allocated to households from other boroughs who are members of the scheme.

To not to join the company in the first phase, but rather wait and assess the scheme's progress.

This option was rejected, as it would result in a lost opportunity to access MHCLG grant funding for the first year, and delay the benefits of reduced costs and more local placements. There would also be less influence on the scheme's design by joining once the scheme has been established.

To join the company as a 'B member'.

Although this option would still enable the Council to receive services from Capital Letters, joining as a 'B member' would mean that the Council has less influence over the strategic direction of the company and the specific Articles of Association relating to 'B members'. Joining as a 'B member' also means that they would not have access to MHCLG subsidy for newly procured properties. The distinction between 'A' and 'B' membership is noted in the 21.2.3 of the draft Articles of Association at Appendix A.

There is an option to reduce funding for 'A membership' by seconding up to two staff to Capital Letters.

While there is no intention to make any compulsory secondments at this stage, this option may be taken up if individual members of staff request to take up this opportunity on a voluntary basis.

## 99. BIRKBECK LODGE

The Cabinet Member for Housing and Estate Renewal introduced the report, which sought approval for the Council to carry out the conversion of the now vacant Adult Day Care Centre and Kurdish Community Centre at Birkbeck Lodge into emergency accommodation units.

In introducing the report, the Cabinet Member highlighted the following issues:

- The Council had a duty to house homeless families where they found themselves in situations where they required emergency accommodation.
- Emergency accommodation was the most expensive form of temporary accommodation provided by the Council and often-involved expensive nightly rates being paid by the Council.
- Historically, there had been a heavy reliance on use of B&B accommodation, which was often of poor quality.
- The Council was seeking to provide all emergency accommodation within the borough in-house. There already existed two converted properties for use as emergency accommodation (Broadwater lodge, Whitehall lodge).
- This would be the third conversion of premises to provide emergency accommodation to families in the borough and an important new design feature was that all bedrooms would have an en-suite bathroom. There would be no shared bathroom facilities at the premises. All forms of future emergency accommodation would take into account this new requirement. There would still be communal areas, such as the kitchens to allow as many units of accommodation as possible.
- Homeless families should only be in emergency accommodation for up to 12 weeks but the Cabinet Member recognised in certain circumstances, this was longer. This period allowed the Council to assess whether it had an obligation to provide housing duty for them.
- A lot of emergency accommodation providers were not to a high standard and could continue in this low quality model due a demand in their services.

The Cabinet Member closed her introduction by stating the impact on children who found themselves in emergency accommodation could be immensely damaging and Cabinet should do all it can to improve the quality of emergency accommodation.

Following questions from Cllr Brabazon, Cllr Hearn, Cllr Mark Blake and Cllr Cawley-Harrison, it was noted that:

- There would be a member of staff on site 24/7. This was important as homeless families might be vulnerable and support was necessary.
- The purpose of the report was for a decision to be made to approve the capital investment required for work on the conversion of Birkbeck Lodge into

emergency accommodation, not to release the revenue budget for managing it. The running cost budget would be met from the housing benefit income of families at the emergency accommodation and, because of the 24/7 support, extra cover to the costs might be provided from some of the larger lodges that have a better economy of scale. Savings on emergency accommodation were highlighted at point 8.4 of the report.

- Regarding accessibility, all rooms were on the ground floor and would be step free and wheelchair accessible.
- The creation of Birkbeck Lodge will increase the Haringey's capacity to keep households within the borough during the critical first few weeks.
- It was considered appropriate to start looking across the portfolio of properties owned by the Council to see where other premises could be converted into emergency accommodation and, if possible, for those to be fully self-contained. This was explored with Birkbeck Lodge; however, given the lack of emergency accommodation available at the time, this was not in the final plan, as it would have reduced the number of rooms available to homeless families.
- The 24/7 provision of staffing at Birkbeck Lodge would not change despite the available provision of CCTV, detailed in the report. Security of the premise was paramount and it was important to provide staffing and surveillance, especially where families were sharing communal areas.
- The accommodation would be appropriate for families, as far as possible. Rooms were of different sizes, with a different number of beds, and certain rooms could be joined to accommodate bigger families if necessary. As the portfolio of the Council's emergency accommodation premises grows, it would be able to better suit accommodation to homeless family's needs. It was the Council's intention to house families in the most suitable accommodation, where possible.
- There was no intention to add sprinklers to the premise as this was not a requirement by set regulations, and there could be a risk that they may do more harm than good given that these emergency rooms would be on the ground floor. However, the Homes for Haringey Managing Director would seek advice from the Fire Brigade and other authorities on this matter and write back to Cllr Cawley- Harrison.

## **RESOLVED**

1. To approve the conversion of the ground floor of 2-152 Birkbeck Road into temporary accommodation.
2. To approve the Agreed Maximum Price (AMP) submitted by Engie Limited (Engie) (formally Keepmoat Ltd) for the Birkbeck Lodge Temporary Accommodation Conversion Works.
3. To approve the total professional fees of £62,951, which represents 6.42% of the contract sum.
4. To note the total project costs of £1,043,495.

5. To authorise Haringey's Legal Department to issue a letter of intent for the amount of up to and not exceeding £98,054 being 10% of the contract sum under the Council's Contract Standing Orders (CSO) 9.07.3 allowing the planned work to start on site as soon as possible.

### **Reasons for decision**

The Council uses emergency accommodation such as the type proposed at Birkbeck Lodge to house households who approach the Council as homeless, whilst Homes for Haringey continue to work with the household to explore their housing options. These additional bed spaces will reduce the need to procure expensive and dispersed short-term housing to accommodate households while their applications are being assessed.

The reasons for recommendations 3.2 and 3.5 is to enable the project to commence by issuing the letter of intent and, pending conclusion of the formal contract, the award of the contract to Engie.

### **Alternative options considered**

The option of doing nothing was rejected as this would leave the space unused and risks squatting and/or falling into long-term disrepair.

The option of converting this space into permanent Council housing was considered, but there is a pressing need for more emergency accommodation in-borough for households who approach the Council as homeless. The proposed conversion would not prevent the Council from converting the space it permanent Council housing in the future.

## **100. AWARD OF CONTRACTS FOR INTEGRATED HARINGEY ADULT SUBSTANCE MISUSE TREATMENT AND RECOVERY SERVICES**

The Cabinet Member for Adults and Health introduced this report which sought approval to award the contracts for provision of adult substance misuse services to Haringey residents experiencing drug and alcohol problems, their families and friends, in accordance with Contract Standing Order (CSO) 9.07.1 (d). Cabinet was informed that problems with alcohol and drugs remained an issue for many residents within the borough but it was often those from the most economically deprived areas who needed help the most. The Cabinet Member thanked the officers and their team for the work they had done with regard to this issue and noted that service users had been involved in the tender process. Cabinet noted that this report would be further considered in the exempt part of the meeting.

The following information was provided to Cllr Cawley- Harrison:

- That the award of contract was in three parts (drugs, alcohol, and recovery) and the details on the specifications would be provided at a later date
- In response to a question on whether the Adults and Health Overview Scrutiny Committee could be provided with oversight of the regular appraisals and



performance statistics of the three awarded providers, it was noted that this was not normal practice. However overarching strategic information on the provision of drugs, Alcohol and recovery services could be provided to the Scrutiny Committee.

- A written response would be provided as to why the 'Percentage of injecting drug users tested for Hep B and Vaccinated fully' did not include those who dropped out before becoming completely vaccinated and whether this artificially inflated the success rates of the figures.

Further to considering exempt information at item 22,

## RESOLVED

To approve the award of contracts to the successful providers in accordance with Contract Standing Order (CSO) 9.07.1(d) for an initial term of 4 years commencing from 1<sup>st</sup> January 2019 to December 2023 with an option to extend for a period or periods of up to a further 2 years and another 2 years at a total value of £14,671,695.53 for the initial 4 years and the total value of £29,508,286.21 over the 8 years as follows:

Lot 1 – Specialist Drug Service	Lot 2 – Specialist Alcohol Service	Lot 3- Recovery Service
The successful tenderer to commence on 1st January 2019 for a 4-year contract.	The successful tenderer to commence on 1 <sup>st</sup> January 2019 for a 4-year contract.	The successful tenderer to commence on 1 <sup>st</sup> January 2019 for a 4-year contract.
With an option to extend the contract for 2 years and another, further 2 years.	With an option to extend the contract for 2 years and another, further 2 years.	With an option to extend the contract for 2 years and another, further 2 years.

Table 1. Brief summary on the outcomes of the tender

## Reasons for decision

The Council is responsible for ensuring that there are accessible effective substance misuse treatment services for the local residents. In 1 April 2013, the responsibility of commissioning of substance misuse services was transferred from the NHS to local authorities, resources for these services were transferred within the ring fenced Public Health Grant.

The recommendations as outlined in section 3 are based on those providers who scored the highest Most Economical Advantageous Tender (MEAT) scores and therefore would offer the best value to Council in terms of quality and price. The quality component of this tender was 60% and 40% price. The quality component is deemed to be of importance as part of the service provision is of a clinical nature and as such compliance with standards are crucial.

### **Alternative options considered**

The tendering of these services is part of public health's wider commissioning plan and an agreed Business Case for the tendering of drug and alcohol contracts. The existing Council-held contracts for these services are due to end in December 2018.

## **101. THE ACQUISITION OF THE FREEHOLD OF CANNING CRESCENT HEALTH CENTRE**

The Cabinet Member for Adults and Health introduced this report which sought approval for the acquisition of the freehold interest in the former Health Centre in Canning Crescent and contained proposals for its future use. The Canning Crescent Health Centre, 276-292 High Road ("Property"), was a former mental health centre located in Wood Green which had been advertised for disposal by Barnet Enfield and Haringey Mental Health National Health Service Trust. This report set out a proposal to acquire the Property and repurpose the existing building for community use relating to adults with mental health issues. The Cabinet Member commented that a large number of individuals were affected by mental illness at some point in their lives and this was a rare chance for the Council, working in partnership with the NHS, to offer a mix of provision on a single site to enable local residents with poor mental health to enjoy better outcomes.

Further to considering exempt material pertaining to the report at agenda item 23,

### **RESOLVED:**

1. To the acquisition of the property known as Canning Crescent Health Centre, 276-292 High Road, Wood Green (as shown edged in red on the plan in Appendix 1) from the Barnet Enfield and Haringey Mental Health National Health Service Trust for a sum of £2.4m and based on the Heads of Terms attached at Appendix 3 of this report. The property is to be acquired for general fund purposes; and
2. To give delegated authority to the Director of Housing, Regeneration and Planning after consultation with the Director of Finance and the Cabinet Member for Adults and Health, to agree the final terms of the contract.
3. That the total cost of acquisition (£2.4m plus transaction costs as set out in 6.27) and the costs for the initial development of the project of c£0.3m are met from the Strategic Acquisitions budget within the approved capital programme.
4. To note that, subject to further due diligence and development planning, officers intend to return to Cabinet in 2019 for approval of the Detailed Design and Detailed Costs (capital and revenue) and approval to procure.

### **Reasons for decision**

The acquisition will benefit the Council by enabling the delivery of supported housing units to serve the need of residents in the Borough and by providing a new improved facility for the Council's Clarendon Recovery College. The proposal will deliver revenue savings for the Council and release land elsewhere in Wood Green for housing delivery.

The revenue savings will be achieved by stepping existing clients down from residential care and/or supported living with a care team into purpose built supported housing on a single site. There are also positive benefits for residents of a supported living scheme within the borough, rather than having to move out of borough to receive the support they need, especially given the proposal to co-locate other provision on the same site.

This is an opportunity for joint working and a fully joined up approach with the Clinical Commissioning Group (CCG) for revenue costs and contribution and also an opportunity for the Council to work closely with a future care provider. This scheme will be a key part of implementing the Council's agreed Supported Housing Transformation Plan and our joint commissioning intentions with the CCG to improve the lives of people with severe mental illness.

The relocation of the Clarendon Recovery College will improve the usage and footfall to this facility, with improved outcomes and greater chance of recovery. Savings may be made by moving the Clarendon Recovery College to a new property as there is potential to increase the income for the Clarendon Recovery College, to improve its outcomes in terms of independence and thereby to reduce Council subsidy.

The release of the existing Clarendon Recovery College site will contribute to the Council's housing targets. Housing is in high demand in the borough with over 3,000 families in Temporary Accommodation and over 9,000 households on the waiting list.

Should Cabinet approve the acquisition of the site there will follow a period of design development, options appraisal, cost planning and development planning. Officers will return to Cabinet for approval of the final development plan. The development plan will include detailed designs and costs for the preferred development option and a funding, delivery and operation strategy.

### **Alternative options considered**

The alternative option is not to acquire the property. This would mean that the opportunity to provide 21 units for supported housing within one site will be lost.

Disregarding any hospital care, if provision is not found for the new units, residents will continue to use the alternative residential and other care services in place now from the independent sector, at an annual cost of £690,601 to the Council, with a further contribution of £172,650 from the CCG in joint funding.

In addition to the above, should the project not go ahead, a suitable alternative location would have to be identified for the Clarendon Recovery College before the redevelopment of the Clarendon Road South site could take place.

The Council is in a position to acquire the freehold of the Canning Crescent building prior to market. Should the Council not acquire the property at this stage the site will be sold on the open market. In the event that the Council acquires the property but the project does not go ahead the Council could then sell the site with overage payable to NHS Trust as set out in the draft Heads of Terms.

## **102. EXTENSION OF THE HOUSING REVIEWS CONTRACT**

The Cabinet Member for Housing and Estate Renewal introduced this report which sought approval for an extension of the contract with Housing Reviews Limited (HRL) to undertake reviews of allocation and homelessness decisions under Parts VI and VII of the house Act 1996. Cabinet was informed that the Council, in deciding what, if any, duty is owed to homeless applicants, had to make necessary enquiries to be sure that they were eligible for assistance. Such decisions were open to be reviewed if challenged and there was a set time within which applicants could seek a review. The Homelessness Reduction Act (HRA) now added additional points at which a review could happen. For the review process to be fully effective, there should be seamless delivery of this function. This ensured the quality of service to applicants, as well as minimising the risk of legal challenges, managing costs and protecting the reputation of the Council. This report recommended extending the current Housing Reviews Contract while officers monitor the impact of the Homelessness Reduction Act and explored other suitable options over the next year.

In response to questions from Cllr Cawley Harrison, it was noted that:

- The expected time scale to bring the contract back in house, or put it back out to tender as a full contract, was 1 year.
- The Council might have to recruit more reviewing officers in the future if there was an increase in the number of reviews by applicants. After reviewing the first 6 months of the impact of the Homelessness Reduction Act, the increase in reviews was not as much as was expected. However, it was considered that 6 months was too soon and a longer review period would be needed to assess the Act's direct impact upon services.
- A shared service with other boroughs was also an option that could be considered for future delivery of review applications.
- The reviews being conducted externally to the Council had the added benefit of improving the perception of independence in the reviewing process and could assist in reducing the number of legal challenges.

## **RESOLVED**

1. To approve, in accordance with Contract Standing Oder (CSO) 10.02, an extension to the Council's current contract with Housing Reviews Limited for the reviews of allocation and homelessness decisions for a period of 12 months, from 1 December 2018, with a 6 months break clause. This will be at an estimated cost of £20,000, based on current contract rates, but subject to

maximum costs of up to £50,000 being incurred if more reviews than currently estimated prove to be required during the contract extension.

2. To note that the requested extension will give officers time to track and fully review the impact of the Homelessness Reduction Act 2018 (HRA) on demand for Housing Reviews and develop a service delivery model that will achieve the best possible outcomes in terms of quality and value for money. During the extension period, officers will explore the option of Homes for Haringey or the Council delivering the function internally as well as other suitable options, such as developing a shared delivery solution with other boroughs.

### **Reasons for decision**

The Council has statutory responsibilities with regard to reviews under Parts VI and VII of the Act. It can either carry out these reviews itself, or delegate them to third parties under the terms of the Local Authorities (Contracting Out of Allocation of Housing and Homelessness Functions) Order 1996.

The current contract expires on 30 November 2018; so an extension of the contract to HRL for 12 months is required to avoid disruption in the review process. This will also allow for all reviews contracted to HRL to be determined while Officers begin appraising options. Failure to do so would pose a significant risk to the Council.

The rates for conducting reviews would be fixed for the duration of the contract extension and the contractor will be paid in arrears upon completing a review.

The cost of contracting out to HRL the Housing Review function was £19,179 in 2017/18 and the amount spent from 1 April to 12 September 2018 is £12,976. It is expected to cost approximately £20,000 from 1 December 2018 to 29 November 2019, depending on the number of reviews requested, though it is possible that caseloads could increase due to the Homelessness Reduction Act, which is why approval for a maximum cost of £50,000 has been sought. The cost of carrying out the function within Homes for Haringey has been estimated at approximately £50,000 per annum, so using the external provider should deliver savings to the Council.

### **Alternative options considered**

#### Asking HRL to continue undertaking reviews beyond the term of the contract without extending the contract:

If the contract with HRL is not extended for 12 months while a review is taking place, HRL will not be authorised to carry out reviews on behalf of the Council and any reviews conducted by HRL would be open to legal challenge.

#### Bringing the reviews function back in-house:

If the contract was not extended, all cases currently allocated to HRL would have to be passed back to the Council immediately to complete. The Council does not have sufficient staffing in place to deliver the statutory reviews function 'in house' from 30 November 2018, when the contract expires. Previous attempts to recruit staff to deliver this function were unsuccessful. The lack of capacity to complete these reviews would result in delays, increased costs and likely legal challenges. However,

the option of bringing the reviews function in-house will be fully reviewed during the extension period.

Contracting out the reviews function to another borough's reviews team:

Southwark Council's Review Team has been conducting reviews on behalf of a number of other London authorities since 2017. If the contract was not extended with HRL, an alternative could be to conclude a contract with Southwark and pass all cases currently allocated to HRL to them, on expiry of HRL's current contract to complete. Officers have not yet appraised the viability of this option and whether it would deliver best value for money and quality. However, the option of contracting out this function to Southwark or another Council will be explored fully during the extension period.

**103. AWARD OF CONTRACT FOR MECHANICAL VENTILATION IMPROVEMENTS (PHASE 2) TO NORTHOLT, KENLEY, STELLAR HOUSE & KENNETH ROBBINS HOUSE**

The Cabinet Member for Housing and Estate Renewal introduced the report which sought approval for the appointment of the successful contractor to undertake the refurbishment of the communal extractor fans, cleaning of ducts and installation of intelligent vents to individual dwellings to Northolt, Kenley, Stellar house and Kenneth Robbins House. The project formed part of the Council's overall Council Housing Capital Programme, which in 2018 would see over £45m invested in the borough's Council housing stock as part of its five year investment programme which exceeds £250m. The project would improve ventilation systems in flats and would reduce damp and condensation related issues, while also improving fire safety. A total of 339 homes would benefit from those works.

In response to questions from Cllr Cawley- Harrison, it was noted that

- Ensuring the longevity of equipment so that it did not fall into disrepair and required replacement was factored in the long-term business plan which was essentially a finance model for the housing and revenue account. The plan provided for sufficient investment in stock to ensure works were completed in a timely manner. There was also a detailed plan completed 5 years in advance on asset management strategy.
- Regarding the recovery by the Council of £55,000 from 38 leaseholders, it was noted that no comments or observations had been received. Leaseholders would be billed separately for the work as it was an additional service charge.

Further to considering the exempt information at item 24,

**RESOLVED**

1. To approve the award of a contract to H<sub>2</sub>O Nationwide Ltd for the refurbishment and upgrading of the centralised mechanical ventilation services at Stellar House, Kenneth Robbins House and Kenley over a contract period of 23 weeks for a maximum sum of £520,458 (rounded up) subject to reduction, in consultation with the contractor and in accordance with Paragraph 3.2 of this

report, to omit the cost of the works to Northolt from the tendered sum before the award letter is issued and the signing of the contract.

2. To delegate the approval of the revised contract value to the Director of Housing, Regeneration and Planning once the cost of Northolt has been removed from the contract.
3. To approve the total professional fees of £58,114 which represents 11.166% of the contract sum and notes the total project cost of £578,572.
4. To authorise, under the Council's Contract Standing Orders (CSO) 9.07.3, the issue of a letter of intent for an amount of up to but not exceeding £52,045, being 10% of the contract sum.

### **Reasons for decision**

A competitive tender scheme was carried out for Phase two of ventilation works to high rise blocks in the borough and approval of the outcome of the tender is required to allow the contract to be awarded and the planned refurbishment and upgrading of the centralised mechanical ventilation services work to be ordered.

The new system will protect residents within their properties in the event of a fire, as smoke will be detected as it is drawn into the vicinity of the extract grille by the negative pressure in the bathroom or toilet. The airflow valve will shut down isolating the remainder of the riser within 5 seconds and an audible alarm will be activated.

The current systems do not perform to the requirements of the Building Regulations Part F1. An historic combination of double glazing and draught proofing and the deteriorated condition of the roof fans and ducts has caused a critical reduction of the ventilation rates to dwellings and this could lead to a consequential increase in dampness-related repairs. Restoring the ventilation schemes to beyond their original design performance will greatly reduce these issues and lead to reduced repair costs over the life of the system.

The new system will be a smart, digital solution that has smart air terminals that have Bluetooth technology embedded which enables each terminal to be interrogated, cycle tested and validated as fully functional without access to the property itself and in real time. Further, data from the air terminal can be downloaded via this wireless link to detect instances in which the terminals alarm functions have been activated, the status of the standby battery and whether the device has been disconnected from the mains supply. All of this data is date and time stamped to aid analysis and compliance checking.

### **Alternative options considered**

The alternative option is to repair the existing system which could result in ongoing maintenance issues and not addressing the potential fire risk.

**104. LEASING OF THE GROUND FLOOR AT 54 MUSWELL HILL - MUSWELL HILL HEALTH CENTRE**

The Cabinet Member for Corporate Services and Insourcing introduced this report which concerned the relocation of 3 current GP practices in the Muswell Hill area to a single new site, 54 Muswell Hill for use as a Health Centre.

This site was owned by the Council and the details of this ownership were contained in the report. Essentially, the 3 GPs wanted to relocate and to set up at this site and the Council were supporting this objective as it met the overall Council view of providing better integrated care in the borough.

Cabinet noted that there existed some access issues with the proposed location, due to it being on a hill. However, these access issues also existed with the current location of the 3 GP practices and the Council were seeking to identify and address these issues.

Instead of sub-contracting the site to an international property company who would likely further sublet this site for a profit, the report proposed the Council retaining the site in ownership and leasing this to the GPs whilst also fitting out the site. This was considered value for money and met the objective of considering direct delivery of services where possible and feasible and prudent. The Council would use capital funding to complete the fit out of the Centre and would be able to obtain a rental stream when leasing the site to the GP's

In response to Councillor Hearn's question the following information was provided.

- It was confirmed that the location was felt suitable by the GP's as it was better than their existing locations. Noted that this centre would be accessible and step free. The issue was with its location on a hill and the Council would take a view on this from the access officer report. Noted that there would be three parking spaces at the site and one would be allocated to patients with a blue badge. Assurance was provided that officers would review the assessment and make sure that the steepness of the hill was not the barrier to the GP's locating there.

**RESOLVED**

- a) To agree to the grant of a lease of the whole of the ground floor (outlined red in the plan in **Appendix A**) of the 54 Muswell Hill to the GPs (The Muswell Hill Practice with and on behalf of Rutland House Surgery, The Queens Avenue Surgery) or such other entity as shall be agreed between GPs and the Council subject to draft terms set out in **Appendix B (in draft)** and subject to confirmation by the District Valuer of rent to be paid by the GPs.
- b) That the Council should allocate a sum as set out in **Part B** of this report the approved Capital Programme contingency for the fit out of the ground floor of



54 Muswell Hill as a GP hub to a specification set out in **Appendix C**, with authority to procure contractors and a facilities management operator to be procured or drawn from available framework panels.

- c) To give delegated authority to the Director of Housing Regeneration & Planning after consultation with the Cabinet Member for Corporate Resources and Insourcing and the Cabinet Member for Adults and Health to agree the final terms for the lease to the GPs and to agree the final costs for the fit-out works, subject to agreement with the NHS/CCG on both the NHS funding and process for securing the fit-out works.
- d) That if agreement with the NHS for funding and the lease with the GPs cannot be agreed within this financial year, the Council should proceed to market the ground floor space to secure another permitted user in the health and care sector under the planning use-class for the property.

### **Reasons for decision**

There are three main GP practices in Muswell Hill N10: The Muswell Hill Practice, Rutland House and Queens Avenue. The premises for all three are undersized for the current patient lists and fail to fully comply with the Disability Discrimination and Equality Act. The allocation of the Council's interest in the ground floor of 54 Muswell Hill for a new health facility will provide a modern facility capable of serving 25,000 patients from one site. The integration of the three practices into one would be gradual and not achieved on the initial opening of the new Muswell Hill building. The Muswell Hill and Rutland House practices intend to merge and would enter into the lease with the Council. Queens Avenue Practice has a lease which runs beyond the likely opening of 54 Muswell Hill and so would not relocate to the new GP hub at the same time as the other two practices. Queens Avenue Practice would also need to make use of another property (yet to be identified) for its storage and back-office support, using separate funding from the NHS outside of this project with the Council.

The Council acquired the property at 54 Muswell Hill in mid-2017 as part of the land swap approved by Cabinet in October 2015. The property was acquired for general fund purposes. The two upper floors are currently part of an affordable housing project previously agreed by the Cabinet. This upper space is to be fitted out for six shared ownership flats and the cost of this is already included in the Council's Capital Programme and recent housing funding bid to the Mayor for London. The fit-out of these residential units is currently in the procurement stage for completion early in 2019. A decision is needed now on allocating the ground floor of 54 Muswell Hill for the GP hub project so that the entire property, including the residential units on the upper floors, may be completed and occupied by the end of 2019, given that by that stage it will have been vacant for two years.

The ground floor space will provide a long-term location for the delivery of high quality, accessible primary care in Muswell Hill. This joint working with the CCG is a pioneering approach to integrated primary health and part of a wider approach to collaborating with the CCG and NHS on co-location and property requirements. The development will complement the existing, larger health centre in Hornsey (Hornsey Central Neighbourhood Health Centre), which hosts a number of Whittington Health

community services, as well as a large GP practice and the Haynes Dementia Hub. These two locations together will support the Council's ambitions to deliver high quality integrated health and care services in the West of Haringey. The GPs have assessed the property and believe it to be suited to their needs in terms of location and accessibility. Given the location on a hill, we will supplement this with our own access report from the Council's accessibility team before finalising lease terms with the GPs.

### **Alternative Options considered**

#### Option A:

The Council could choose to lease the premises to the third party private health company identified by the GPs on a long lease of 125 years, which would then fit out the building for the Health Centre and lease directly to the GPs. This would, in effect, be a property disposal by the Council and only provide the Council with a capital receipt. The GPs selected MedicX/Octopus, a major US healthcare company. MedicX/Octopus also offer a range of other medical services in the private health market and are rapidly expanding into the NHS sector providing space for GPs and private hospitals. Were this route to be considered, the Council would need to negotiate a lease with this private company which would then become the landlord to the GPs and sub-let the space to them for 25 years. The company would then have the benefit of the long lease for the remaining 100 years.

Officers considered this option and concluded that it would not provide value for money, would entail virtual disposal of the asset on a long lease to the private property and medical company and make it more difficult for the Council to manage the delivery of the GP hub with the housing project in the upstairs space. It would also mean that the benefit of a long-term revenue stream from the rental of the space would not be available to the local authority.

#### Option B (Direct Delivery - Preferred Option):

In this option, the Council will directly lease the space to the GPs for a rent to be set by the DV and then for the Council to complete the fit out directly using directly appointed contractors and a specialist health facilities management company. A draft options analysis is provided at **Annex D** attached (exempt item) comparing this direct delivery option with the original private intermediary option. There are two variations of this option. B(i) would be for the NHS to provide a bullet payment to the Council to cover and procure the fit-out costs, thereby meaning that the GPs would only pay the Council rent at shell-and-core market value for the full term of the lease. The other variation (Bii) is for the CCG/NHS to directly appoint and fund contractors and facilities management directly on behalf of the GPs were it to find a mechanism which does not involve a third party company holding an interest in the property between the Council and the GPs. Until we have final figures from the NHS/CCG and the District Valuer it is not possible to determine which of these variations on direct delivery is both best value and would maximise the best primary health care solution at this location.

#### Option C:

Another option would be for the Council to lease the space to an alternative health or care operator under the terms of the restrictions in the planning determination. Whilst an annual commercial market rent could be achieved that is greater than the rent to be paid by the GPs, no market occupier could be secured for a 25 year term and taking into account void periods between lettings the revenue potential may be less than that achieved through a long term arrangement with the GPs. Putting the property onto the market would risk leaving Muswell Hill without adequate GP premises given that the CCG and GPs spent over two years looking and failing to find other locations.

**105. MINUTES OF OTHER BODIES**

None

**106. SIGNIFICANT AND DELEGATED ACTIONS**

**RESOLVED**

To note the delegated and significant actions taken by directors in September.

**107. NEW ITEMS OF URGENT BUSINESS**

None

**108. EXCLUSION OF THE PRESS AND PUBLIC**

**RESOLVED**

That the press and public be excluded from the remainder of the meeting as the following items contained exempt information as defined under paragraph 3 and 5, Part 1 schedule 12A of the Local Government Act 1972.

**109. AWARD OF CONTRACTS FOR INTEGRATED HARINGEY ADULT SUBSTANCE MISUSE TREATMENT AND RECOVERY SERVICES**

As per the exempt minutes and item 100.

**110. THE ACQUISITION OF THE FREEHOLD OF CANNING CRESCENT HEALTH CENTRE**

As per item 101.

**111. AWARD OF CONTRACT FOR MECHANICAL VENTILATION IMPROVEMENTS (PHASE 2) TO NORTHOLT, KENLEY, STELLAR HOUSE & KENNETH ROBBINS HOUSE**

As per item 103.

**112. LEASING OF THE GROUND FLOOR AT 54 MUSWELL HILL - MUSWELL HILL HEALTH CENTRE**

As per the exempt minutes and item 104.

**113. EXEMPT MINUTES**

**RESOLVED**

To agree the exempt minutes of the meeting held on the 11<sup>th</sup> of September 2018.

**114. NEW ITEMS OF EXEMPT URGENT BUSINESS**

None.

CHAIR: Councillor Joseph Ejiofor

Signed by Chair .....

Date .....

Report for: **Cabinet 13 November 2018**

Title: **Broadwater Farm**

Report  
Authorised by: **Helen Fisher, interim Director of Housing, Regeneration and Planning**

Lead Officer: **Dan Hawthorn, Director of Housing and Growth**

Ward(s) affected: **West Green**

Report for Key/  
Non Key Decision: **Key Decision**

## **1. DESCRIBE THE ISSUE UNDER CONSIDERATION**

- 1.1. At its meeting in June, Cabinet made a number of decisions relating to the Tangmere and Northolt blocks on the Broadwater Farm estate in response to the fact that both blocks have failed key structural tests for buildings of their type. This included the decisions to consult the residents of Tangmere and Northolt on the Council's preferred option to demolish the blocks and replace them with high quality, new council homes built on the estate. It also agreed to consult on a Rehousing and Payments Policy and Local Lettings Policy, because residents need to be rehoused from both blocks – at least temporarily – as all options to address the structural issues required each building to be emptied. This report presents the result of these consultations and recommends decisions on the future of both blocks.
- 1.2. In relation to the consultation on the Council's proposal for Tangmere, 91 per cent of Tangmere residents who responded to the consultation agree with the Council's preferred option to demolish the block and then rebuild the homes. This report therefore recommends that Tangmere is demolished, in line with the Council's preferred option, which has received support from a clear majority of Tangmere residents.
- 1.3. In relation to the consultation on the Council's proposal for Northolt, 81 per cent of Northolt residents who responded agree with the Council's proposal to demolish the block and then rebuild the homes. This report therefore recommends that Northolt is demolished, in line with the Council's preferred option, which has received support from a clear majority of Northolt residents.
- 1.4. June Cabinet also decided to start the rehousing of Tangmere residents, due to the fact that this block has failed both the tests relating to Large Panel System (LPS) buildings which means there is a risk of progressive collapse from an explosion caused by piped gas or from an explosion from a lower impact event such as a bottled gas explosion. This decision was taken because piped gas to the block was due to be turned off by the end of October 2018, and a decision on whether to strengthen or demolish Tangmere cannot be made until after consultation. All tenants of Tangmere have now been offered suitable alternative accommodation,

while the Council has also been working with resident leaseholders and private tenants to help them find alternative accommodation. In mid-October, the Council agreed with Cadent an extension to the deadline for Tangmere from the end of October to 15 November.

- 1.5. This report recommends that the rehousing of Northolt commences shortly after November Cabinet, with the exact date to be determined by the Director of Housing, Regeneration and Planning. It also proposes a final proposed Rehousing and Payments Policy following consultation which sets out how residents will be rehoused from Northolt, and also the commitments the Council will make to residents of both Tangmere and Northolt. This includes right of return to the estate on the same terms and conditions, including to new homes on the estate when they are built.
- 1.6. If Cabinet agrees that one or both of Tangmere and Northolt should be demolished, a number of further actions will need to be taken to facilitate vacant possession of the buildings ahead of demolition, and to allow more detailed work to commence on the proposals for new homes on the estate. This report sets out, and where appropriate seeks approval for, these next steps.

## **2. CABINET MEMBER INTRODUCTION**

- 2.1. Since the structural issues with eleven of the twelve blocks on Broadwater Farm became known, substantial work has been done across the estate to ensure the safety of residents. The nine medium rise blocks have had their individual gas supplies removed and have heating and hot water provided by new temporary oil boilers. All these blocks will be connected to a new modern district energy network by the summer of next year, at a cost of £13m. In addition, strengthening and refurbishment works are being designed for these medium-rise blocks. The Kenley tower, which passed all the required safety tests, will also receive upgrade works, including new heating and hot water systems and associated works.
- 2.2. But, as we know, two of the blocks on Broadwater Farm – Tangmere and Northolt - failed the safety test for buildings of their type. So we have had to make a number of difficult decisions about the future of these blocks. Last time Cabinet considered Tangmere and Northolt, it looked at the options available to address the structural issues. All the options would have required residents to be rehoused from the two blocks, and the strengthening works that would be needed to make the blocks safe were prohibitively expensive.
- 2.3. Having considered the options, Cabinet decided that its preferred option was to demolish Tangmere and Northolt, and then to build new, high quality replacement Council homes on Broadwater Farm. We have now consulted residents on this preferred option, and for both blocks a very clear majority of residents agreed with the council's proposal. Residents told us that they want high quality council homes at council rents, with a greater number of larger homes that better meet the needs of local families. So tonight Cabinet is asked, in line with residents wishes, to agree the demolition of these two blocks.

- 2.4. Cabinet is also asked to approve a rehousing policy setting out our commitments to the residents of these two blocks. This includes a guaranteed right to return for Tangmere and Northolt tenants to the new homes when they are built.
- 2.5. If Cabinet agrees the recommendations in this report, more detailed work will start on the proposals for the new homes and this will of course be done in consultation with residents of the estate. This is not an easy decision to make. But it is an essential one to ensure the safety of residents. It is also now clear that it is a decision that the residents of Tangmere and Northolt strongly support.

### **3. RECOMMENDATIONS**

It is recommended that Cabinet:

- 3.1. Notes and considers the outcome of the consultation carried out with Council tenants living in Tangmere pursuant to section 105 of the Housing Act 1985, and the non-statutory consultation with the Council leaseholders of Tangmere, as summarised in section 6.20 – 6.26 of this report and set out in detail in appendix 1.
- 3.2. Having regard to the results of this consultation, agrees that Tangmere should be demolished and authorises the Director of Housing, Regeneration and Planning to serve the initial demolition notice on the secure tenants of Tangmere and to decide the timing of any final demolition notice that needs to be served.
- 3.3. Notes and considers the outcome of the consultation carried out with Council tenants living in Northolt pursuant to section 105 of the Housing Act 1985, and the non-statutory consultation with the Council leaseholders of Northolt, as summarised in section 6.27 – 6.33 of this report and set out in detail in appendix 1.
- 3.4. Having regard to the results of this consultation, agrees that Northolt should be demolished and authorises the Director of Housing, Regeneration and Planning to serve the initial demolition notice on the secure tenants of Northolt and to decide the timing of any final demolition notice that needs to be served.
- 3.5. Having considered the results of the consultation on the Broadwater Farm Rehousing and Payments Policy as set out in section 6.40, approves the final Broadwater Farm Rehousing and Payments Policy attached at appendix 2.
- 3.6. Having considered the results of the consultation on the Broadwater Farm Local Lettings Policy as set out in section 6.52, approves the Local Lettings Policy attached at appendix 3.
- 3.7. Agrees that the rehousing of tenants and leaseholders from Northolt should commence as soon as practicable, and delegates authority to the Director of Housing, Regeneration and Planning to determine the exact date that the rehousing of Northolt commences. The rehousing will be carried out under the Rehousing and Payments Policy recommended to Cabinet in 3.5 above.
- 3.8. Approve as required by Section 1 – Financial Regulations paragraph 5.23 (b) within the Housing Revenue Account a virement of £1.2m from the HRA Building Regulations Review budget to a new budget 'Northolt Rehousing Costs'.

#### 4. REASONS FOR DECISION

- 4.1. The Council has identified risks in a number of blocks on Broadwater Farm. Surveys have identified that Tangmere and Northolt have failed both the tests relating to Large Panel System (LPS) buildings, which means that there is a risk of progressive collapse caused by a force equivalent to a vehicle strike or bottled gas explosion. These risks have been mitigated through the introduction of measures set out in section six of this report, including:
- In Tangmere, which has piped gas, the replacement of gas cookers with electric cookers and the installation of gas interrupter valves, which will switch off the gas if a leak is detected. Northolt does not have piped gas.
  - In both Tangmere and Northolt, a 24 hour concierge and a programme of home visits to reduce the risk that items such as bottled gas are taken into the building.
- 4.2. These mitigations reduce the risks, but do not remove them entirely. Further decisions are needed on how to address the structural problems identified in both blocks so that there is no risk of progressive collapse. In June Cabinet agreed, having considered the options, that its preferred option was to demolish both blocks and replace them with high quality, new council homes built on the estate. It further agreed that officers should consult residents of Tangmere and Northolt on the options for both blocks. This consultation took place between 12 September and 10 October and in the case of council tenants was a statutory consultation under section 105 of the Housing Act 1985. The results of the consultation are set in sections 6.18 to 6.33 of this report, and show clear support for the Council's preferred option. Cabinet can therefore now make a decision on the future of both blocks in light of the results of the consultation alongside consideration of the technical and financial information presented in this report and the report to Cabinet of 26<sup>th</sup> June.
- 4.3. Because the Council was already aware of the requirement to rehouse residents of both Tangmere and Northolt (as all options to address the structural issues required each building to be emptied), in June Cabinet also agreed a draft Rehousing and Payments Policy for consultation. This consultation has now taken place, and a final Rehousing and Payments Policy is presented for approval. The key commitments of the policy include:
- Guaranteed rights of return to the estate for all Council tenants and resident leaseholders who need to move out of Tangmere or Northolt.
  - This includes a right to return to new build homes on the estate when they are built.
  - Equity loans for resident leaseholders, to enable them to buy a new home in the borough with financial assistance from the Council.
- 4.4. In order to give residents who move out of Tangmere and Northolt the ability to return to Broadwater Farm more quickly if they want to, it is also proposed that a Local Lettings Policy is adopted. This will prioritise future lets on Broadwater Farm to these residents. The Council consulted on this proposed policy, and found clear support.



- 4.5. If Cabinet agrees that one or both blocks should be demolished, then demolition notices under Sections 138A and 138B of the Housing Act 1985 will need to be served on the secure tenants in those blocks.

## 5. **ALTERNATIVE OPTIONS CONSIDERED**

- 5.1. The alternative options for rectifying the structural defects in Tangmere and Northolt were considered in detail in the report considered by Cabinet in June, and were explained in the consultation with residents.
- 5.2. Doing nothing is not an option, as both blocks have failed structural tests. The risks posed by the structural defects have been mitigated, but the blocks cannot remain occupied long-term as they are.
- 5.3. The main alternative option considered was to carry out major strengthening works to both blocks. Retrospective strengthening works would require the joints where walls, floors and ceilings meet to be strengthened. Windows would need to be removed to allow the strengthening materials to be fitted. The cost of these works to Tangmere is estimated at £13m while the cost of these works to Northolt is estimated at £12.5m. The works cannot be done while the residents remain in occupation.
- 5.4. In June, Cabinet decided, having considered the technical feasibility and the cost of the strengthening work that its preferred option is to demolish both blocks and replace them with high quality, new council homes built on the estate. The consultation shows that a clear majority of residents agree with the Council's proposals.

## 6. **BACKGROUND INFORMATION**

### The Broadwater Farm estate

- 6.1. The Broadwater Farm estate comprises 12 blocks. Construction on the blocks began in 1969 and completed in the early 1970s using a Large Panel System (LPS) method of construction. The estate comprises:

- Two tall high-rise blocks of 18 storeys
  - Northolt
  - Kenley
- One 6 storey block of ziggurat construction
  - Tangmere
- And nine medium rise blocks of 4-6 storeys above a concrete podium
  - Croydon
  - Lympne
  - Debden
  - Hornchurch
  - Hawking
  - Manston
  - Martlesham
  - Rochford
  - Stapleford

Tangmere and the nine medium-rise blocks had piped gas when the testing described below was carried out, though as set out below work has been underway to remove piped gas from these blocks. The two high-rise blocks do not have piped gas.

### Structural requirements relating to Large Panel System buildings

- 6.2. The process by which the structural problems with the Broadwater Farm blocks became known is set out in detail in the report to Cabinet of June 2018, and is summarised in this section.
- 6.3. The blocks on Broadwater Farm are amongst a number of buildings in the country which were constructed using a Large Panel System (LPS) method of construction. This is the same method of construction as that used for Ronan Point in the London Borough of Newham, where a gas explosion in 1968 from a gas hob caused progressive collapse of one corner of the block. Following the Ronan Point disaster, regulations were introduced which state that LPS systems with a piped gas supply should be able to withstand an explosive force measuring 34 kN/m<sup>2</sup>, which is the equivalent of a piped gas explosion. The requirement for LPS blocks without a gas supply is that they should be able to withstand an explosive force of 17 kN/m<sup>2</sup>, which is the equivalent of the force of a vehicular strike to the building or from a bottled gas explosion.
- 6.4. The structural issues on Broadwater Farm became known following structural tests undertaken from late 2017. This testing was carried out in response to information received from the then Department for Communities and Local Government (DCLG) regarding concerns which had come to light with the LPS Ledbury Estate in Southwark. A report commissioned by Southwark Council raised concerns around the gas supply to the LPS blocks, and neither Southwark nor their structural engineers were able to locate records of the blocks' construction or any remedial works. The then DCLG wrote to building owners who have LPS blocks to alert them to the position regarding the Ledbury estate, asking them to review their records pertaining to strengthening work and structural design of their LPS buildings.
- 6.5. Similarly, Haringey Council and Homes for Haringey were only able to identify partial archive evidence relating to previous structural works carried out to the blocks on Broadwater Farm. As these records did not provide sufficient assurance about whether Broadwater Farm met the regulations relating to LPS blocks, Homes for Haringey commissioned structural tests of the blocks. This work was carried out by structural engineers Ridge, and has been peer-reviewed by Curtins. The testing method involved 'opening up' a sample of vacant properties on the estate to understand the construction of the blocks in line with government regulations and guidance on LPS blocks issued by the Building Research Establishment (BRE). The tests identified structural issues with 11 of the 12 blocks on the Broadwater Farm estate. The test reports relating to the Broadwater Farm blocks have been published on Homes for Haringey's website, and a link is provided in section 10 of this report.

#### The medium-rise blocks

- 6.6. In December 2017, test results showed that the nine medium-rise blocks on the estate – all of which had piped gas at the time the tests were undertaken - had failed the 34 kN/m<sup>2</sup> test. As a result, the Council and Homes for Haringey decided to put in place a first phase of mitigating measures. These were:
- The replacement of gas cookers with electric cookers in all 725 homes
  - The installation of gas interrupter valves in all the 725 homes, which will switch off the gas if a leak is detected

- 6.7. The mitigation measures reduced the risk of an explosion from the piped gas in the buildings, and mean that it has not been necessary for residents to be rehoused from these blocks. Work is underway to mitigate the risk of a gas explosion more comprehensively by removing piped gas from all the medium rise blocks. At its meeting on 14 August 2018, Cabinet agreed the award of a contract to install a new district heating system on the estate. This work comprises two phases. First, temporary boilers will be installed to allow for alternative heat and hot water to be provided to the blocks ahead of the date the gas is switched off by the gas provider Cadent. The second phase of work will switch the blocks to a new central energy centre by mid-2019.
- 6.8. The tests also identified some strengthening works required to the medium-rise blocks, at the points where the four storey parts of the blocks meet the six storey sections. This will require residents in these sections of the medium-rise blocks to be rehoused temporarily to allow these works to take place.

### Tangmere

- 6.9. Tangmere has failed both the 34 kN/m<sup>2</sup> test and the 17 kN/m<sup>2</sup> tests. This means that there is a risk from both a piped gas explosion and from a lower impact event such as a bottled gas explosion. As Tangmere had piped gas at the time the tests were undertaken, the same mitigations were put in place as the medium-rise blocks as set out in 6.6 above. As it had failed the lower test the following additional safety measures have also been put in place:
- Homes for Haringey are undertaking home visits to every property to check for the presence of both bottled gas and oxygen cylinders
  - A 24 hour concierge has been implemented to prevent residents bringing any such items into the building.
- 6.10. Whilst these mitigations have reduced the risk of progressive collapse, the work needed to enable Tangmere to meet the 17 kN/m<sup>2</sup> test is much more significant. The Cabinet report of June 2018 set out in detail the scale and cost of the strengthening work that would be needed, based on a feasibility study and cost estimate prepared by Ridge. These showed that the cost of the strengthening works was estimated at £13.1m (equivalent to £112,000 per flat). When other costs are factored in (for example the need to connect Tangmere to the renewed district heating system) the total cost of the works required to Tangmere to make it safe for long-term habitation and meet the Decent Homes Standard is approximately £19m in total (a total cost of £164,000 per flat). The scale of this work means that residents would need to be rehoused from Tangmere for at least a year once the block was vacant to enable the work to take place.
- 6.11. Having considered the technical and financial information relating to Tangmere at its meeting in June, Cabinet decided that its preferred option was to demolish Tangmere and to build new homes on the Broadwater Farm estate, and to consult the residents of Tangmere on the Council's preferred option. The results of this consultation are set out below in paragraphs 6.20 – 6.26.
- 6.12. Cabinet also decided in June to start the rehousing of residents from Tangmere. This decision was taken because Cadent had indicated that the gas to Tangmere –

in common with all the blocks on the estate with piped gas – would be turned off at the end of October 2018. As it was not possible in June to make a decision on the future of Tangmere as the consultation with residents had not taken place, it was necessary to commence the rehousing to allow residents to move before gas was removed from the block. For Tangmere this deadline has been extended to mid-November.

### Northolt

- 6.13. Northolt has also failed the 17 kN/m<sup>2</sup> test. The same mitigations have been put in place as set out in 6.9 regarding Tangmere.
- 6.14. Whilst these mitigations have reduced the risk of progressive collapse, as with Tangmere the work needed to enable Northolt to meet the 17 kN/m<sup>2</sup> test is significant. The Cabinet report of June 2018 set out in detail the scale and cost of the strengthening work that would be needed, based on a feasibility study and cost estimate prepared by Ridge. These showed that the cost of the strengthening works was estimated at £12.1m. When other costs are factored in – including switching Northolt to the renewed district energy network – the total cost of the works required to Northolt to make it safe for long-term habitation is approximately £14.6m in total (a total cost of £145,000 per flat). As with Tangmere, the scale of this work means that residents would need to be rehoused from Northolt for at least a year once the block was vacant to enable the work to take place.
- 6.15. Having considered the technical and financial information relating to Northolt at its meeting in June, Cabinet decided that its preferred option was to demolish the block and to build new homes on the Broadwater Farm estate, and to consult the residents of Northolt on the Council's preferred option. The results of this consultation are set out below in paragraph 6.27 – 6.33.
- 6.16. Because Northolt does not have piped gas, it has not been necessary to rehouse residents ahead of a decision on the future of the block. Section 6.50 of this report recommends an approach for the rehousing of Northolt residents following the consultation on the future for the block and on the proposed Rehousing and Payments Policy.

### Kenley

- 6.17. The other high-rise block on the estate – Kenley – has passed the 17 kN/m<sup>2</sup> test and is therefore structurally secure. It does not have piped gas so the 34 kN/m<sup>2</sup> test does not apply. Kenley will be connected to the renewed estate-wide district energy network as part of the contract awarded by Cabinet in August 2018.

### **Consultations on the futures of Tangmere and Northolt**

- 6.18. In June Cabinet agreed that officers should consult the residents of Tangmere and Northolt on the two feasible options to address the structural problems identified, that is whether to carry out the strengthening works or whether to demolish the blocks and rebuild Council homes on the estate. Cabinet agreed that its preferred option would be to demolish the blocks, for the reasons set out in that report including the impact such works would have on the Council's financial position.

Method

6.19. The consultation was carried out by way of a letter and question booklet. These were hand delivered to residents on 12 September, with the consultation closing on 10 October. Consultation materials were provided in other languages, large print or braille as needed. A number of drop-in events were held on the estate within the foyer areas of the Tangmere and Northolt blocks. Homes for Haringey staff also knocked on residents doors on a number of occasions to answer questions and remind residents about the consultation.

Summary of the results of the consultation on the future of Tangmere

- 6.20. In total, 43 responses were received from Tangmere residents – 42 to the statutory consultation with secure tenants and one to the non-statutory consultation with leaseholders.
- 6.21. Responses were also received from the Broadwater Farm Residents Association and Defend Council Housing. These responses are not included in the tables below, but are summarised in the consultation report at Appendix 1.
- 6.22. In response to the question 'Do you agree with the Council's proposal to demolish Tangmere and then build new homes on the Broadwater Farm Estate'? the following responses were received:

<b>Do you agree with the Council's proposal to demolish Tangmere and to rebuild the homes on the Broadwater Farm estate?</b>						
	<b>Secure tenant</b>		<b>Leaseholder</b>		<b>All responses</b>	
Strongly Agree	<b>31</b>	74 %	-	-	<b>31</b>	72 %
Broadly Agree	<b>7</b>	17 %	<b>1</b>	100 %	<b>8</b>	19 %
<i>Not sure</i>	-	-	-	-	-	-
Broadly Disagree	<b>2</b>	5 %	-	-	<b>2</b>	5 %
Strongly Disagree	<b>2</b>	5 %	-	-	<b>2</b>	5 %
<b>Total</b>	<b>42</b>	<b>100 %</b>	<b>1</b>	<b>100 %</b>	<b>43</b>	<b>100 %</b>

- 6.23. 91 per cent of respondents agree with the Council's proposal – either strongly or broadly. In the statutory consultation with secure Council tenants, 91 per cent also agreed with the proposal – 74 per cent strongly agreed while a further 17 per cent broadly agreed.
- 6.24. Residents were also asked to give reasons for their answers. These are analysed in more detail in appendix one. Where residents agreed with the Council's proposal, the main reasons given were around the safety issues, and that they agreed that trying to fix these issues was not worth the cost. A large number of residents

mentioned the problems the block suffers with leaks. A number of residents said that they perceived the block as being old. Where residents said that they disagreed with the proposal, the main reasons included that the need to move was unexpected, and it is unfair that residents of Tangmere (and Northolt) are particularly impacted by the structural defects found in their blocks.

6.25. Residents were also asked how important they thought the following considerations were in deciding the future of Tangmere:

- Of those who responded, 81% said that they thought having the same number or more council homes at council rents was important or very important.
- 53% of those who responded thought that it was important or very important that Tangmere residents could stay on Broadwater Farm.
- The vast majority (84%) of those who responded thought it was important or very important that a greater number of larger, family homes are provided that better meet the needs of local residents.
- 81% of those who responded thought that it was important or very important to improve the quality of the homes on the Tangmere site.
- 74% of those who responded thought that the cost to the Council and value for money for council tenants was an important or very important consideration.

6.26. The consultation responses show that there is clear support for the Council's proposal to demolish Tangmere and build new Council homes to replace those demolished. The main reasons residents gave were around the safety issues with the block, and the high cost of the works that would be needed to repair the block. A large number of residents also mentioned the other problems with Tangmere, such as the leaks and that they felt that the block was old. In terms of the considerations residents think are important when deciding the future of the block, the most important factors amongst those who responded were the provision of larger homes, having the same number of more council homes at council rents and improving the quality of the homes. Being able to stay on the estate had the lowest priority.

#### Summary of the results of the consultation on the future of Northolt

6.27. In total, 65 responses were received from Northolt residents – 55 to the statutory consultation with secure tenants and 10 to the non-statutory consultation with leaseholders.

6.28. Responses were also received from the Broadwater Farm Residents Association and Defend Council Housing. These responses are not included in the tables below, but are summarised in the consultation report at Appendix 1.

6.29. In response to the question 'Do you agree with the Council's proposal to demolish Northolt and then build new homes on the Broadwater Farm Estate?' the following responses were received:

**Do you agree with the Council's proposal to demolish Northolt and to rebuild the homes on the Broadwater Farm estate?**



	Secure tenant		Leaseholder		All responses	
Strongly Agree	38	69 %	7	70 %	45	69 %
Broadly Agree	8	15 %	-	-	8	12 %
<i>Not sure</i>	2	4 %	-	-	2	3 %
Broadly Disagree	5	9 %	3	30 %	8	12 %
Strongly Disagree	2	4 %	-	-	2	3 %
<b>Total</b>	<b>55</b>	<b>100 %</b>	<b>10</b>	<b>100 %</b>	<b>65</b>	<b>100 %</b>

- 6.30. 81 per cent of respondents agree with the Council's proposal – either strongly or broadly. In the statutory consultation with secure Council tenants, 84 per cent agreed with the proposal – 69 per cent strongly agreed while a further 15 per cent broadly agreed.
- 6.31. Residents were also asked to give reasons for their answers. These are analysed in more detail in appendix one. Where respondents agreed with the Council's proposal, the main reasons given concerned the safety issues with the block and the cost of resolving these. A number of residents also mentioned wider problems they experienced, such as overcrowding. One tenant who said they disagreed gave a reason, saying that they enjoy living in Northolt and so would rather it was strengthened. A number of leaseholders also raised concerns about what the proposals could mean for them in terms of the value of their properties and rehousing options for them.
- 6.32. Residents were also asked how important they thought the following considerations were in deciding the future of Northolt:
- Of those who responded, 75% said that they thought having the same number or more of council homes at council rents was important or very important.
  - 54% of those who responded thought that it was important or very important that Northolt residents could stay on Broadwater Farm.
  - The vast majority (82%) of those who responded thought it was important or very important that a greater number of larger, family homes are provided that better meet the needs of local residents.
  - 83% of those who responded thought that it was important or very important to improve the quality of the homes on the Northolt site.
  - 77% of those who responded thought that the cost to the Council and value for money for council tenants was an important or very important consideration.
- 6.33. The consultation responses show that there is clear support for the Council's proposal to demolish Northolt and build new Council homes to replace those demolished. The main reasons residents gave were around the safety issues with the block, and the high cost of the works that would be needed to repair the block. A number of residents also mentioned other problems such as overcrowding. In terms of the considerations residents think are important when deciding the future of the block, the most important factors amongst those who responded were improving the quality of the homes, providing a greater number of larger homes and having the

same number or more council homes at council rents. Being able to stay on the estate had the lowest priority.

- 6.34. The Council received a petition signed by 70 residents of Tangmere and Northolt, which asked the Council to hold a ballot on whether to strengthen or demolish the blocks. This will be responded to in line with the Council's procedure on petitions, explaining that the Council's position is that it is not appropriate to hold a ballot on this question, as it concerned a health and safety issue with significant financial implications. The response explained that a ballot would be held on proposals for new homes. Only one of the responses to the section 105 consultation mentioned a ballot.

#### **Tangmere and Northolt: next steps**

- 6.35. This report makes recommendations about the future of Tangmere and Northolt in light of the findings of the resident consultation, as well as the financial and technical considerations. If Cabinet agrees that either or both of Tangmere and Northolt should be demolished, a number of further decisions are required to ensure that all residents are rehoused, the Council can gain vacant possession of the block and more detailed work can start on the proposals for new homes on the estate. These considerations are set out below.

#### **Broadwater Farm Rehousing and Payments Policy**

- 6.36. On 26 June 2018, Cabinet approved the Tangmere Rehousing Priority Scheme (TRPS) setting out the rehousing offer for Tangmere residents and payments they would receive. This policy was an interim policy to cover the urgent need to rehouse Tangmere residents before the gas supply was turned off to the block at the end of October 2018 (which has since been extended to mid November).
- 6.37. Cabinet also agreed to consult on the draft Broadwater Farm Rehousing and Payments Policy which, if and when it is approved, would replace the Tangmere Rehousing Priority Scheme and sets out the Council's rehousing commitments including how the Council will give rights of return to residents of Tangmere and Northolt and the payments that will be made to tenants of Tangmere and Northolt. The policy also sets out the rehousing offer for: (1) Northolt tenants; (2) Tangmere tenants who have already accepted a new home through a Direct Let; and (3) any Tangmere tenants who have not yet accepted an offer of a new home (and who will be entitled to a similar Direct Let, because of the urgency of vacating that block for the reasons set out in this report and the report to Cabinet on 26 June).
- 6.38. In October, Cabinet agreed that discretionary Home Loss payments should be made to the tenants of Tangmere regardless of the decision on the future of the block. This recognised the exceptional circumstances of the Tangmere situation – in particular that residents needed to be rehoused at short notice and before a decision on how the structural issues would be rectified could be made.
- 6.39. A final proposed policy is presented with this report for Cabinet approval, following the consultation. The policy has four main aims for those who are required to move because of significant structural repairs and/or future demolition of their home:

- To set out the rehousing offer for tenants as set out in 6.37 above.



- To set out the type and size of housing tenants will be offered and how properties will be allocated.
- To set out the tenants' and leaseholders' rights to return to the estate when a suitable property becomes available. This applies to all Council tenants and leaseholders who will need to move out of Tangmere and Northolt due to the structural problems with the blocks.
- To set out payments available to tenants and leaseholders who are required to move.

### Summary of the results of the Rehousing and Payments Policy consultation

6.40. Appendix 1 sets out the findings of the consultation on the proposed Rehousing and Payments Policy in detail. The responses can be summarised as:

- When asked what size home tenants should be offered, the vast majority of those who answered this question (50 out of 60 respondents or 83%) thought it should be the appropriate size home for the household being offered (as opposed to the same size as their current home).
- When asked for their comments about the numbers of offers of alternative accommodation, Northolt tenants were strongly in favour of more than one offer with most of these suggesting two or three offers or through the Choice-Based Lettings scheme. Three residents expressly stated that they were against the Choice-Based Lettings scheme being used.
- When asked if tenants who have moved out of Tangmere or Northolt should have a Right to Return to a newly built home, the vast majority of respondents (92 out of 99 respondents or 93%) supported this proposal.
- There was also strong support (57 out of 65 respondents or 88%) for resident leaseholders having a guaranteed right of return to any new homes built on the estate. There was also support (46 out of 54 respondents or 85%) for the Council to offer a higher equity loan in some circumstances.

### Changes to the Broadwater Farm Rehousing and Payment Policy following consultation

6.41. The consultation has shaped the final Broadwater Farm Rehousing and Payments Policy, which is presented with this report for approval. In particular, the draft policy has been changed as a result of the consultation in the following main areas:

- Rehousing of Northolt residents will be carried out through Choice-Based Lettings initially, to give residents as much choice as possible.
- The ways in which residents can return to the estate have been clarified, in particular to be clear that residents will have a guaranteed right to return to new build homes on the estate. Resident leaseholders will also have a right to return to new build homes.
- The policy also sets out how the Council will show discretion to meet its policy aims of ensuring that the residents of Tangmere and Northolt can stay in the local area. This may include offering a resident leaseholder a higher equity loan in some circumstances, if there is a compelling reason based on a leaseholder's circumstances.

6.42. The key commitments of the final policy are summarised below.

### **Broadwater Farm Rehousing and Payments Policy: Key commitments**

#### Rights to Return

6.43. A key commitment of the proposed policy is for secure tenants to have a guaranteed right to return to the estate. Such offers will be made according to their housing need at the time of the offer, and will be honoured in two ways:

- By an offer of a property elsewhere on the estate which had been vacated by another secure tenant
- By an offer of a newly built replacement home, once these are available

6.44. Households may refuse an offer to return to an existing home on the estate which will end their right to further offers of existing homes on the estate. However, households will still be eligible for an offer of a newly built replacement home. Refusal of a newly built home will end both rights of return.

6.45. It is proposed that existing resident leaseholders are given the Right to Return to a new build property on the estate where they continue to own and live in a property in the borough. This right will also be extended to any partners who have inherited the Equity Loan following the death of the original leaseholder (in the manner set out in the policy).

#### Keeping Band A for future moves

6.46. Because of the urgency of the Tangmere rehousing, offers of alternative accommodation have been made through 'direct lets', that is the Council made offers of accommodation directly rather than allowing tenants to bid. The Council recognises that this limits the amount of choice tenants have, but judged it to be necessary in the circumstances. However, in order to give tenants as much choice as possible the policy proposes that where tenants have moved from Tangmere or Northolt under a single direct let and have not had an offer of another property through the Choice-Based Lettings scheme, they are given 'Band A' priority on the housing register. This will allow them to continue to bid for alternative accommodation through the Choice-Based Lettings System with high priority.

#### Equity loans for resident leaseholders

6.47. Resident leaseholders who wish to remain in the borough but who cannot afford to purchase a new property outright may be able to buy a new property within the borough using an Equity Loan from the Council.

6.48. Equity Loans will be available to fund up to 40% of the purchase price of a leaseholder's new home in the borough where the leaseholder invests the whole of the market value and Home Loss Payment received on sale of their flat to the Council. Higher levels of Equity Loan may also be considered by the Broadwater Farm Discretion Panel where the standard 40% loan would not enable the leaseholder to purchase a new home in the borough.

- 6.49. The Equity Loan only needs to be repaid upon sale of the property or transfer to another owner unless to a co-habiting partner at the time of the owner's death. Any increase or decrease in the value of the property will be apportioned between the leaseholder and the Council in line with their original and any further contributions, which are calculated as percentages

Rehousing Northolt residents

- 6.50. Unlike Tangmere, there is no deadline for rehousing Northolt residents associated with the 'gas out' date, as the block does not have piped gas. The policy therefore proposes that Northolt tenants are given access to the Choice-Based Letting system shortly after the Cabinet decision on the future of the block, with the exact date determined by the Director of Housing, Regeneration & Planning. It is proposed that offers are made via Choice-Based Letting for a period determined by the Director of Housing, Regeneration & Planning, after which offers will be made directly to ensure that the block is vacated promptly in order to give effect to Cabinet's decision. The Council may also make direct offers if this is requested by the tenant or is determined to be appropriate in a particular case, for example with larger households where the number of suitable properties which become available will be limited, or make direct offers to all remaining households if the balance of risk in relation to Northolt is judged to have changed. In these cases, direct offers will enable a household to be offered alternative accommodation more quickly. Officers will also start conversations with leaseholders about their options and buying back their properties, in line with the final Rehousing Policy.

The Broadwater Farm Discretion Panel

- 6.51. The Rehousing and Payments Policy seeks to cover the majority of cases, but a Broadwater Farm Discretion Panel has been created to assess any cases where there may be exceptional circumstances. This panel would seek to apply the guiding principles of the Rehousing and Payments Policy – such as ensuring that tenants and resident leaseholders are able to return to the estate on the same terms as they have currently.

Examples which may be considered include:

- Where a tenant has requested for their household to be separated into two or more households
- Where a leaseholder would require an Equity Loan greater than 40%
- Where there has been a significant change in a leaseholder's circumstances since leaving the Broadwater Farm estate

**Local Lettings Policy**

- 6.52. In order to meet the Right to Return prior to new homes being built, a Local Lettings Policy is proposed to ensure that, where practical, all future lets on Broadwater Farm are offered to tenants of Tangmere and Northolt who have moved off the estate and who wish to return.

Summary of the results of the Local Lettings Policy consultation

**Do you agree that tenants who need to move off Broadwater Farm because of the**

**structural issues should be given priority for any homes that become vacant on Broadwater Farm?**

	Secure tenant		Leaseholder		All responses	
Yes	<b>73</b>	75 %	<b>10</b>	91 %	<b>83</b>	77 %
No	<b>9</b>	9 %	-	-	<b>9</b>	8 %
<i>Don't know</i>	-	-	-	-	-	-
<i>No answer</i>	15	15%	1	9 %	16	15%
<b>Total</b>	<b>97</b>	100 %	<b>11</b>	100 %	<b>108</b>	100 %

**Do you agree with the proposed priorities set out in the proposed Local Lettings Policy?**

	Secure tenant		Leaseholder		All responses	
Yes	<b>75</b>	77 %	<b>10</b>	91 %	<b>85</b>	79 %
No	<b>6</b>	6 %	-	-	<b>6</b>	6 %
<i>Don't know</i>	-	-	-	-	-	-
<i>No answer</i>	16	16%	1	9 %	17	16%
<b>Total</b>	<b>97</b>	100 %	<b>11</b>	100 %	<b>108</b>	100 %

Summary of the final Local Lettings Policy

6.53. The Local Lettings Policy states that each vacant property on the estate will be offered to households in the following order of priority:

1. Secure tenants who remain in Northolt or Tangmere and need to be rehoused using a Direct Let, in the following order of priority:
  - a. Tenants who are vulnerable
  - b. Tenants with a local connection (as defined in the policy)
  - c. All other tenants from these blocks – with priority given to those who have lived on the estate the longest
2. Secure tenants who left Tangmere or Northolt after 26 June 2018 and still have a right to return to a vacant property and who have a housing need that matches the size of the available property.

In the event of tenants otherwise having equal priority the property will be offered to the tenant with the earliest start date to their tenancy on the estate.

6.54. Households as determined by the Housing Allocations Policy.

**Securing vacant possession of Tangmere and Northolt ahead of demolition**

6.55. If Cabinet agrees that Tangmere and/or Northolt should be demolished, a number of further actions will be needed ahead of demolition and to allow more detailed work on the proposals for new homes to start. These are set out below. The estimated costs of demolition are £2.5m for Tangmere and £2m for Northolt.

Acquisition of leasehold interests

- 6.56. Since the June Cabinet decision, the Council has been working with leaseholders in Tangmere to enable them to move out of Tangmere, and to negotiate the buyback of their properties. The Rehousing and Payments Policy sets out the ways the Council will assist resident leaseholders to buy a new home.
- 6.57. The Council will continue negotiations with Tangmere leaseholders in order to acquire their properties by private treaty, and will start negotiations with the leaseholders of Northolt from the date the rehousing of that block commences. Should the Council and any leaseholders not reach an agreement in a reasonable period, it may be necessary, as a last resort, for the Council to consider using its compulsory purchase powers. This would form the basis of a separate report to Cabinet for a future decision.

Seeking possession of secure tenanted properties

- 6.58. The Council has to date not served any Notices of Seeking Possession on the secure tenants of Tangmere, as it has sought to make offers of alternative accommodation which residents accept. This approach will continue with Northolt. If any tenant does not agree to an offer of alternative accommodation which the Council believes is suitable, it may be necessary for the Council to seek an order for possession. Where a property is being demolished (but not disposed of), the Council can seek possession of a secure tenant's property under Section 84 of the Housing Act 1985 and using Ground 10 of Schedule 2 of the Housing Act 1985. Ground 10 requires that alternative accommodation is offered to the secure tenant. Although the notice period for Ground 10 is 28 days, re-possession of a home will be subject to court proceedings which may take up to 6 months to conclude.

Demolition Notices

- 6.59. On approval of the demolition of one or both blocks, it is proposed to serve Initial Demolition Notices (IDNs) under Section 138A of the Housing Act 1985 on all secure tenants. The effect of the IDN is to inform the secure tenants that their right to buy is suspended, this will be followed by a Final Demolition Notice (FDN) under section 138B when a date has been set for the demolition to take place. The effect of the FDN is to stop the right to buy. IDNs can last for a period of 7 years. It is proposed that both the IDN and FDN be served also on the leaseholders so they are informed that the Council plans to demolish their flats in the future.

Planning process

- 6.60. Before any physical demolition can be carried out, the Council must submit to the Planning Authority a Demolition Notice and Demolition Method statement which considers the impact on surrounding properties in terms of dust, noise etc. These processes take around 6 weeks and 3-4 weeks respectively but can be started at the same time.

**Next steps on replacement homes**

- 6.61. The Council has committed to replacing any council homes which are demolished with new council homes on the estate. As reported to Cabinet in June, the Council commissioned some initial capacity studies to determine how much housing could be built on the estate and where. This work is ongoing, the final studies will be made available to residents and other stakeholders as part of the collaborative work to develop detailed proposals for new homes.
- 6.62. If Cabinet agrees to demolish one or both blocks and build new homes, work will start to develop options for new homes. Crucially, there will be detailed resident engagement on the proposals, and the housing principles that will determine the number of homes and the types of design that could be considered. The Council is committed to holding a ballot of Broadwater Farm residents once proposals for replacement Council homes have been developed. This ballot will be of residents across the whole Broadwater Farm estate, including former residents of Tangmere and Northolt.
- 6.63. The work on more detailed proposals will also determine how the new homes will be funded and delivered. The Council included the replacement homes for Tangmere and Northolt in its bid to the GLA for grant funding (as the timetable for bidding required submissions by the end of September). Whilst detailed work will need to be carried out to assess the financing of the new homes, the proposed lifting of the Housing Revenue Account Borrowing Cap widens the options available to the Council. It is the Council's intention to hold the replacement homes in the Housing Revenue Account.

## **7. CONTRIBUTION TO STRATEGIC OUTCOMES**

- 7.1. Priority 5 of the Council's Corporate Plan is to "Create homes and communities where people choose to live and are able to thrive" and within this says that the Council "will effectively manage existing housing and provide excellent services to residents".
- 7.2. Objective 4 of the Haringey Housing Strategy 2017-2022 identifies that a key priority is to "Provide stable, safe well-managed homes in decent environments". Ensuring that all residents live in safe homes is essential to delivering this priority.
- 7.3. Ensuring that residents of Tangmere and Northolt live in safe homes supports the emerging 2019-2023 Borough Plan, which has as its first priority 'a safe, stable and affordable home for everyone, whatever their circumstances'. Outcome 3 of the housing priority is 'We will work together to drive up the quality of housing for everyone', with the specific objective of ensuring safety and improving conditions in housing of all tenures across the borough.

## **8. STATUTORY OFFICER COMMENTS**

### **Finance**

- 8.1. This report has a number of recommendations that will adversely impact the Council's Housing Revenue Account and General Fund to varying degrees.



- 8.2. The rehousing of tenants from both Tangmere and Northolt will result in an unbudgeted loss of rental income to the HRA once the blocks are empty. This will create a pressure in the HRA.
- 8.3. Once rehoused the Tangmere and Northolt blocks will need to be made safe from trespass through physical measures such as hoarding and the maintenance of a guarding presence. These costs are unbudgeted and will create a pressure in the HRA.
- 8.4. In June, Cabinet agreed to start the rehousing of residents from Tangmere, including buying back the leaseholder properties in the block. At the time the rehousing of Tangmere started, there were 13 leaseholder in Tangmere.
- 8.5. The rehousing of residents of Northolt ahead of demolition will also require buying back the leasehold properties in this block. Currently there are 14 leaseholders flats in Northolt of which 3 are non-resident.
- 8.6. There will also be an impact on the number of households in temporary accommodation, as lets will need to be prioritised for the tenants of Northolt. This will be a pressure on the general fund (GF).
- 8.7. The estimated financial effects of the rehousing of Tangmere were presented at the June cabinet as shown below:

Issue	HRA	HRA	GF	GF
	2018/19 Effect	Full Year	2018/19 Effect	Full Year
	£000's	£000's	£000's	£000's
HRA Revenue:				
Loss of rental income (full year effect)	117	473		
HRA Capital:	100			
Physically securing the site (hoarding)				
Guarding costs	125	250		
Leaseholder buy back (inc. estimated SDLT liability and fees)	3,354			
Relocation costs	178			
Equity loan (maximum)	1,868			
Equity Loan SDLT	93			
Increased temporary accommodation costs			203	406
Total cost	5,835	723	203	406

- 8.8. Of the estimated effect of £5,835 in 2018/19, £117k loss of rental income cost has been recognised in the 2018/19 HRA full year forecast. The remaining cost of £5,718k in 2018/19 will be contained in the 2018/19 HRA capital programme budget as highlighted in the June Cabinet report.
- 8.9. Within the approved 2018/19 HRA capital programme there is a budget for Broadwater Farm of £11.5m. At its meetings in June and August 2018 Cabinet

made decisions in relation to Tangmere decanting and Broadwater Farm district heating and committed the available Broadwater Farm budget set out below:

Tangmere Rehousing	£5.718m
BWF Distract Heating	£5.782m
Total Committed	£11.5m

8.10. The estimated financial effects to decant tenants of Northolt are set out below:

Issue	HRA	HRA	GF	GF
	2018/19 Effect	Full Year	2018/19 Effect	Full Year
	£000's	£000's	£000's	£000's
HRA Revenue:				
Loss of rental income (full year effect)	13	398		
HRA Capital: Physically securing the site (hoarding)	20			
Guarding costs	32	131		
Leaseholder buy back (inc. estimated SDLT liability and fees)	553	2,569		
Homeloss	126	535		
Relocation costs	33	140		
Equity loan (maximum)	488	1,789		
Equity Loan SDLT	18	67		
Increased temporary accommodation costs			90	383
Total cost	1,283	5,717	90	383

- 8.11. Of the estimated effect of £1,283 in 2018/19, £13k loss in rental income has been recognised in the HRA full year forecast. An approval for virement from HRA Building Regulations Review budget to a new budget line, Northolt Decanting Budget, is sought as part of this report, to fund the remaining cost of £1.2m..
- 8.12. Of the £5,717 in 2019/20, £398k relates to loss in rental income; while £5.4m relates to capital costs, which will be reflected in the 2019/20 capital programme budget.
- 8.13. In order for the Northolt decant to proceed sufficient resources need to be identified, and as such to fund the proposed Northolt expenditure a virement must be undertaken.
- 8.14. Officers have advised that HRA Building Regulations Review budget can be utilised and that budget can be vired into the Northolt Decant scheme. If this virement is accepted then the budget will be sufficient to cover the proposed expenditure.
- 8.15. It is estimated that the demolition of both Tangmere and Northolt blocks will cost about £4.5m. This cost will be reflected the HRA capital programme budget for future years.



- 8.16. The June cabinet report, "Blocks on the Broadwater Farm Estate" highlighted the cost of rebuilding the blocks, should this option be chosen. This cost will be included in the HRA capital programme for future years.
- 8.17. Cabinet are requested to agree this virement as per recommendation 3.8.
- 8.18. The financial implications of the Broadwater Farm Rehousing and Payments Policy and the Local Lettings Policy have been captured in the finance comments as highlighted above.

### **Legal**

- 8.19. The Assistant Director for Corporate Governance has been consulted on this report and where not set out below legal comments have been incorporated into the main body of this report.
- 8.20. In making its decision Cabinet must conscientiously take into account the outcome of the consultation, and be satisfied that the consultation adhered to the other "Sedley principles", namely:
- (1) That consultation was at a time when proposals are still at a formative stage;
  - (2) That sufficient reasons were given for any proposal to permit of intelligent consideration and response;
  - (3) That adequate time was given for consideration and response
- 8.21. Cabinet must also be satisfied that its decision is compatible with tenants' and leaseholders' human rights under the European Convention. The demolition of each block will necessarily require the prior ending of secure tenants' tenancies and leaseholders' leases (subject to the possible need for compulsory purchase) and will impact upon the following Convention rights in particular: Article 8 (right to respect for private and family life); Article 1 Protocol 1 (protection of property).
- 8.22. The Convention Rights are each qualified; that is, there is a balance to be struck between the Convention Right and other interests and rights. Any restriction on the exercise of the right must be in accordance with the law, and in the public interest.
- 8.23. The public interests to be taken into account in considering Article 8 rights include, in particular, public safety.
- 8.24. The public interests relevant to Article 1 Protocol 1 rights include in particular the right of to control the use of property in accordance with the general interest.
- 8.25. The Assistant Director Corporate Governance sees no legal reason preventing Cabinet from approving the recommendations in the report, and considers that Cabinet may be satisfied that they are compatible with tenants' and leaseholders' human rights.

### **Equalities**

- 8.26. The Council has a Public Sector Equality Duty under the Equality Act (2010) under which it must have due regard to the need to:

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

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

8.28. An Equality Impact Assessment has been undertaken on the potential impacts of the decisions on those with protected characteristics. This document takes into account the outcomes of the consultation on the future of the homes at Tangmere and Northolt, and on the draft Broadwater Farm Rehousing and Payments Policy and Broadwater Farm Local Lettings Plan.

8.29. The assessment has identified that the main impacts which will affect residents with protected characteristics, is that the impact of residents will be greater for those who depend on local support and services including elderly residents, those with high support needs and those with children in local schools.

8.30. This impact is mitigated by Northolt tenants having the option to bid for their next home and having the highest priority of Band A together with their applicable date being the start date of their tenancy. Where a direct let is required, or where the tenant chooses to take this option, additional mitigation is offered by priority for rehousing in the local area being given to vulnerable residents, and then to those with local connections including those with children attending a local school.

8.31. The Equality Impact Assessment (EqIA) is attached as Appendix 4.

## **9 USE OF APPENDICES**

Appendix 1: Report on the results of the consultations

Appendix 2: Proposed Broadwater Farm Rehousing and Payments Policy

Appendix 3: Proposed Broadwater Farm Local Lettings Policy

Appendix 4: Equality Impact Assessment

## **10. LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

Report to 26<sup>th</sup> June Cabinet regarding the results of the structural reports on the Broadwater Farm blocks, and minutes of Cabinet's decisions:

<https://www.minutes.haringey.gov.uk/mgAi.aspx?ID=58198>

Broadwater Farm structural reports and cost estimates:

<https://www.homesforharingey.org/your-neighbourhood/safety-estates/broadwater-farm/broadwater-farm-reports-june-2018>

Housing Allocations Policy 2015 as amended 1 May 2017 & 14 March 2018

[http://www.haringey.gov.uk/sites/haringeygovuk/files/haringeys\\_housing\\_allocations\\_policy\\_2015\\_amended\\_14\\_march\\_2018.pdf](http://www.haringey.gov.uk/sites/haringeygovuk/files/haringeys_housing_allocations_policy_2015_amended_14_march_2018.pdf)

Estate Renewal Rehousing and Payments Policy

[http://www.haringey.gov.uk/sites/haringeygovuk/files/estate\\_renewal\\_rehousing\\_and\\_payments\\_policy\\_2017.pdf](http://www.haringey.gov.uk/sites/haringeygovuk/files/estate_renewal_rehousing_and_payments_policy_2017.pdf)

Award of contract for design and enabling works for Broadwater Farm Estate district heating system, Cabinet Member Signing 20 April 2018:

<https://www.minutes.haringey.gov.uk/ielistdocuments.aspx?CId=435&MId=8795>

Minutes of the Cabinet decision on 14 August 2018 to award a contract for the installation of a new district heating system on the Broadwater Farm estate:

<https://www.minutes.haringey.gov.uk/mgAi.aspx?ID=58353>

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## **Report on the Broadwater Farm consultations**

On 26 June 2018 Cabinet agreed to carry out four consultations relating to the structural issues identified with the Tangmere and Northolt blocks on the Broadwater Farm estate. These were:

- A consultation with the residents of Tangmere on the future of the block, with the Council's preferred option being to demolish the block and rebuild the homes on the estate
- A consultation with the residents of Northolt on the future of the block, with the Council's preferred option being to demolish the block and rebuild the homes on the estate
- A consultation on a draft Broadwater Farm Rehousing and Payments Policy, which would set out how residents are rehoused from the block (as all scenarios for addressing the structural issues would require at least the temporary rehousing of all residents from the blocks).
- A consultation on a draft Broadwater Farm Local Lettings Policy, which would apply if one or both of the blocks was demolished and would allow tenants to return to the estate more quickly by prioritising future lets for tenants who have moved off the estate due to the structural issues.

In the case of the consultations on the future of Tangmere and Northolt, this constituted a section 105 consultation under the Housing Act 1985 for secure tenants. There is no statutory duty to consult leaseholders, though the consultation also sought their views.

This report sets out the outcomes of these four consultations and the responses to the questions within each consultation. Where appropriate, the consultations asked responders to give reasons for their answers and these are also summarised.

The findings of the consultation will be used to guide decisions made by the Council regarding:

- The future of Tangmere
- The future of Northolt
- The content of the Broadwater Farm Rehousing and Payments Policy
- How the Local Lettings Policy will operate, including who will be given priority

### **The Consultation**

The four consultations ran from 12 September to 10 October 2018 with each secure tenant and resident leaseholder being issued an individual consultation pack (a covering letter and questionnaire). In the case of joint tenants or a lease in two names, both individuals were given a pack.

The packs were hand delivered to all residents in Tangmere and Northolt, and were made available in other languages, large print and Braille as needed.

During the consultations, a number of drop-in events were arranged for residents to ask questions. These were held in the foyer areas of Tangmere and Northolt themselves, to ensure that residents could easily attend. They were also held into the early evening for those who were not at home during the day. Translators for the main languages other than English spoken on the estate (Turkish and Somali) were present at all sessions, and translators for other languages arranged as necessary.

Date	Time	Venue
12 <sup>th</sup> September 2018	3pm - 7pm	Base of Tangmere
18 <sup>th</sup> September 2018	3pm - 7pm	Base of Northolt
22 <sup>nd</sup> September 2018	12 midday to 2 pm	Community Centre, Adams Road, Tottenham
26 <sup>th</sup> September 2018	3pm - 7pm	Base of Tangmere
3 <sup>rd</sup> October 2018	3pm - 7pm	Base of Northolt
10 <sup>th</sup> October 2018	3pm - 7pm	Base of Tangmere

The Council also undertook door-knocking in both blocks and discussed the consultations with Tangmere tenants as they moved. Further work was also undertaken by the Independent Tenant Leaseholder Advisors who also held drop-in sessions and undertook their own door-knocking.

### **Responses**

During the consultation period, a total of 108 responses were received from 105 of the 206 properties (51%) with a further response being received two weeks after the consultation closed. This final response, from a Tangmere tenant has not been included in the tables in this report.

Response rates varied between Tangmere (42 out of 104 properties or 40%) and Northolt (63 out of 102 properties or 62%). A breakdown of responses and properties by tenure and block are provided below.

Conversations with residents indicate that Tangmere was lower as many had already been made an offer of alternative accommodation under the Tangmere Rehousing Priority Scheme (which was approved by the Council as an interim scheme to enable rehousing to commence before the October deadline). The response rate from Tangmere is still relatively high for consultations of this type.

Block	Secure tenants	Resident leaseholders*	Total
<b>Tangmere</b> <i>104 properties</i>	<b>42 responses</b> <i>from 41 properties</i>	<b>1 response</b> <i>From 1 properties</i>	<b>43 responses</b> <i>from 42 properties</i>
<b>Northolt</b> <i>102 properties</i>	<b>55 responses</b> <i>from 53 properties</i>	<b>10 responses</b> <i>from 10 properties</i>	<b>65 responses</b> <i>from 63 properties</i>
<b>Both</b> <i>206 properties</i>	<b>97 responses</b> <i>from 94 properties</i>	<b>11 responses</b> <i>from 11 properties</i>	<b>108 responses</b> <i>from 105 properties</i>

\* The Resident leaseholder responses includes one response from a leaseholder's tenant

Responses were also received from the Broadwater Farm Residents Association ("BFRA") - which set out responses to each question and their reasons - and Defend Council Housing which set out general reasons requesting a ballot but did not provide responses to each question.

These additional responses are not included in the totals above or in the individual tables for each answer. However, the report does provide their comments on each question.

Section 105 consultation:

Section 105 of the Housing Act 1985 places a legal obligation on local housing authorities to consult with secure tenants on “matters of housing management” which are likely to significantly affect them such as the demolition of properties. This consultation was carried out separately for each block and considered independently of each block. This is reflected in the tables below which report separately the responses from the secure tenants and other residents who responded.

## **SECTION 105 CONSULTATION: THE FUTURE OF TANGMERE**

The S105 consultation on the future of Tangmere asked the following question and whether they agreed or disagreed. The table below shows the responses.

### **Do you agree with the Council's proposal to demolish Tangmere and then build new homes of the Broadwater Farm Estate?**

	Secure tenants		Other	
Strongly Agree	31*	38 (90%)	-	1
Broadly Agree	7		1	
Not Sure				
Broadly Disagree	2	4 (10%)	-	-
Strongly Disagree	2		-	
<b>Total</b>	<b>42*</b>		<b>1</b>	

\* the above total does not include the one response received 2 weeks after the consultation closed which strongly agreed with the proposal.

As can be seen from the above table, there was overwhelming support for the proposal with 39 residents / 91% of all residents agreeing with the proposal and only 4 residents / 9% of all residents disagreeing.

Those agreeing with the proposal explained that they supported the proposal as they felt the block was very old, was in a poor condition, and that it should be replaced with new homes.

Only four tenants disagreed with the proposal, one explaining that they did not support the proposal as that the tenant felt it unfair that only two out of 13 blocks were to be demolished.

### **Other responses**

In addition to the table above, two other responses to the consultation were received.

The first was from the BFRA who provided one response for both blocks which was that they were 'Not sure' whether they supported the proposal. The reasons given for this was that they felt that a ballot was needed and that they were

*"not happy that there is enough evidence that, in the event of demolition, promises to re-provide at least the same number of council houses at council rents well be kept".*

and that

*"The consultation documents give figures for the cost of re-providing council housing in an effort to show that this will be a financially sound option. However, no evidence is given to back up the cost figures for rebuilding, there are no references to other documents which show that the rebuilding costs given are correct figures"*

Defend Council Housing also submitted a response which again provided the same response for both blocks which was that they disagreed with the proposal. Although the Council had committed to re-providing the same number of Council homes, the main reasons for their disagreement was that

*"it seems very unlikely that the Council would fund an equal number of council properties at equal rents to those currently existing"*



and that;

*“the plan to demolish Tangmere and Northolt is part of a wider plan to knock down a homeless hostel on The Avenue, adjacent to the estate, the Enterprise Centre and a now abandoned school building, in a ‘ribbon of redevelopment’ across Broadwater Farm”.*

#### Priorities for Tangmere residents

The s105 consultation then asked residents to clarify how important five statements were.

**Please tell us how important the following statements are to you:**

Description	Very important	Important	Neither important or unimportant	Fairly unimportant	Not important at all	No response
Having the same number, or more, council homes at council rents as now	29	6	2	1	-	5
Making sure Tangmere residents can stay on Broadwater Farm	17	6	5	4	6	5
Having more larger homes that better meet the needs of local residents (ie more family homes)	31	5	1	1	3	2
Improving the quality of homes on the BWF estate	30	5	1	1	3	3
The cost to the Council and value for money for council tenants	25	7	5	-	2	4

All these statements were assessed as “very important” by the BFRA.

The responses indicate that providing new and larger homes were the main priorities of residents, and that providing homes for them to return has the lowest priority.

## **SECTION 105 CONSULTATION: THE FUTURE OF NORTHOLT**

The S105 consultation on the future of Northolt asked the following question and whether they agreed or disagreed. The table below shows the responses.

### **Do you agree with the Council's proposal to demolish Northolt and then build new homes of the Broadwater Farm Estate?**

	Secure tenants		Other	
Strongly Agree	38	46	7	7
Broadly Agree	8	(84%)	-	(70%)
Not Sure	2	2	-	-
Broadly Disagree	5	7	3	3
Strongly Disagree	2	(13%)	-	(30%)
<b>Total</b>	<b>55</b>		<b>10</b>	

As can be seen from the above table, there was overwhelming support for the proposal with 53 residents / 82% of all residents agreeing with the proposal and only 10 residents / 15% of all residents disagreeing.

Those agreeing with the proposal explained that they supported the proposal as they felt the block was very old, was in a poor condition and not worth repairing, and that it should be replaced with new homes.

Of the 10 residents who disagreed with the proposal, only four explained their reasons, with three providing the same response. One response stated the reason for not supporting the proposal was that their *"wish would be for my flat to be fixed along with the rest of Northolt for returning to later"*. The joint statement advised that their reasons for not supporting the proposal was around the reimbursement to leaseholders but that *"If the Council were to make a fair value valuation, then we would be happy to remove our objections"*.

#### Other responses

In addition to the table above, two other responses to the consultation were received.

The first was from the BFRA who provided one response for both blocks which was that they were 'Not sure' whether they supported the proposal. The reasons given for this was that they felt that a ballot was needed and that they were

*"not happy that there is enough evidence that, in the event of demolition, promises to re-provide at least the same number of council houses at council rents well be kept"*.

and that

*"The consultation documents give figures for the cost of re-providing council housing in an effort to show that this will be a financially sound option. However, no evidence is given to back up the cost figures for rebuilding, there are no references to other documents which show that the rebuilding costs given are correct figures"*

Defend Council Housing also submitted a response which again provided the same response for both blocks which was that they disagreed with the proposal. Although the

Council had committed to re-providing the same number of Council homes, the main reasons for their disagreement was that

*“it seems very unlikely that the Council would fund an equal number of council properties at equal rents to those currently existing”*

and that;

*“the plan to demolish Tangmere and Northolt is part of a wider plan to knock down a homeless hostel on The Avenue, adjacent to the estate, the Enterprise Centre and a now abandoned school building, in a ‘ribbon of redevelopment’ across Broadwater Farm”.*

#### Priorities for Northolt residents

The s105 consultation then asked residents to clarify how important five statements were.

**Please tell us how important the following statements are to you:**

Description	Very important	Important	Neither important or unimportant	Fairly unimportant	Not important at all	No response
Having the same number, or more, council homes at council rents as now	41	8	4	4	-	8
Making sure Northolt residents can stay on Broadwater Farm	27	8	15	2	6	7
Having more larger homes that better meet the needs of local residents (ie more family homes)	43	10	-	1	2	9
Improving the quality of homes on the BWF estate	48	6	2	1	1	7
The cost to the Council and value for money for council tenants	35	15	5	2	-	8

All these statements were assessed as “very important” by the BFRA.

The responses indicate that improving the quality of homes is the main priority of residents, and that providing homes for them to return has the lowest priority.

## **CONSULTATION ON THE BROADWATER FARM REHOUSING AND PAYMENTS POLICY**

Consultation on the Broadwater Farm Rehousing and Payments Policy (RPP) was also undertaken. The proposed policy will have a long-term impact on the residents of Tangmere and Northolt. It was therefore important that these residents could contribute to the development of this policy before a final version was approved.

The draft RPP set out the priorities for rehousing, the size of properties offered to tenants, how those properties would be offered and the Right to Return to the estate. The draft policy also set out payments to tenants and offer of an Equity Loan to resident leaseholders.

As Tangmere residents were already being rehoused in the manner set out in the (TRPS) the 5 questions 1-5 were only asked to Northolt residents. The first two tables provided below therefore only contain answers from Northolt residents.

### **Are there any other groups who you think should be given priority?**

Northolt tenants were asked about the priority for new homes. While most respondents were in favour of the priorities given, or provided no comments, the other groups who respondents felt should be given priority included;

- Households with children (mentioned in 6 responses)
- Households with physical or mental health issues (4 responses)
- Households with an elderly residents (3 responses)

The BFRA agreed with the proposal priorities.

### **What size home do you think tenants should be offered?**

Northolt tenants were asked what size home tenants should be offered.

Answer	Responses
The appropriate size home for the household	46 (71%)
The same size as their current home	14 (22%)
Blank or no response	5 (8%)
<b>Total</b>	<b>65 (100%)*</b>

*\* Percentages above do not add up to 100% due to rounding*

The vast majority of those who answered this question (50 out of 60 respondents or 83%) supported the appropriate size home for the household being offered.

The BFRA response was that tenants should be offered an “*appropriate size home for the household*” but that “*tenants should not be offered a property that is smaller than their current property*”

**It is Council policy to allow a household to keep one spare room if they voluntarily move to a smaller property. Do you think that residents who downsize from Northolt should be able to keep one spare room?**

Northolt tenants were asked about under-occupying households.

Answer	Responses
Yes	43 (66%)
No	12 (18%)
'Don't know' or no response	10 (15%)
<b>Total</b>	<b>65 (100%)*</b>

*\* Percentages above do not add up to 100% due to rounding*

The majority of those who answered this question supported the council policy to allow households to retain a spare bedroom. However, it should be noted that all Northolt properties have one bedroom, so will have no effect on Northolt tenants.

**Do you have any comments about the proposal to make one offer of accommodation?**

Northolt residents were asked about their thoughts on the proposal to only offer tenants one property through a Direct Offer. The summary below includes comments made to both this particular question and the following question about future moves.

19 residents expressed the view that they should be allowed more than one offer, with most of these suggesting two or three offers. 10 residents expressed that residents should be given a choice and/or that properties should be allocated through the Choice Based Lettings scheme. However, three residents expressly stated that they were against the Choice Based Lettings scheme being used.

**Do you have any comments about future moves?**

While 19 Northolt residents provided a full response to this question, there was no general theme apart from a concern about needing to move more than once, the type of property they wished to have and whether they were in favour or against Choice Based Lettings.

The BFRA commented that tenants should not be asked to move to a smaller property as a result of any demolition, and that residents should remain top priority until they receive a new home.

**Do you agree that secure tenants who have had to move off the estate due to the demolition of their existing block should be prioritised for new homes if and when they are built?**

This and the following questions were asked to all residents.

Answer	Responses
Yes	92 (85%)
No	7 (6%)
'Don't know' or no response	9 (8%)
<b>Total</b>	<b>108 (100%)*</b>

*\* Percentages above do not add up to 100% due to rounding*

The vast majority of residents of those who answered this question (92 out of 99 respondents or 93%) supported this proposal.

The BFRA also supported this proposal but demanded ‘a *guaranteed not a ‘prioritised’ right to return*’.

**Do you think that resident leaseholders should have a guaranteed right of return to new homes built on the estate if a decision is taken to demolish Northolt and build new homes on BWF?**

Answer	Responses
Yes	57 (53%)
No	8 (7%)
‘Don’t know’ or no response	43 (40%)
<b>Total</b>	<b>108 (100%)</b>

The vast majority of residents of those who answered this question (57 out of 65 respondents or 88%) supported this proposal

The BFRA also supported this proposal.

**Please give us the reasons for your answer and any further comments you have in the box below.**

Most residents supported the Right to Return for resident leaseholders and those that cited a reason explained that the reason for their decision was that leaseholders had not chosen to leave and were part of the community.

The BFRA commented that they should not be asked to move to a smaller property as a result of any demolition, and that residents should remain top priority until they receive a new home.

The BFRA explained that:

*“We want leaseholders to have a guaranteed right to an equity loan, the council should not oblige leaseholders who want the right to return to take a shared ownership property”.*

**Do you have any comments about these payments for secure tenants?**

While the responses were all in favour of the payments, a frequent comment was that the money should be paid in advance of moving to help the resident move. Early responses seemed to indicate that residents believed that the lump sum payments was to cover moving costs which are actually covered by the disturbance payments.

The BFRA responded that Home Loss should be paid regardless of the decision made on the future of each block and that rent arrears should not be deducted from this payment.

**Do you think that the Council should offer a higher equity loan in some circumstances, if there is a compelling reason based on a leaseholder's circumstances?**

Answer	Responses
Yes	46 (43%)
No	8 (7%)
'Don't know' or no response	54 (50%)
<b>Total</b>	<b>108 (100%)</b>

The vast majority of residents who answered this question (46 out of 54 respondents or 85%) supported this proposal.

The BFRA responded that a higher equity loan should be offered.

**Are there any other commitments which you think the Council should be offering resident leaseholders?**

9 residents provided additional commitments which focused on a higher valuation of the leaseholder's property, usually for the offers to be enough for them to purchase a new home in the area.

The BFRA responded that

*"It is not clear that a 40% equity loan will be high enough for leaseholders to buy a new flat in Haringey. If a leaseholder cannot get a mortgage up to the level required to buy a reasonable replacement property, then the Council must provide an additional loan"*

**Do you have any other comments on the Council's rehousing commitments as set out in the draft policy?**

The responses to this question raised similar concern to the comments made in earlier sections, namely that tenants should be allowed to bid for new homes, leaseholders should receive an increased offer.

The BFRA responded that

*"We want guarantees that any new flats built will not have a smaller floor size than existing flats in Tangmere with the same number of bedrooms. So, for example, a newly built 3-bedroom flat should not have a smaller floor size than an existing 3-bedroom flat in Tangmere".*

## **CONSULTATION ON THE BROADWATER FARM LOCAL LETTINGS POLICY**

A fourth consultation was carried out which was on a proposed Local Lettings Policy which would set out that tenants leaving BWF would have priority for future voids, and any new built replacement homes.

Three questions were asked in this consultation.

### **Do you agree that tenants who need to move off BWF because of the structural issues should be given priority for any homes that become vacant on BWF?**

<b>Answer</b>	<b>Responses</b>
Yes	84 (78%)
No	9 (8%)
'Don't know' or no response	15 (14%)
<b>Total</b>	<b>108 (100%)</b>

The vast majority of residents who answered this question (84 out of 93 respondents or 90%) supported this proposal.

The BFRA supported this proposal

### **Do you agree with these priorities?**

<b>Answer</b>	<b>Responses</b>
Yes	86 (80%)
No	6 (6%)
'Don't know' or no response	16 (15%)
<b>Total</b>	<b>108 (100%)*</b>

\* Percentages above do not add up to 100% due to rounding

The vast majority of residents who answered this question (86 out of 92 respondents or 93%) supported this proposal.

The BFRA supported these priorities.

### **If you have any further comments, please write them below.**

Responses to this questions were generally about the rehousing offer generally and concern about the offer they would receive rather than the Local Lettings Policy. Three leaseholders with the same typed response suggested that

*“Leaseholders should be entitled to council properties during the transition period. The council should waive any rental charges to the leaseholders”.*

The BFRA commented that;

*“Any out of pocket expenses incurred by residents while being away from Broadwater Farm before right to return should be taken into account and compensation agreed, for example for extra travel expenses.”*

## **DEMOGRAPHICS OF RESPONDENTS**



The tables below show the Sex, Age Disability, Ethnicity and Religion of those who responded to the consultations and compares this to the data held for Tangmere and Northolt residents. These tables do not include the response received two weeks after the consultation closed.

Respondents were also asked about Sexual Orientation, Gender reassignment and whether they were a Refugee or Asylum Seeker. The responses to these questions are not reported below as this data is unavailable or unknown for residents and the provision of data may lead to individuals being identified.

**Sex**

Gender	% of all responses	% of all residents
Female	31%	42%
Male	33%	55%
No response /not known	36%	2%-
<b>Total</b>	<b>100%*</b>	<b>100%*</b>

\* Percentages above do not add up to 100% due to rounding

**Age**

Age	% of all responses	% of all residents
Under 44	18%	24%
45 to 64	28%	43%
65 or over	29%	25%
No response /not known	26%	8%
<b>Total</b>	<b>100%*</b>	<b>100%</b>

\* Percentages above do not add up to 100% due to rounding

**Disability**

Disability	% of all responses	% of all residents
Physical disability or Mental ill health	32%	9%
No disability	19%	33%
No response /not known	48%	57%
<b>Total</b>	<b>100%*</b>	<b>100%</b>

\* Percentages above do not add up to 100% due to rounding

**Ethnicity**

<b>Ethnicity</b>	<b>% of all responses</b>	<b>% of all residents</b>
Asian	2%	4%
Black	36%	47%
Chinese or other	3%	9%
Mixed	8%	2%
White	23%	27%
No response /not known	28%	10%
<b>Total</b>	<b>100%</b>	<b>100%*</b>

\* Percentages above do not add up to 100% due to rounding

### **Religion**

<b>Religion</b>	<b>% of all responses</b>	<b>% of all residents</b>
Christian	32%	28%
Muslim	20%	16%
No Religion	6%	7%
Other	-	2%
No response / not known	42%	46%
<b>Total</b>	<b>100%</b>	<b>100%</b>

# **Broadwater Farm Re-housing and Payments Policy**

## CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>3</b>
1.1	When will this policy apply and who does it affect? .....	3
1.2	Policy context.....	3
<b>2</b>	<b>REHOUSING OFFER TO TENANTS .....</b>	<b>4</b>
2.1	Initial meeting and Need Assessment.....	4
2.2	What properties will be offered? .....	5
2.3	Remaining Tangmere tenants who are under-occupying their current home.....	5
2.4	Where will be new property be located and who will be the new landlord?.....	6
2.5	How will new homes be offered? .....	6
2.6	Right to review .....	6
2.7	Who will get priority for Direct Offers?.....	7
2.8	Further moves for those allocated home through Direct Offers .....	7
<b>3</b>	<b>THE RIGHT TO RETURN.....</b>	<b>8</b>
3.1	Right to Return for Secure Tenants .....	8
3.2	Right of review .....	9
3.3	Right to Return for Resident leaseholders .....	9
<b>4</b>	<b>PAYMENTS MADE TO TENANTS AND RESIDENT LEASEHOLDERS .....</b>	<b>10</b>
4.1	Available payments.....	10
4.2	Disturbance Payments.....	11
4.3	Home Loss payments to secure tenants.....	12
4.4	Home loss and Basic Loss payments to resident and non-resident leaseholders respectively together with Market Value, .....	12
4.5	Additional payments .....	12
<b>5</b>	<b>REHOUSING OPTIONS FOR LEASEHOLDERS .....</b>	<b>13</b>
5.1	Purchase on the open market.....	13
5.2	Additional options .....	13
5.3	Equity Loan.....	13
	APPENDIX 1 – Links to other documents and policies .....	16
	APPENDIX 3 – Section 13.3 of the Housing Allocations Policy .....	20
	APPENDIX 4 – Section 6.3 of the Estate Renewal Rehousing & Payments Policy ..	21

## **1 INTRODUCTION**

### **1.1 When will this policy apply and who does it affect?**

- 1.1.1 This policy applies to secure tenants and resident leaseholders (together “residents”) of Tangmere and Northolt (together “the blocks”) required to move permanently, as a result of the structural defects identified to those blocks.
- 1.1.2 Non-resident leaseholders will not be offered any rehousing but will be eligible for payments when they have sold their property to the Council.
- 1.1.3 This policy does not apply to tenants of non-resident leaseholders. They will instead receive advice and support to find a new home, and will be eligible to approach the Council as homeless if they are unable to do so.
- 1.1.4 For the purpose of this policy, a resident leaseholder is defined as a leaseholder who resided in one of the blocks as at 26 June 2018.
- 1.1.5 This policy applies to all secure tenants and leaseholders of Northolt and Tangmere, to former Tangmere secure tenants who have moved since 26 June 2018 under the provisions of the Tangmere Rehousing Priority Scheme and to all leaseholders resident on that date who have moved under those provisions. This policy replaces and extends that Scheme.

#### Rehousing

- 1.1.6 This policy provides for rehousing of affected residents. The affected residents will have a dedicated rehousing officer who will provide help and support throughout every step of the move process. This will include additional support such as packing and un-packing services for elderly or vulnerable residents.
- 1.1.7 Where there is a need for a household to move to a different part of the borough, Homes for Haringey staff will work with households and provide support if new arrangements to access public services such as healthcare and education need to be made. Financial assistance will also be provided to cover the costs of moving home as described in this policy.

#### Payments

- 1.1.8 The policy provides for Home Loss and disturbance payments to residents in the blocks required to move permanently because their home will be demolished.
- 1.1.9 It also provides for Basic Loss payments to non-resident leaseholders who choose to sell their flats back to the Council if their block is to be demolished.

### **1.2 Policy context**

- 1.2.1 The policy incorporates some of the Council’s existing policies and explains how these will be applied.

1.2.2 Two existing policies which have been previously been subject to consultation and have been approved by Cabinet are particularly relevant. These policies are;

- **Housing Allocation Policy 2015**

This policy sets out how Council and Housing Association rented properties are allocated, including the priority given to each household and the size of accommodation they will be offered.

- **Estate Renewal Rehousing and Payments Policy**

This policy sets a baseline offer of rehousing and payments to tenants and leaseholders where they are required to move because their estate is subject to a renewal scheme.

The ERRPP is based on three guiding principles

- No tenant or leaseholder will be financially worse off
- All Tenants and Resident Leaseholders will have a Right to Return
- All Tenants and Resident Leaseholders who wish to move will be supported to do so.

Where possible, the Council is committed to honouring these commitments.

1.2.3 This policy also refers to other policies such as the Council's Under-Occupation payments policy which sets out payments for households downsizing to smaller homes.

1.2.4 Links to each of these policies can be found in Appendix 1. Copies of these policies can be made available on request.

## **2 REHOUSING OFFER TO TENANTS**

### **2.1 Initial meeting and Need Assessment**

2.1.1 The Council aims to rehouse all households based on their need and where possible, their rehousing preferences. To enable this for Northolt tenants, tenants will have access to the Choice Based Lettings scheme for an initial period to be determined by the Director of Housing, Regeneration and Planning ("Initial Period"). At the end of the Initial Period, any tenants remaining in Northolt will be made Direct Offers of alternative accommodation. To establish each household's rehousing needs and preferences, a dedicated Rehousing Officer will meet with each household. Given the urgency to move tenants from Tangmere, Choice Based Lettings will not apply to any secure tenants remaining in Tangmere at the implementation of this policy. They will be made Direct Offers.

2.1.2 At this meeting the rehousing officer will ensure that the household understands the process and the support that is available to them. The Rehousing Officer will also seek to establish each household's needs through completing a needs assessment form. The Rehousing Officer will also ask

households to state any preferences they may have for their new home such as:

- The location and landlord
- Whether they wish to be considered for an offer of an alternative flat on the estate matching their housing need either at the time of the move, or at a later date when a suitable property becomes available.

2.1.3 The preferences made by each household will affect how quickly a new home can be found if a Direct Offer is used and the Council will be under no duty to meet preferences where a suitable home is unlikely to become available quickly enough.

2.1.4 Residents should be aware that the Council will not rehouse unauthorised occupants, sub-tenants, lodgers, licensees, other non-secure occupants and persons included on applications for rehousing but who are not considered to be part of the tenant's household. However, the Council will offer Housing Advice to these households to assist them to find another home quickly.

2.1.5 In cases of fraudulent applications, the Council will consider what sanctions might be pursued.

## **2.2 What properties will be offered?**

2.2.1 Northolt tenants will be able to bid for and/or receive Direct Offers of new homes on the basis of their housing need which is set out in Section 8 of the Housing Allocation Policy (see Appendix 2). Rehousing of any secure tenants remaining in Tangmere will continue to be by Direct Offers only.

2.2.2 Properties which meet specialist needs, such as mobility requirements, will, in the first instance, only be offered to households with these needs.

2.2.3 It is likely that most residents will move to another Council property and so will be charged a Council rent. However, the rents and charges in their new home will be the standard charges for that particular property and so may differ from the charges of their existing home.

## **2.3 Remaining Tangmere tenants who are under-occupying their current home**

2.3.1 Under the current Housing Allocations Policy, tenants who are willing to transfer to a smaller property and who have more than one spare bedroom will be able to retain spare bedroom(s). This scheme is available to all under-occupying tenants across the borough and will continue to apply to remaining Tangmere tenants who permanently move to a smaller home elsewhere in the borough.

2.3.2 This offer will not apply where the Council is required to take legal action, such as the enforcement of notices to recover the property.

2.3.3 In addition to the payments set out in section 3, tenants who move to a smaller property in or outside the Broadwater Farm Estate will also be entitled to financial incentives for each room they are giving up. Tenants will be offered £1,000 for downsizing plus a further £1,000 for each bedroom given up. However, this payment will not be made for temporary moves until and unless a decision is made to demolish the tenant's original home or where the tenant has decided to remain in their new home.

## **2.4 Where will the new property be located and who will be the new landlord?**

2.4.1 In the Initial Period, Northolt tenants will be able to choose the location and landlord of the homes they bid for. For any remaining Tangmere tenants, and any Northolt tenants who have been unsuccessful at the end of the Initial Period, or who have requested a Direct Offer, the Council will seek to rehouse tenants in an area and with the landlord they have chosen where this is possible consistently with the urgency of the situation. Where this is not possible the Council will be under no duty to meet tenants' preferences.

## **2.5 How will new homes be offered?**

2.5.1 Given the need to move Tangmere tenants as quickly as possible, all offers to them under the Tangmere Rehousing Priority Scheme were made by a Direct Offer. As this urgency continues, any further offers to any Tangmere tenants remaining in the block will continue to be made on a Direct Offer basis.

2.5.2 In contrast, the rehousing of Northolt tenants is less urgent. Northolt tenants will therefore be given access to the CBL system to select their new home in the Initial Period. However, the Council may also assist households with a Direct Offer where this is requested by the tenant or where this would be the most effective method to allocate property suitable to their needs.

2.5.3 During the Initial Period, Northolt tenants will be given Band A priority with an application date set to the date their BWF tenancy started.

2.5.4 At the end of the Initial Period (and also for any remaining Tangmere tenants) the Council will make Direct Offers to those households who have not found a new home using this system. These Direct Offers will represent the tenant's final offer and tenants of Northolt will not be able to bid for further homes through the Choice Based Lettings Scheme.

2.5.5 Households matched to a property through a Direct Offer will receive an Offer Letter inviting them to view the property, though they may also receive a phone call and/or email to minimise any delays.

## **2.6 Right to review**

2.6.1 Only one Direct Offer of 'suitable accommodation' will normally be made. If the offer is refused, the tenant is entitled to request a review of the suitability of the accommodation offered. A further offer will only be considered if the review decision is that the offer is unsuitable.



- 2.6.2 The request for a review must be made within 7 days of the offer, and the Council will make a review decision within 14 days thereafter
- 2.6.3 The Review will otherwise proceed as set out in paragraph 13.3 of the Allocations Policy (see Appendix 3).
- 2.6.4 If a review confirms the suitability of the offer, in the absence of exceptional circumstances, the Council may commence possession proceedings to ensure vacant possession of the property within a timely fashion to permit the vacation of the block to allow demolition to proceed.

## **2.7 Who will get priority for Direct Offers?**

- 2.7.1 It is anticipated that most Northolt tenants will find a new home using the CBL system during the Interim Period. However, where Northolt tenants have been unable to do so, or have refused offers, and for any remaining Tangmere tenants, the Council will review available properties and allocate them to remaining tenants. In many cases, each property will be suitable for more than one household and so any offers or viewings will be made in order of priority as set out below.

Priority 1: Those who are vulnerable, who have specialist needs such as mobility requirement, or who have an additional needs or medical equipment which would create a risk.

Priority 2: Where a preference for a local home has been made, those who have a member of the household attending a local school, or have support services only available in the local area or those who are working locally. "Local" and "locally" are taken to mean within N17/N22 postcodes),

Priority 3: All other households

- 2.7.2 Should a property be suitable for more than one household with the same priority, then the property will be offered to the household with the earliest start date to their tenancy on the estate. Tenancies elsewhere will not count toward priority.
- 2.7.3 The start date for those who succeeded to their tenancy will be the start date of the original tenancy at that address.

## **2.8 Further moves for those allocated home through Direct Offers**

- 2.8.1 Where tenants have been offered a new home through a Direct Offer, and this is their only offer of suitable accommodation, they will be eligible for a "second move" through the CBL system and will be given Band A priority for that move. This second move will be available to most Tangmere tenants who received only one offer of suitable accommodation through a Direct Offer. Any offers made – whether through CBL or a Direct Offer – which are deemed to be unsuitable will be ignored.

- 2.8.2 Band A priority for 'second moves' will not be granted to households who have been offered (but refused) a suitable home through a Choice Based Lettings scheme, or to households who have requested a Direct Offer in lieu of using the Choice Based Lettings scheme. Households requesting a Direct Offer may receive more than one offer where available subject to the discretion of the Council
- 2.8.3 Tenants taking up this offer of a 'second move' will receive financial help with the move in the form of disturbance payments set out in 4.3 below, but will not receive a further 'Home Loss' payment
- 2.8.4 It is anticipated that most Northolt tenants will be offered a new home through the Choice Based Lettings scheme and so not require further moves.

### **3 THE RIGHT TO RETURN**

#### **3.1 Right to Return for Secure Tenants**

3.1.1 Tenants will have two Rights to Return;

- a) Tenants will have the Right to Return to the Broadwater Farm Estate, to a suitable vacant property if one becomes available
- b) The Right to Return to a replacement home built on the estate on the site of Tangmere or Northolt.

3.1.2 Any offer to return to a replacement home will end both Rights to Return. However, tenants who refuse or accept an offer to return to a vacant home on the estate will retain the Right to Return to a newly built replacement home.

3.1.3 Offers made under the Right to Return will be made on the basis of the household's Housing Need at the time of the offer.

3.1.4 Tenants will retain the Rights to Return until one of the following has occurred;

- The tenant has informed the Council that they do not wish to return to the estate.
- The tenant has refused an offer of a suitable newly built replacement property on the Broadwater Farm Estate.
- The tenant's tenancy at their new home (or any replacement) has been ended.

3.1.5 The tenant's Right to Return to a vacant flat on the estate will be ended if the tenant refuses an offer of a suitable accommodation on the estate. Refusal of an offer of a suitable vacant home will not affect the tenant's Right to Return to a newly built home.

3.1.6 Tenants will only be entitled to one offer under each Right but may request a review of that offer as set out in 3.2 below.

3.1.7 Households who are awaiting an offer under either Right to Return will be made a suitable offer on the estate as they become available. These homes will be offered on the basis of Housing Need, as set out in the Housing Allocations Policy in force at the time of the offer. Priority will be given as described in section 2.6 above.

3.1.8 Tenants returning will receive financial help with the move in the form of disturbance payments set out in 4.3 below, but will not receive a further 'Home Loss' payment.

### **3.2 Right of review**

3.2.1 Only one Direct Offer will normally be made. If the offer is refused, the tenant is entitled to request a review of the suitability of the accommodation offered. A further offer will only be considered if the review decision is that the offer is unsuitable. The Review will proceed as set out in paragraph 13.3 of the Allocations Policy (see Appendix 3).

3.2.2 In exceptional cases requests to go beyond the policy may be considered by the Broadwater Farm Discretion Panel.

### **3.3 Right to Return for Resident leaseholders**

3.3.1 The Estate Renewal Rehousing and Payments Policy also offers resident leaseholders a Right to Return to a newly built replacement home on the estate.

3.3.2 On completion of the new homes, former resident leaseholders will be offered a property with the same number of bedrooms as their previous BWF home unless there has been a significant change in their circumstances.

3.3.3 Significant changes include (but are not limited to) where the leaseholder:

- No longer resides in the borough and/or no longer has links to the BWF estate or area.
- No longer owns the property they live in and/or no longer has assets to invest and/or released a significant proportion of their original assets.
- Has since downsized to a smaller property

3.3.4 Where there have been significant changes, any request to return will be assessed by the Discretion Panel. While the panel is expected to be sympathetic to cases where the former BWF resident leaseholder does not meet these criteria, offers will be in line with those envisaged by the general principles of the Estate Renewal and Rehousing Policy. Offers are unlikely to be made where additional finance is unwarranted and/or where the leaseholder no longer has connections with the area or borough.

3.3.5 Leaseholders who wish to take up this offer will be required to invest the value of their home at the time of the offer. Leaseholders will be eligible for an Equity Loan where needed regardless of whether they have previously taken

up this offer. Details of the Equity Loan are set out in 5.3 below and in Appendix 4.

3.3.6 No further Home Loss payments will be made for returning moves. Returning Leaseholders will not be expected to invest the value of their Home Loss which was paid when the Council purchased their original BWF home which would normally be required for an Equity Loan.

3.3.7 To enable a resident leaseholder to return, the Council will pay the same Disturbance costs and Additional Payments as set out in 4.2 and 4.5 below.

## **4 PAYMENTS MADE TO TENANTS AND RESIDENT LEASEHOLDERS**

### **4.1 Available payments**

4.1.1 As the Council has decided to demolish both blocks and replace them with new homes. The Council's Estate Renewal and Rehousing Policy will therefore apply.

4.1.2 Payments potentially available will be:

- Disturbance Payments
- Market value (of leaseholder property)
- Home Loss payments
- Basic Loss Payments
- Under-occupation payments
- Additional Payments

***Disturbance Payments*** – payments to tenants and resident leaseholders to cover the costs of moving home.

***Market Value***- payments by the Council to purchase the leasehold interest of leaseholders

***Home Loss Payments*** – payments to secure tenants and resident leaseholders to compensate them for the permanent loss of their home:

- To tenants – a flat rate payment, currently £6,100
- To resident leaseholders – a payment of 10% of the value of the property with (currently) a minimum of £6,100 and maximum of £61,000

***Basic Loss Payments*** – payments to non-resident leaseholders to compensate them for the permanent loss of their property. Calculated at 7.5% of the value of the property with a maximum of £75,000

***Under-occupation payments*** – See section 2.3 above for details of what these cover and when they will be paid

***Additional Payments to Resident leaseholders*** – these payments cover the legal and other costs of selling their existing flat and buying a new one

4.1.3 If the leaseholder does not accept the valuation agreed between their valuer and the Council's valuer, or the valuation following any dispute resolution, they will be determined to have rejected the Council's offer to buy by agreement. They will in these circumstances have the statutory right to have the matter referred to the Lands Chamber of the Upper Tribunal.

## **4.2 Disturbance Payments**

4.2.1 Moving home can be costly and the Council is seeking to make sure that tenants do not incur any reasonable additional costs because of the move.

4.2.2 Examples of costs which might be considered reasonable include:

- Removal costs from the current home to the new home.
- Redirection of mail for each authorised surname living at the address.
- Telephone and internet disconnection and reconnection.
- Disconnection of any television aerials or satellite dishes
- Washing machine, cooker, dishwasher and plumbed fridge disconnection
- Any extra costs of new school uniform if moving to a different area
- Dismantling and re-fitting of fitted resident owned furniture (such as kitchen units and wardrobes
- Reimbursements for wage or salary loss on the day of the removal

4.2.3 Secure Tenants can also claim the following costs:

- Home improvements that have been notified and approved by the Council, less the cost of depreciation. Receipts are not required, but the improvement must have been approved by the Council, as improvements carried out without the Council's consent could amount to a breach of tenancy.
- Where the costs of adaptations in the old home were previously met by a tenant, the Council will reimburse the tenant subject to relevant receipts being available.

4.2.4 Further detail is provided in para 5.2 of the Estate Renewal Rehousing and Payments Policy.

4.2.5 These payments will be made directly to the tenant or leaseholder, and will only be made in respect of one replacement property on any move. These payments will however be made for each move the tenant or leaseholder is required to make.

4.2.6 Tenants/leaseholders are offered two payment method options:

- A Claim Option where the tenant/leaseholder submits a Disturbance Payment claim form for any legitimate expenses with receipts or proof of expenses
- A Fixed Payment Option where tenants/leaseholders receive a fixed sum payment instead of claiming for each expense. Payments are based on property size;

1 bedroom	2 bedrooms	3 bedrooms	4 bedrooms
£1,650	£2,000	£2,400	£2,780

### 4.3 Home Loss payments to secure tenants

- 4.3.1 These statutory payments are made when a decision is made to demolish a secure tenant's home. These payments are set annually by the Government and currently stand at £6,300 per tenancy.
- 4.3.2 Home Loss payments have been offered to all Tangmere tenants on a discretionary basis prior to the decision to demolish and, following the decision to demolish Northolt, these payments will also be available to all secure tenants in Northolt. These payments will apply to all Secure Tenants in these blocks regardless of how long they have been resident in Broadwater Farm.
- 4.3.3 Payments will normally be made only after the clearance of and return of the return of keys to the property the tenant is vacating. Any rent arrears the tenant owes will be deducted from these payments.

### 4.4 Home loss and Basic Loss payments to resident and non-resident leaseholders respectively together with Market Value,

- 4.4.1 The Council will purchase the flats of any leaseholders affected at Market Value.
- 4.4.2 Resident leaseholders will also receive a Home Loss Payment in addition to market value which is equivalent to 10% of the value of their home (with a minimum currently of £6,300, and a maximum currently of £63,000).
- 4.4.3 Non-resident leaseholders will receive a Basic Loss Payments in addition to market value which is equivalent to 7.5% of the value of their home (with a maximum of £75,000).
- 4.4.4 These payments will normally be made only after the return of keys and the sale completion. Any rent, service charge or major works arrears may be deducted from these payments.

### 4.5 Additional payments

- 4.5.1 Resident leaseholders are also entitled to an Additional Payment.
- 4.5.2 Additional Payments can include:
- Early mortgage redemption fees at the existing property
  - Conveyancing costs
  - Mortgage and lender fees arising from the purchase of a replacement property
  - Stamp duty land tax arising from the purchase of a replacement property
  - Solicitor/legal fees arising from the purchase of a replacement property

- In some cases, payment for replacing white goods or furnishings owned by the leaseholder where the existing white goods/furnishing do not fit into the new property
- Removal and reinstatement of disabled adaptations as agreed by Haringey Council's Occupational Therapist

4.5.3 Emergency payments may be made available to those who will need this payment to secure a new home.

Additional Payments are only available to assist purchase of a replacement home within the United Kingdom.

## **5 REHOUSING OPTIONS FOR LEASEHOLDERS**

### **5.1 Purchase on the open market**

5.1.1 If the leaseholder uses the payments received to buy a new property on the open market in the United Kingdom, they will receive Additional Payments as set out above at paragraph 4.5. They may however wish to take up one of the further options outlined below.

### **5.2 Additional options**

5.2.1 Leaseholders who reside in one of the block, as 26 June 2018 may qualify for additional assistance from the Council.

5.2.2 Practical non-financial help may be provided in buying another property outside Haringey This will be limited to information on how to purchase a property on the open market such as finding solicitors, surveyors etc..

### **5.3 Equity Loan**

5.3.1 Resident leaseholders who wish to remain in the borough but who cannot afford to purchase a new property outright may be able to buy a new property within the borough using an Equity Loan from the Council. Details of this scheme are set out at Appendix 4

5.3.2 Unlike a mortgage, these loans do not attract any interest and will only need to be repaid when the property is sold or transferred to another owner unless the property is inherited by the leaseholder's spouse, civil partner or a person living with them as their husband or wife.

5.3.3 Equity Loans will be available to fund up to 40% of the leaseholder's new home in the borough where the leaseholder invests the whole of the Market value and Home Loss Payment received on sale of their flat to the Council.

5.3.4 These loans are being made available primarily to help those who would not be able to purchase a home off the estate without the loan – they are not intended to help purchase more expensive properties off the estate or to be used to fund very high value properties. There is therefore a double cap on the value of the replacement home. That is, the maximum value of the replacement home cannot be higher than the lower of the following two criteria:

- Where the total of the Market Value and Home Loss Payment equals 60% of the value of the new property being purchased. This is equivalent to the new home being a maximum of 1.83 times Market Value of the current home.
- The borough-wide upper quartile house price. The most recent published value is £637,250 as reported by the GLA in August 2017.

5.3.5 While the leaseholder may contribute any other capital or savings, these additional funds can only be used to reduce the size of the Equity Loan and cannot be used to purchase a higher value property.

### Ownership and responsibilities

5.3.6 The leaseholder is responsible for repairs, service charges and all other costs associated with the new property, but there is no interest payable on the Equity Loan.

5.3.7 Under the Equity Loan arrangement, the leaseholder will be the sole legal owner and is able to sublet the property subject to the usual requirements to notify the freeholder or any other relevant terms in the lease.

### Repayment of the Equity Loan and Sale

5.3.8 The leaseholder may at any time repay part of the Equity Loan at any time. In order to do so a new valuation of the property will need to be obtained and each partial repayment of the loan must be for at least 10% of the property's current value. This valuation, and any associated administrative costs, will be the responsibility of the leaseholder.

5.3.9 The Equity Loan only needs to be repaid upon sale of the property or other transfer to another owner unless under the inheritance provisions below. Any increase or decrease in the value of the property will be apportioned between the leaseholder and the Council or its appointed agent in line with their original contributions and any staircasing, which are calculated as percentages.

5.3.10 Prior to any sale the Council or its appointed agent will require a further valuation to be obtained so that the amount that is due to be repaid to the landlord can be calculated. This will be at the expense of the leaseholder along with all associated administrative costs connected with the sale.

### Inheritance and death of the leaseholder

5.3.11 Following the death of the leaseholder, the Equity Loan will need to be repaid when the property is transferred to another owner unless the property is inherited by the leaseholder's spouse, civil partner or a person living with them as their husband or wife. The partner may take a transfer of the property without having to repay the Equity Loan, so long as the partner resided at the home with the leaseholder at the time of the leaseholder's death.

5.3.12 Succession by a partner without repayment of the Equity Loan can take place on any property located in the borough, but can only take place once. This



offer will be subject to the partner being able to retain at least a 60% equity share of the property's value at that time (for example, being able to maintain payments on any mortgage funding that share). Surviving partners who are unable to fund a 60% share may be offered a Shared Ownership arrangement as described in the Estate Renewal Rehousing and Payments Policy.

**APPENDIX 1 – Links to other documents and policies**

**Estate Renewal Rehousing and Payments Policy**

[http://www.haringey.gov.uk/sites/haringeygovuk/files/estate\\_renewal\\_rehousing\\_and\\_payments\\_policy\\_2017.pdf](http://www.haringey.gov.uk/sites/haringeygovuk/files/estate_renewal_rehousing_and_payments_policy_2017.pdf)

**Housing Allocations Policy 2015 as amended 1 May 2017 & 14 March 2018**

[http://www.haringey.gov.uk/sites/haringeygovuk/files/haringeys\\_housing\\_allocations\\_policy\\_2015\\_amended\\_14\\_march\\_2018.pdf](http://www.haringey.gov.uk/sites/haringeygovuk/files/haringeys_housing_allocations_policy_2015_amended_14_march_2018.pdf)

**Under-Occupation Incentives**

<http://www.haringey.gov.uk/housing/housing-options/under-occupation>

**APPENDIX 2 – Section 8 of the Housing Allocations Policy**

**8 TYPE OF PROPERTY OFFERED**

**8.1 Property size and household size**

8.1.1 The Council, Homes for Haringey and Registered Providers will always aim to make best use of their housing stock.

8.1.2 When determining the number and ages of the people who may occupy a property, the Council will have regard to the bedroom entitlement set out in 8.7 below.

8.1.3 Sometimes the applicant with the highest priority may not be allocated a home if this would result in either overcrowding or under-occupation, or if it would not make best use of ground floor or specially adapted accommodation.

8.1.4 Properties that have level access will be prioritised for those applicants who have a very serious medical need (so are in Band 'A') and require such accommodation.

8.1.5 If the landlord agrees an applicant will be allowed to move into a home that is smaller than their needs, where this improves their situation. For example, if an applicant has 4 children and is entitled to a 4-bedroom home but is living in one with 2 bedrooms, their application for a 3-bedroom home may be considered.

8.1.6 Registered Providers may apply different standards. The Home Connections advert will confirm how many people can be accommodated.

**8.2 Parents with 'staying access' to dependent children or shared residence orders**

8.2.1 Applicants with a shared residence order or staying access for children are not automatically entitled to bedrooms for their children.

8.2.2 The general principle is that a child needs one home of an adequate size, and that the Council and Registered Providers will not accept responsibility for providing a second home for children.

8.2.3 In determining the size of accommodation required for a household, children from current or former relationships will only be counted as part of the household if they live with the applicant for more than 50% of the time. Suitable evidence must be provided, in the form of a Residency Order and a child benefit statement.

8.3 Parents with a dependent child who is in foster care or being looked after by the local authority

8.3.1 When assessing bedroom entitlement, the Council will only take into account children who are currently in foster care or being looked after by the local

authority if the Children & Young People's Service (CYPS) confirms that the children will be returned to the applicant when the applicant is rehoused in accommodation of a suitable size.

#### **8.4 Support for fostering and adoption**

8.4.1 When assessing bedroom entitlement, the Council will take into account the Children & Young People's Service's assessment of the requirements of prospective foster carers and adopters. This will not, however, result in any priority being given for overcrowding.

#### **8.5 Applicants with a medical or social need for a larger property**

8.5.1 Applicants can apply for an extra bedroom due to their medical or social needs. Their circumstances will be considered and evidence supporting the need for an extra room will be required.

#### **8.6 Extra rooms for carers**

8.6.1 If an applicant states that they need an extra room for a carer, the Council will carry out an assessment of the applicant's needs and decide whether or not an extra room is required. Due to the high demand for housing, such requests are only likely to be agreed in exceptional circumstances.

8.6.2 The Council's Adult Social Care service should be able to provide evidence of the need for a 'live in' carer and confirmation (where appropriate) that, if the support was not provided, the applicant would qualify for funding for a 'live in' carer.

8.6.3 Where the Council is satisfied that there is a need for a live-in carer who is not cohabiting with another member of the household, the household will be entitled to an additional bedroom.

8.6.4 To qualify for an additional bedroom for a carer, the applicant must demonstrate that this care is provided by someone who would not otherwise live with the applicant and that, if they are a relative or friend, they are in receipt of a Carer's Allowance.

8.6.5 In exceptional circumstances, an extra bedroom may be awarded where a substantial amount of specialist medical equipment has been installed in the home.

#### **8.7 Guidance on bedroom entitlement**

8.7.1 Although the assessment of applicants' bedroom entitlement is complex and based on a range of factors, the table on the next page provides guidance on how many bedrooms an applicant should have.

8.7.2 It should be noted that, if a member of the applicant's household is pregnant, this does not entitle them to an extra bedroom. Instead, their application will be amended on receipt of the birth certificate.

8.7.3 For the purposes of assessing the applicant's bedroom entitlement, adults under the age of 25 will be assessed as young people in accordance with the table below.

<b>Household size</b>	<b>Lowest number of bedrooms needed</b>
1 adult	Bedsit
2 adults living together as a couple	1 bedroom
Adults living together but not as a couple	1 bedroom each
1 adult (or 2 adults living together as a couple) with 1 child	2 bedrooms
1 adult (or 2 adults living together as a couple) with: <ul style="list-style-type: none"> <li>▪ 2 children of the opposite sex (both under 10); <b>or</b></li> <li>▪ 2 children/young people of the same sex</li> </ul>	2 bedrooms
1 adult (or 2 adults living together as a couple) with: <ul style="list-style-type: none"> <li>▪ 2 children of the opposite sex (at least one aged 10 or over); <b>or</b></li> <li>▪ 3 or 4 children / young people of the same sex; <b>or</b></li> <li>▪ 4 children / young people (two male &amp; 2 female); <b>or</b></li> <li>▪ 4 children / young people (3 of one sex &amp; 1 of the other) – where at least one male and one female are aged under 10</li> </ul>	3 bedrooms
1 adult (or 2 adults living together as a couple) with: <ul style="list-style-type: none"> <li>▪ 4 children / young people (3 of one sex &amp; 1 of the other, where all of the former and/or the latter are aged 10 or over ); <b>or</b></li> <li>▪ 5 or 6 children / young people of the same sex; <b>or</b></li> <li>▪ 5 or 6 children / young people (3 or 4 of one sex &amp; 1 or 2 of the other);</li> </ul>	4 bedrooms
1 adult (or 2 adults living together as a couple) with: <ul style="list-style-type: none"> <li>▪ 6 children / young people (three male &amp; 3 female) – where all males and/or all females are aged 10 or over; <b>or</b></li> <li>▪ 7 or more children / young people.</li> </ul>	5 or more bedrooms

8.8.1 Due to the shortage of family homes, very large families that are in urgent need of rehousing may prefer to be offered two separate properties, rather than bid for a property that is smaller than they need.

8.8.2 For this to happen, there must be an adult member of the household who is eligible for housing and is willing to hold the second tenancy. They must join the Housing Register and be rehoused after the original applicant, who will be offered alternative accommodation that is of a size that reflects the reduced size of their household.

## **APPENDIX 3 – Section 13.3 of the Housing Allocations Policy**

### **13.3 Requesting a review of the suitability of an offer of housing**

- 13.3.1 Under the choice based lettings scheme, there are generally no penalties for most applicants who refuse an offer of permanent accommodation. However, if applicants receive a direct offer and refuse that offer, their priority may be reduced and, if they are homeless and subject to 'auto-bidding', the Council's homelessness duty may cease if they refuse an offer of suitable accommodation.
- 13.3.2 Where an applicant refuses an offer of accommodation, the Council may ask them to complete a form to record the reasons why the property has not been accepted. This information will be used to monitor the lettings process and the standard of accommodation, and to inform future decisions on the way in which services are delivered.
- 13.3.3 If an applicant wishes to request a review of the suitability of an offer of housing or, if applicable, that the Council's duty has ceased, they must submit their request to the Council in writing within 21 days of the offer being refused. The Council will normally confirm, in writing, the outcome of the review within 56 days and, in its reply, it will describe any further rights of appeal that the applicant has if they are still not satisfied with the decision.
- 13.3.4 Where the Review Officer decides that the offer of accommodation was not suitable, any penalty that has been imposed (including the discharge of the Council's homelessness duty) will be cancelled:
- Applicants who have not accepted the offer will be entitled to another offer of accommodation (through choice based lettings, a direct offer or 'auto-bidding', as appropriate)
  - Applicants who have accepted the offer and taken on the tenancy of that accommodation will be placed in Band A of the Housing Register and will be given an effective date that matches the date that they accepted the tenancy.

## **APPENDIX 4 – Section 6.3 of the Estate Renewal Rehousing and Payments Policy**

### **6.3 Equity Loans**

Resident leaseholders and freeholders who wish to remain in the renewal area, or borough, but who cannot afford to purchase a new property outright may be able to buy a new property with an Equity Loan from Haringey Council, the developer or a Housing Association. This offer is only open to those who are able to afford 60% of the full purchase price unless an individual scheme has offered a lower minimum percentage. It should be noted however, that total housing costs cannot be exactly replicated, as lender rates are subject to change. Utilities, ground rent and service charge costs may also be different at the new properties compared with the leaseholder's existing property.

#### Minimum percentages required for Equity Loans

The policy below has used an equity requirement of 60% to qualify for an Equity Loan. This percentage is the minimum requirement for all schemes where this policy applies. However, individual schemes may offer a lower minimum equity share which should be used in place of references to 60% in the text below.

#### The new property

New properties on the renewal scheme bought under this arrangement cannot have a greater number of bedrooms than the leaseholder's existing property unless the leaseholder finances the cost of any additional bedrooms themselves. The value of any additional bedrooms will be determined by taking the difference in value between the larger property the leaseholder wishes to purchase and the value of a comparable property which is the same size as the leaseholder's current property. The comparable property will be in the same location, condition and terms as the proposed larger property.

#### Leaseholder and freeholder contribution

Leaseholders are eligible for this option where they agree to contribute;

- The market value of the property of their current home, made up of any equity in the property, plus any outstanding mortgage, and
- Any Home Loss payment, ie 10% of the market value of the property being acquired, subject to the statutorily defined limit as outlined in section 4.

#### Portable Equity Loans

Equity Loans are available for properties in other parts of the borough. These loans are being made available primarily to help those who would not be able to purchase a home on the estate without the loan – they are not intended to help purchase more expensive properties off the estate or to be used to fund very high value properties. There is therefore a double cap on the value of the replacement home.

That is, the maximum value of the replacement home cannot be higher than the lower of the following two criteria:

- Where the value of the current property plus 10% Home Loss equals 60% of the value of the new property being purchased. This is equivalent to the new home being a maximum of 1.83 times the value of the current home.
- The borough-wide upper quartile house price. The most recent published value is £637,250 as reported by the GLA in August 2017 and will be updated every year.

### Additional contributions

While the leaseholder may contribute any other capital or savings, these additional funds can only be used to reduce the size of the Equity Loan and cannot be used to purchase a higher value property. Equity Loans will not be available for the purchase of properties that are more expensive than these limits.

It should be noted that if the leaseholder's existing property was purchased using a mortgage, a further mortgage to at least the same value as the one held on the existing property being purchased by Haringey Council will need to be raised before (or at the same time as) the purchase of the new property can take place. Haringey Council and the independent financial advisor can assist leaseholders in finding a new mortgage.

### The Equity Loan

Subject to the above maximum values and percentage contributions, and the investment of the value of the existing property plus Home Loss, the remaining proportion of the property will be funded by an interest free equity loan from Haringey Council, the developer or the Housing Association, which will be secured as a charge on the property.

### Ownership and responsibilities

Properties bought using an Equity Loan are leasehold properties (similar to 'Right to Buy'), meaning that there is a lease for a fixed period of time, typically 99 years. The leaseholder is responsible for repairs, service charges and all other costs associated with the new property, but there is no interest payable on the equity retained by the provider.

The leaseholder is able to repay part of the Equity Loan at any time. In order to do so a new valuation of the property will need to be obtained and each partial repayment of the loan must be for at least 10% of the property's current value. This valuation, and any associated administrative costs, will be the responsibility of the leaseholder.

Under the Equity Loan arrangement, the leaseholder will be the sole legal owner and is able to sublet the property subject to the usual requirements to notify the freeholder or any other relevant terms in the lease.

### Sale and Repayment of the Equity Loan

The Equity Loan only needs to be repaid upon sale of the property. Any increase or decrease in the value of the property will be apportioned between the leaseholder



and the landlord or its appointed agent in line with their original contributions and any staircasing, which are calculated as percentages.

Prior to any sale the landlord or its appointed agent will require a further valuation to be obtained so that the amount that is due to be repaid to the landlord can be calculated. This will be at the expense of the leaseholder along with all associated administrative costs connected with the sale.

#### Inheritance and death of the leaseholder

Following the death of the leaseholder, the Equity Loan will need to be repaid when the property is transferred to another owner unless the property is inherited by the leaseholder's spouse, civil partner or a person living with them as their husband or wife. The partner may succeed to the property without having to repay the Equity Loan, so long as the partner resided at the home with the leaseholder at the time of the leaseholder's death.

Succession by a partner without repayment of the Equity Loan can take place on any property located in the borough, but can only take place once. This offer will be subject to the partner being able to retain at least a 60% equity share of the property's value at that time. Surviving partners who are unable to fund a 60% share may be offered a Shared Ownership arrangement as described below.

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## **BROADWATER FARM LOCAL LETTINGS PLAN**

### **1 The need for a Local Lettings Plan**

1.1 The Broadwater Farm Emergency Rehousing Policy offers two different Rights to Return to all tenants in Tangmere and Northolt who have been required to move due to emergency repairs.

a. The Right to Return to a vacant property on the estate.

Returning tenants will only have one offer of a vacant property. Returning tenants who refuse this offer will lose their Right to Return to a vacant property. Acceptance or refusal of a vacant property will not affect the tenants Right to Return to a newly built property.

b. The Right to Return to a newly built property built on the former sites.

Tenants will only have one offer of a newly built property and refusal of this will be deemed to have ended both Rights to Return.

1.2 To honour these commitments, this Local Lettings Plan sets out the priorities for vacant homes on the Broadwater Farm estate.

### **2 Application of this policy**

2.1 This lettings plan will come into force following approval by the Cabinet and remain in place until there are no remaining tenants with either Right to Return.

2.2 This policy does not apply to lets where a property is unavailable due to successions or legal reasons.

### **3 Priority for vacant properties on Broadwater Farm**

Each vacant property on the estate will be offered to households in the following order of priority.

1 Secure tenants who remain in Northolt or Tangmere and need to be rehoused using a Direct Let

- a. Tenants from these blocks who are vulnerable
- b. Tenants from these blocks with a local connection
- c. All other tenants from these blocks

2 Secure tenants who left Tangmere or Northolt after 26 June 2018 and still have a Right to Return to a vacant property.

- d. Tenants retaining a Right to Return to a vacant property and who have a Housing Need for this size property.

Within any grouping described above, priority will be given to those with the earliest Broadwater Farm tenancy start date.

In the event of tenants otherwise having equal priority the property will be offered to the tenant with the earliest start date to their tenancy on the estate. In the event of there being no such tenant, then:

- e. Households as determined by the Housing Allocations Policy

#### **4 Priority for newly built properties built on the site of Tangmere and/or Northolt**

- 4.1 Lets to newly built replacement properties will be allocated on the same basis as described above.

#### **5 Definitions**

- 5.1 Housing Needs and suitability of properties will be determined by the Housing Allocations Policy in force at the time. Tenants will have the right to appeal if they believe that the property is not suitable.
- 5.2 The start date for those who succeeded to their tenancy will be the start date of the original tenancy so long as the tenancy was also in the same property.
- 5.3 Previous tenants will retain the Rights to Remain until one or more of the following has occurred;

##### For the Right to Return to a vacant property

- The tenant, or their successor, has received an offer of a suitable vacant property on the Broadwater Farm Estate

##### For both Rights of Return

- The tenant, or their successor, has received an offer of a suitable newly built property on the Broadwater Farm Estate
- The tenant no longer holds a social tenancy.

Any offers to return will be made on the basis of their Housing Need at the time of the offer regardless of the size of their original home on Broadwater Farm or their home at the time of the offer.

- 5.4 Vulnerable tenants is taken to mean tenants (or members of their household) who are vulnerable, at high risk to themselves or the property, or who have specialist needs such as mobility requirements.

5.5 Local connection is taken to mean where a tenant or member of their household is attending a local school, or have support services only available in the local area ("local" and "locally" meaning within N17/N22), or those who are working locally.

**6 Discretion**

6.1 This policy cannot cover every eventuality and the Council reserves the right to make offers outside of this lettings plan in exceptional circumstances.

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## EQUALITY IMPACT ASSESSMENT

The **Equality Act 2010** places a '**General Duty**' on all public bodies to have '**due regard**' to the need to:

- Eliminating discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advancing equality of opportunity for those with 'protected characteristics' and those without them
- Fostering good relations between those with 'protected characteristics' and those without them.

In addition the Council complies with the Marriage (same sex couples) Act 2013.

### Stage 1 – Screening

### Stage 2 – Full Equality Impact Assessment

An Equality Impact Assessment provides evidence for meeting the Council's commitment to equality and the responsibilities under the Public Sector Equality Duty.

#### 1. Responsibility for the Equality Impact Assessment

<b>Name of proposal</b>	Demolition of Tangmere and Northolt, Rehousing of residents from both blocks.
<b>Service area</b>	Housing Strategy and Commissioning
<b>Officer completing assessment</b>	Martin Gulliver
<b>Equalities/ HR Advisor</b>	Hugh Smith
<b>Cabinet meeting date (if applicable)</b>	13 November 2018
<b>Director/Assistant Director</b>	Dan Hawthorn

#### 2. Summary of the proposal

##### Background

On 26 June 2018, Cabinet made a number of decisions regarding blocks on the Broadwater Farm estate that had been found to have structural issues.

This included the decision to start the rehousing of residents from the Tangmere block and Cabinet agreed a policy – the Tangmere Rehousing Priority Scheme – which set out how this rehousing would be carried out.

Cabinet also agreed that residents of Tangmere and Northolt are consulted on the future of the two blocks. The two main options identified were to carry out strengthening works or to demolish the blocks and then rebuild the homes. Cabinet agreed that its preferred option was to demolish and then rebuild, for the reasons set out in the June Cabinet report including the significant cost of the strengthening works which do not represent value for money.

Cabinet also agreed two further policy consultations:

- A consultation on a proposed Broadwater Farm Rehousing and Payments Policy
- A consultation on a proposed Broadwater Farm Local Lettings Plan

An EqIA was considered by Cabinet as part of making its decisions in June and is published here:

<https://www.minutes.haringey.gov.uk/documents/s102078/180626%20BWF%20EQIA%20final.pdf>

The June EqIA considered the equality impact of the rehousing of residents from Tangmere under the Tangmere Rehousing Priority Scheme, and the potential impacts of the proposed Rehousing and Payments Policy and proposed Local Lettings Plan which at that point were still subject to consultation and were not in force.

This EqIA will consider the decisions recommended in the report to 13 November Cabinet on the futures of Tangmere and Northolt. This report recommends:

- The demolition of Tangmere and Northolt and replacement with new council housing
- The rehousing of Northolt residents.
- A final proposed Broadwater Farm Rehousing and Payments Policy following consultation
- A final proposed Local Lettings Plan following consultation

#### Impact

The main impact of these decisions will be on the tenants and leaseholders of Northolt, who will be rehoused ahead of the block being demolished. However this rehousing would have been required in any case, as the alternative option for remedying the structural issues (strengthening) would also have required rehousing of these residents. The decision to demolish Tangmere also means that residents who have been rehoused from this block following the June decisions will not be able to return to their former homes in the Tangmere block.

Since the June decision to rehouse Tangmere residents, the Council has supported these residents through the rehousing process with in-depth discussions with each household to understand their housing need and rehousing preferences. Where possible, the Council sought to meet these preferences through their housing offer with additional priority given to those with local connections to allow them to remain in the area if they so wish (as set out in the Tangmere Rehousing Priority Scheme).

Tenants were also given practical support to help them through the viewing and moving process including help with the costs of moving home, including removal costs. At the time of rehousing Tangmere tenants, no decision had been made regarding the future of the block and tenants were advised of realistic timescales for their potential return to the estate and offered the right to return to their previous home if a decision was made to carry out strengthening works to the block.

#### Impact: Northolt rehousing



The impact of the rehousing may include stress, disruption to existing communities and social networks within Broadwater Farm estate, and disruption to access to public services and employment within the vicinity of the estate. As such, the Council has a duty to mitigate any discrimination that may occur and foster ongoing good relations between communities both within the estate and in the areas in which tenants are rehoused.

Residents of Northolt will be given the same support as those rehoused from Tangmere. This will include in-depth discussions with each household to understand their housing need and rehousing preferences. Tenants will also be given practical support to help them through the viewing and moving process including help with removals and other costs of moving home.

Over-occupying households will be able to move to an appropriate size property and, if they wish, to remain there. Those who are under-occupying their home will be required to move to a smaller property but will be able to retain one spare bedroom if they currently have more than two spare bedrooms.

Following feedback from the consultations, it is proposed that the rehousing is carried out through choice-based lettings (CBL) initially, which will mean that tenants are able to bid on available alternative homes with high priority. This will give tenants more choice. The health and safety risks mean that direct offers may need to be made to ensure the rehousing is carried out in the timescales required.

#### Impact: Proposed Broadwater Farm Rehousing and Payments Policy

The proposed policy sets out the rehousing priorities for Northolt residents. It also sets out the rehousing process and priorities for any residents still resident in Tangmere when the policy come in to effect, however these are the same as the Tangmere Rehousing Priority Scheme under which Tangmere Rehousing has been carried out since June 2018.

The policy also sets out payments to Tangmere and Northolt tenants and leaseholders following a decision to demolish the block. However, as approved by Cabinet in October 2018, Tangmere tenants were offered payments equal to the statutory Home Loss regardless of the eventual decision. Other payments in the policy are, where appropriate, the same as those set out in the approved Estate Renewal Rehousing and Payments Policy.

Following the consultation, the policy was amended to include a right to return for resident leaseholders. This right will apply to all resident leaseholders who still own and live in a property in the borough at the time the new blocks are completed. Resident leaseholders who do not meet these criteria will also be considered via the Discretions Panel.

The draft policy was subject to consultation and this Equalities Impact Assessment has been updated following completion of that consultation.

#### Impact: Proposed Broadwater Farm Local Lettings Policy

The Local Lettings Policy is necessary to honour the right to return offered in the Rehousing and Payments Policy. The impact of this policy will allow tenants to return to

the estate as quickly as possible through an offer of a vacant home which becomes available elsewhere on the estate and in addition, offers a right to a replacement home once these have been built.

### 3. What data will you use to inform your assessment of the impact of the proposal on protected groups of service users and/or staff?

Protected group	Service users	Staff
Sex	Council held housing data.	This policy does not affect staff.
Gender Reassignment	n/a	
Age	Council held housing data.	
Disability	Council held housing data.	
Race & Ethnicity	Council held housing data.	
Sexual Orientation	n/a	
Religion or Belief (or No Belief)	Council held housing data.	
Pregnancy & Maternity	n/a	
Marriage and Civil Partnership	n/a	

### Outline the key findings of your data analysis.

#### Sex

SEX	Northolt	Tangmere	Both	Borough population
Female	39%	46%	42%	49%
Male	59%	51%	55%	51%
Unknown	2%	3%	2%	-

Compared to the borough profile, there are more males than females in these blocks. This is largely because of the high number of one-bedroom properties, which represent around 50% of Tangmere and all Northolt flats, and these are more likely to be allocated to single men, as census data indicates that single men are less likely to have sole caring responsibilities for children. Haringey's Allocations Policy allocates two bedrooms to households comprising one adult and one child.

#### Gender reassignment

The council does not have local data regarding this protected characteristic. There is no reason to believe that there will be specific impacts for this protected group and will try to ensure that discrimination, harassment and victimisation is tackled based upon this and any other protected group.

#### Age

AGE BAND	Northolt	Tangmere	Both	Borough population
16-24	3%	3%	3%	14%
25-44	32%	11%	21%	48%
45-64	26%	60%	43%	26%

65+	32%	17%	25%	12%
Unknown	7%	9%	8%	-

The profile of these blocks (and Council households generally) is significantly older than the general borough population. The decision will therefore have a proportionately higher impact on older residents.

### **Disability**

Disability rates are significantly lower than those in the borough despite a higher reporting rate. It is therefore unlikely that individuals with disabilities will be overrepresented among those impacted by the decision.

DISABILITY	Northolt	Tangmere	Both	Borough population
No	35%	32%	33%	17%
Yes	8%	11%	9%	15%
Unknown	57%	57%	57%	67%

### **Race and Ethnicity**

Northolt and Tangmere (and Council households generally) have higher proportions of Black households and lower proportions of White households than in the rest of the borough. The decision will therefore have impact on a proportionately higher number of Black residents.

ETHNICITY	Northolt	Tangmere	Both	Borough population
Asian	3%	6%	4%	10%
Black	54%	40%	47%	16%
Chinese or Other	7%	12%	9%	4%
Mixed	3%	-	2%	9%
White	21%	33%	27%	66%
Refused/Unknown	12%	9%	10%	-

Mixed ethnicity households represent 4% of the general population but are under-represented among residents in these block. It is not anticipated that there will be a disproportionate impact on this groups

### **Sexual Orientation**

Sexuality is frequently under-reported, with only half of residents in these blocks declaring this information. However, on the limited data available, there appear to be similar proportions of Gay, Lesbian and Bisexual as the general population. There is therefore unlikely to be a disproportionate impact on residents with this protected characteristic.

### **Religion and belief (or no belief)**

While there are significantly lower proportions of Christians and those stating 'No

Religion' in comparison to the borough's population, this is in part explained by lower reporting rates with 46% refusing/not responding compared to 12% borough wide.

RELIGION/FAITH	Northolt	Tangmere	Both	Borough population
Christian	32%	23%	28%	50%
Muslim	14%	17%	16%	11%
No Religion	10%	5%	7%	20%
Other	3%	3%	2%	5%
Not known/refused	41%	51%	46%	12%

Other religions, such as Judaism, Hinduism and Buddhism, are under-represented among residents in these block in comparison with the general population, and so it is not anticipated that there will be a disproportionate impact on these groups.

### **Pregnancy and maternity**

The council does not hold data on pregnancy and maternity among its tenants and leaseholders and so this is unknown for Northolt residents. However, this data will become available once Northolt tenants and leaseholders are interviewed with regard to their households and current circumstances.

The council will need to ensure that it considers the inequalities and discrimination experienced by those who are pregnant or who are new mothers throughout this Equalities Impact Assessment.

### **Marriage and Civil Partnership**

The council does not hold data on marriage and civil partnership among its residents. The council will need to ensure that it considers the inequalities and discrimination experienced by those who are married or in a civil partnership throughout this Equalities Impact Assessment.

## **4. a) How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff?**

During the spring of 2018, Homes for Haringey undertook considerable engagement with residents over the safety and inspection of these blocks.

Following a Cabinet decision to approve the rehousing of Tangmere residents, there was further engagement to enable them to be rehoused as quickly and efficiently as possible, taking into account the circumstances of each household.

In addition to this informal engagement, the Council has also carried out four separate consultations between 11 September and 10<sup>th</sup> October 2018;

- Section 105 consultation on the future of Tangmere
- Section 105 consultation on the future of Northolt
- Consultation on the draft Broadwater Farm Rehousing and Payments Policy
- Consultation on the draft Broadwater Farm Local Lettings Policy

As part of these consultations, a letter/information pack was sent to all residents in Tangmere and Northolt, and was made available in Turkish and in other languages, large print and Braille on request.

During the consultations, a number of events were arranged for residents to find out more about the decision options and policies. Translators were available at all sessions and others were arranged where necessary.

The Council also undertook door-knocking exercises in both blocks and discussed the consultations with Tangmere tenants. Further work with was also undertaken by the Independent Tenant Leaseholder Advisor who also held drop-in sessions and undertook their own door-knocking

A total of 108 responses were received from 105 of the 206 properties (51%). However, response rates varied between Tangmere (42 out of 104 properties or 40%) and Northolt (63 out of 102 properties or 62%). A breakdown of responses and properties by tenure and block are provided below.

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

A full description of the consultation outcomes is provided in the consultation report. In general, the proposals set out in the four consultations were strongly supported, with few respondents disagreeing with the proposals. A similar rate of tenants with protected characteristics supported the proposal, with no significant variation among tenants who share any particular protected characteristic. Due to the high rate of support there is limited value in analysing responses by protected characteristics and there is a danger with several that such analysis may reveal the responses of individuals.

In terms of response rate for protected groups, these were largely in line with the known demographics of the blocks, though it is noted that there was a slightly lower proportion of respondents between 45 and 65 (38%) compared with the population of the two blocks (47%) and higher among those 65 and over (29% compared with 27%).

#### **Consultation on the future of Tangmere**

There was majority support for the proposal with 39 residents / 91% of all respondents agreeing with the proposal to demolish Tangmere and then build new homes of the Broadwater Farm Estate. Only 4 residents / 9% of all respondents disagreed with the proposal.

Tangmere residents were also asked about their priorities with regard to future objectives. These responses indicate that providing new and larger homes were the

main priorities of residents, and that providing homes for them to return has the lowest priority.

### **Consultation on the future of Northolt**

There was also majority support for the proposal with 53 residents / 82% of all respondents agreeing with the proposal to demolish Northolt and then build new homes of the Broadwater Farm Estate. 10 respondents / 15% of all respondents disagreed with the proposal.

Northolt residents were also asked about their priorities with regard to future objectives. The responses indicate that improving the quality of homes is the main priority of residents, and that providing homes for them to return has the lowest priority

### **Consultation on the Broadwater Farm Rehousing and Payments Policy**

Northolt tenants were asked about the priority for new homes. While most respondents were in favour of the priorities given, or provided no comments, the other groups who respondent felt should be given priority included;

- Households with children (mentioned in 6 responses)
- Households with physical or mental health issues (4 responses)
- Households with an elderly residents (3 responses)

Northolt tenants were asked what size home tenants should be offered. The vast majority of those who answered this question (50 out of 60 respondents or 83%) supported the appropriate size home for the household being offered

Northolt residents were also asked about their thoughts on the proposal to only offer tenants one property through a Direct Offer. The majority of those who commented wanted more than one offer, explaining that tenants should be given a choice and/or that properties should be allocated through the Choice Based Lettings scheme. However, three residents expressly stated that they were against the Choice Based Lettings scheme being used.

The vast majority of residents of those who answered this question (92 out of 99 respondents or 93%) supported the proposal that departing tenants should be given priority for new built replacement homes and that resident leaseholders should have the right to return with 57 out of 65 respondents or 88% supporting this proposal. 46 out of 54 respondents or 85% also supported leaseholders being given a higher level of Equity Loan where this was a compelling reason. These questions were asked of tenants and leaseholders of both Northolt and Tangmere.

Following consultation, the Rehousing and Payments policy has been amended to allow residents to use the Choice Based Lettings Scheme. Those with children in a local school will be given priority to remain in the local area should they wish to do so.

### **Consultation on the Broadwater Farm Local Lettings Policy**

A fourth consultation was carried out which was on a proposed Local Lettings Policy

which would set out that tenants leaving BWF would have priority for future voids, and any newly built replacement homes.

The vast majority of residents who answered this question (84 out of 93 respondents or 90%) supported this proposal

The vast majority of residents who answered this question (86 out of 92 respondents or 93%) also supported the priorities set out in the policy

**5. What is the likely impact of the proposal on groups of service users and/or staff that share the protected characteristics?**

**1. Sex**

Positive	Y	Negative	Y	Neutral impact		Unknown Impact	
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The data analysis in Section 3 shows that there are proportionally fewer women among households in the blocks, but that women still form a significant proportion of residents. People with this protected characteristic will therefore be potentially negatively impacted by the decision to rehouse residents, but likely to be positively assisted by the Rehousing and Payments Policy.

Rehousing

Moving home will be more disruptive to households with children, who may have to make alternative arrangements for schooling. These changes are more likely to affect single mothers who may have support networks in place in the local area, benefit from local facilities aimed at single parent households, and benefit from proximity to work arrangements. Census data indicates that 92% of lone-parent households in West Green are led by women and therefore any impact on lone-parent households will primarily impact women.

The effects of being required to move will, in part, be offset by support being given to each household, including financial help with the costs of moving. Where possible, the Council will match the household's preference regarding the location of the new home, and additional priority will be given to vulnerable households and those with children in local schools. As the new homes will be based on Housing Need, the moves will also allow those households who are over-occupying to move to an appropriate size home which, if they desire, could be offered to them permanently

The proposed Broadwater Farm Rehousing and Payments Policy

Following consultation, the Rehousing and Payments policy has been amended to allow residents to use the Choice Based Lettings Scheme. Those with children in a local school will be given priority to remain in the local area should they wish to do so.

As the new homes will be based on Housing Need, those who are over-occupying their home will benefit from larger properties.

The proposed Local Lettings Plan

The Local Lettings Plan will enable households to return to the estate should they wish and so return to their community and previous support networks. These lets will be based on their housing need at the time of the return. This policy will particularly benefit families, including single parent-led families, by allowing them to move to a larger property if their housing needs have increased. We know that the vast majority of single parent households in Haringey are led by women, and so it is reasonable to expect that this policy would have a positive impact in relation to this protected characteristic.

**2. Gender reassignment**

Positive		Negative		Neutral impact		Unknown Impact	Y
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The Council does not have local data regarding this protected characteristic. There is no reason to believe that there will be specific impacts for this protected group and the council will try to ensure that discrimination, harassment and victimisation is tackled based upon this and any other protected group.

**3. Age**

Positive	Y	Negative	Y	Neutral impact		Unknown Impact	
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The data analysis in Section 3 shows that elderly residents are overrepresented among households in the blocks. This protected characteristic will therefore be potentially negatively impacted by the decision to rehouse residents, but likely to be positively assisted by the Rehousing and Payments Policy.

Rehousing

Moving home is likely to have more significant effects on those who are elderly or vulnerable as older residents are more likely than the general population to experience mental health difficulties and have physical disabilities. They may find moving to a new home more difficult, especially if moved outside their current area, and households that require adaptations to their home may find it more difficult to bid for properties in the local area.

The effects of being required to move will, in part, be offset by support being given to each household, including financial help with the costs of moving, and the Council applying priority for vulnerable households. As the policy has been amended to allow Choice Based Lettings, priority will be given to those who have the longest tenancy on the estate. It is likely that this will give further priority to older residents.

The draft Broadwater Farm Rehousing and Payments Policy

The revised rehousing and payments policy allows tenants to use the Choice Based Lettings scheme which will assist them to select a new home near to any established support networks



Older resident leaseholders are more likely to have reduced their mortgage but will also face more difficulty in obtaining a new or replacement mortgage. However, the offer of an Equity Loan will enable them to find a new home in the area, should they wish to do so, using the value of their current property and the Home Loss payment.

Resident Leaseholders will also benefit from the Right to Return which has been included in the policy following consultation. Older people are over-represented among leaseholders.

The proposed Local Lettings Plan

The Local Lettings Plan will enable households to return to the estate should they wish and so return to their community and previous support networks. These lets will be based on their housing need at the time of the return. This policy will allow households to move to a larger property if their housing needs have increased. This may benefit young households, as these are most likely to experience an increase in housing need due to starting a family.

**4. Disability**

Positive	Y	Negative	Y	Neutral impact		Unknown Impact	
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The data analysis in Section 3 shows that residents with disabilities are under-represented among households in the blocks, but still form 9% of residents. Residents with this protected characteristic will therefore be potentially negatively impacted by the decision to rehouse residents, but likely to be positively assisted by the Rehousing and Payments Policy.

Rehousing

Residents with mental health needs and learning disabilities may find moving to a new home more difficult, especially if moved outside their current area. Households that require adaptations to their home may find it more difficult to bid for properties in the local area.

The effects of being required to move will, in part, be offset by support being given to each household, including financial help with the costs of moving, and the Council applying priority for vulnerable households.

The Draft Broadwater Farm Rehousing and Payments Policy

The draft policy seeks to offer mitigations to the moves by prioritising vulnerable households, who will be given priority to remain in the local area.

Those needing adapted homes may benefit from being given priority to move to a new home which is suitable to their needs. The policy also offers payments to households which may assist households with arrears clear these.

The Local Lettings Plan

The Local Lettings Plan will enable households to return to the estate should they wish and so return to their community and previous support networks. These lets will be either based on their housing need at the time of the return. This policy will particularly benefit households whose housing needs have changed and who require new accommodation. This will benefit households whose members include individuals with disabilities by ensuring that their home is appropriate for their needs.

**5. Race and ethnicity**

Positive	Y	Negative	Y	Neutral impact		Unknown Impact	
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The data analysis in Section 3 shows that black households are overrepresented among households in the blocks. This protected characteristic will therefore be potentially negatively impacted by the decision to rehouse residents, but likely to be positively assisted by the Rehousing and Payments Policy.

Rehousing

BAME communities are disproportionately represented in the tenant and leaseholder population of the estate and there may be specific cultural ties, such as businesses locally that cater for specific cultural needs of residents of a particular race or ethnicity. The revised rehousing and payments policy allows tenants to use the Choice Based Lettings scheme which will assist them to select a new home near to any established communities and offers a right to remain or return to the Estate should they wish.

The effects of being required to move will, in part, be offset by support being given to each household, including financial help with the costs of moving. The moves will also allow those households to move to an appropriate size home. Those downsizing will receive payments.

The Proposed Broadwater Farm Rehousing and Payments Policy

As the new homes will be based on Housing Need, those who are over-occupying their home will benefit from larger properties. The revised rehousing and payments policy allows tenants to use the Choice Based Lettings scheme which will assist them to select a new home near to any established communities. The policy also offers payments to households which may assist households with arrears to clear them.

BAME households are more likely to have lower incomes. The decision to support existing resident leaseholders to buy new homes by offering them affordable home ownership will help home owners on lower incomes and is therefore more likely to benefit BAME households. The offer of an Equity Loan will enable them to find a new home in the area, should they wish to do so, using the value of their current property and the Home Loss payment.

The proposed Local Lettings Plan

The proposed Local Lettings Plan will enable households to return to the estate should they wish. These lets will be based on their housing need at the time of the return. As

BAME households are overrepresented among affected households, this will have a proportionately positive impact with regard to this protected characteristic.

**6. Sexual orientation**

Positive		Negative		Neutral impact	Y	Unknown Impact	
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As described in the Section 3, the council does not hold data on sexual orientation in these blocks. The impact of these groups is therefore unknown.

Rehousing

Moving home is disruptive to all residents but there is no reason to believe that this protected characteristic will be more affected by this move.

The effects of being required to move will, in part, be offset by support being given to each household (including financial help with the costs of moving).

The Proposed Broadwater Farm Rehousing and Payments Policy

The draft policy will affect all residents but there is no reason to believe that this protected characteristic will be more affected by this move.

The draft policy also offers payments to households which may assist households with arrears clear these.

The draft policy will support residents to remain in the local area where possible and offers a right to remain or return to the estate should they wish.

The proposed Local Lettings Plan

The Local Lettings Plan will enable households to return to the estate should they wish and so return to their community and previous support networks. There is no reason to believe that individuals with this protected characteristic will not benefit from provisions in the Local Lettings Plan.

**7. Religion or belief (or no belief)**

Positive	Y	Negative	Y	Neutral impact		Unknown Impact	
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The data analysis in Section 3 shows that there is limited data on the religion of households these blocks. From the 56% of households where religion is known, Christians are under-represented among households in these blocks and the proportion of Muslims is in line with the general population. Residents with these protected characteristics will therefore be potentially negatively impacted by the decision to rehouse residents, but likely to be positively assisted by the Rehousing and Payments Policy.

Rehousing

There may be a greater impact on those who go to a specific place of worship or are part of a religious community.

The effects of being required to move will, in part, be offset by support being given to each household, including financial help with the costs of moving. The revised rehousing and payments policy allows tenants to use the Choice Based Lettings scheme which will assist them to select a new home near to any established communities.

The Proposed Broadwater Farm Rehousing and Payments Policy

The revised rehousing and payments policy allows tenants to use the Choice Based Lettings scheme which will assist them to select a new home near to any established communities. The proposed policy will therefore support residents to remain in the local area where possible and offers a right to remain or return to the estate should they wish.

The proposed Local Lettings Plan

The proposed Local Lettings Plan will enable households to return to the estate should they wish and so return to their community and previous support networks. There is no reason to believe that individuals with this protected characteristic will not benefit from provisions in the Local Lettings Plan.

**8. Pregnancy and maternity**

Positive	Y	Negative	Y	Neutral impact		Unknown Impact	
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The data analysis in Section 3 shows that women are under-represented among households in the blocks but still form a significant proportion of residents. The Council does not hold data on pregnancy and maternity among its tenants and leaseholders.

Rehousing

Moving home is likely to be more disruptive to pregnant women, those with young children, and single mothers. Pregnant women and young parents may rely on family members and friends living locally to provide care and support. These residents may also benefit from local facilities and services for expectant parents, parents, and single parent households.

The effects of being required to move will, in part, be offset by support being given to each household, including financial help with the costs of moving. The revised rehousing and payments policy allows tenants to use the Choice Based Lettings scheme which will assist them to select a new home near to any established support networks. This approach will also help the tenants with the timing of any moves. Households with young children frequently require a larger home than they currently have. As the new homes will be based on Housing Need, the moves will also allow those households to move to an appropriate size home.

The proposed Broadwater Farm Rehousing and Payments Policy

Pregnant women and young parents may rely on family members and friends living locally to provide care and support. The draft policy will give priority to vulnerable households and offer a right to return to the estate. All residents, including pregnant women and mothers of young babies, will be provided financial and practical support to assist relocation.

The revised rehousing and payments policy allows tenants to use the Choice Based Lettings scheme which will assist them to select a new home near to any established communities.

As the new homes will be based on Housing Need, those who have recently increased their family size are likely to be over-occupying their current home. These households will benefit from larger properties. The policy also offers payments which may assist households with arrears to clear them.

The proposed policy will support residents to remain in the local area where possible and offers a right to return to the estate should they wish.

The proposed Local Lettings Plan

The proposed Local Lettings Plan will enable households to return to the estate should they wish and so return to their community and previous support networks. These lets will be based on their housing need at the time of the return. This policy will particularly benefit families, including single parent families, by allowing them to move to a larger property if their housing needs have increased. It will also benefit those who experience an increase in housing need due to starting a family.

**9. Marriage and Civil Partnership** *(Consideration is only needed to ensure there is no discrimination between people in a marriage and people in a civil partnership)*

Positive	Y	Negative	Y	Neutral impact		Unknown Impact	
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People who are in a civil partnership will be treated the same as people who are married in all respects.

**10. Groups that cross two or more equality strands e.g. young black women**

There are more young black single men living on the estate relative to other parts of the borough. These households will need a different type of support compared to families, and each household will have a tailored support package. The Council will support these residents by conducting in-depth discussions to understand their housing need and rehousing preferences.

The revised rehousing and payments policy allows tenants to use the Choice Based Lettings scheme which will assist them to select a new home near to any established communities.

Tenants will also be given practical support to help them through the viewing and moving process including help with removals and other costs of moving home. Tenants will be offered vacant properties which become available on the estate.

The Right to Return will allow these households to return to the estate should they wish and so retain established support networks. This Right is enabled by the Local Lettings Plan.

**Outline the overall impact of the policy for the Public Sector Equality Duty:**

The greatest impact of these proposals will be on those who are dependent on local support networks and public services such as schooling, including children, parents, single parents, and older people. This is because any move away from Broadwater Farm caused by rehousing may make it more difficult for these residents to maintain these support networks and continue to access services. However, these impacts are mitigated by the revised rehousing and payments policy allowing tenants to use the Choice Based Lettings scheme which will assist them to select a new home near to any established communities. Accordingly, the Council will aim to meet its Public Sector Equality Duty to eliminate discrimination against individuals and groups who share protected characteristics and foster good relations between those who share these characteristics and those who do not.

Replacement housing will be offered according to Housing Need which may benefit those who are over-crowded and/or need specialist housing. Those wishing to return will be given an offer of a new home based on their new housing need at the time of the return, and so will allow those whose housing needs have changed to move to a more appropriate home. This will both support existing communities to remain and also allow housing to be allocated where it is needed.

**6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?**

Outcome	Y/N
<b>No major change to the proposal:</b>	Y
<b>Adjust the proposal:</b>	
<b>Stop and remove the proposal:</b>	

**6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty**

Impact and which protected characteristics are impacted?	Action	Lead officer	Timescale
<b>Loss of local support and increased distance from schools</b> <ul style="list-style-type: none"> <li>• Females (with children)</li> <li>• Pregnancy</li> <li>• Disabled residents</li> <li>• Elderly residents</li> </ul>	The revised rehousing and payments policy allows tenants to use the Choice Based Lettings scheme which will assist them to select a new home near to any established communities. The proposed Rehousing and Payments Policy also offers tenants and resident leaseholders the Right To Return to the estate if	Director of Housing, Regeneration and Planning	Ongoing

	they wish		
<p><b>Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.</b></p>			
<p>Where there is a need for a household to move to a different part of the borough, Homes for Haringey staff will work with households and provide support if new arrangements to access public services such as healthcare and education need to be made. Financial assistance will also be provided to cover the costs of moving home.</p>			
<p>To mitigate the longer-term impact of rehousing, the Rehousing Policy offers residents the Right to Return to the estate, if they wish to.</p>			
<p><b>6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:</b></p>			
<p>Ongoing monitoring of these policies will be undertaken as households are interviewed, moved and, if they desire, return to the estate.</p>			

<b>7. Authorisation</b>	
EqlA approved by Dan Hawthorn (Director)	Date

<b>8. Publication</b>
<i>Please ensure the completed EqlA is published in accordance with the Council's policy.</i>

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

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**Report for:** Cabinet 13 November 2018

**Title:** Towards a new Housing Strategy

**Report authorised by:** Helen Fisher, interim Director of Housing, Regeneration and Planning

**Lead Officer:** Alan Benson, Head of Housing Strategy and Commissioning

**Ward(s) affected:** All

**Report for Key/  
Non Key Decision:** Key

## 1. Describe the issue under consideration

- 1.1. Haringey's Housing Strategy sets the direction of travel for housing in the borough, identifying overall objectives, targets and the means to achieving these.
- 1.2. Haringey's current Housing Strategy 2017-2022 was adopted in November 2016. Since then there have been significant changes to national and regional housing policy.
- 1.3. Haringey's administration were elected in May 2018 on a manifesto which included a number of housing commitments, including:
  - delivering 1,000 Council homes for families on the Council's waiting list
  - bringing 95% of Council homes up to decent homes standard
  - expanding the landlord licensing scheme
  - aiming to end street homelessness
- 1.4. The Council is currently consulting on a new draft Borough Plan, which will set the strategic vision for the borough over the next four years. The draft plan includes outcomes for housing in Haringey.
- 1.5. The existing strategy is no longer a good fit for the ambitions of the new administration. It is proposed that a new strategy is produced and, in advance of this, subject to a consultation exercise and a further decision of Cabinet and Full Council, Appendix C of the existing strategy that deals with affordable housing is amended, and Appendix D deleted, to better reflect the Council's new priorities.

## 2. Cabinet Member Introduction

- 2.1. Haringey's Labour councillors were elected in May on a bold manifesto, which recognised the importance of housing, and the work the Council could do in this area. We set five pledges for housing:
- To deliver a thousand new council homes by 2022
  - To review the planning targets and ensure new 'affordable' is genuinely affordable
  - To expand our landlord licensing scheme to cover all wards
  - To ensure that new housing for sale is made available to Haringey residents first, and
  - To aim to end street homelessness in Haringey by 2022.
- 2.2. Haringey's Housing Strategy set the strategic direction for housing in the borough. The Council last published a Housing Strategy in 2016. Since then, as well as a new administration with these new priorities and ways of working, there have been important changes at the national and regional level, with which our existing strategy is increasingly out of touch.
- 2.3. The Government has abandoned a number of its most contested proposed housing policies and there has been a renewed focus on social housing – prompted at least in part by the Grenfell tragedy. At the same time, the lifting of the HRA borrowing cap and the significant funding for new Council housing from the GLA transform the potential to develop Council housing. Haringey's successful bid for this funding means that we will be receiving £62.8m grant to deliver the Council homes the borough needs. And of course, we have also decided not to go ahead with the Haringey Development Vehicle, but instead to establish our own wholly owned housing company to help us deliver these homes.
- 2.4. Work on a new housing strategy is already underway, but to ensure our aims are consistent it needs to follow the adoption of the Borough Plan, reflecting and expanding on the housing aims in that document. In the interim, we are proposing that Appendix C of the current Housing Strategy be amended, to define more clearly what we mean by affordable housing. The new appendix is clear that our first priority is Council Rented homes and that we will ensure other affordable homes delivered in this borough will be affordable to our existing residents.
- 2.5. Developing a new housing strategy to address all our housing commitments will be a priority for us in 2019. I will establish a Member group to help guide this important work and I look forward to working with colleagues on this.

### **3. Recommendations**

It is recommended that Cabinet:

- 3.1. Note the proposed changes to Appendix C of the Housing Strategy set out at appendix 1 of this report, and the deletion of Appendix D of the Housing Strategy.
- 3.2. Agree to officers conducting a consultation exercise on the proposed changes and deletion, as detailed at paragraph 6.36.
- 3.3. Note the proposed direction for a new Housing Strategy for Haringey, and the proposed process for developing the new strategy, as detailed at paragraph 6.29.

#### **4. Reasons for decision**

- 4.1. Haringey's Housing Strategy 2017-2022 was adopted in November 2016. Since then there have been significant changes to national and regional housing policy, as discussed at paragraphs 6.7-6.12 below.
- 4.2. Haringey's administration was elected in May 2018 on a manifesto which included a number of housing commitments, including:
  - delivering 1,000 Council homes for families on the Council's waiting list
  - bringing 95% of Council homes up to decent homes standard
  - expanding the landlord licensing scheme
  - aiming to end street homelessness
- 4.3. In addition, decisions taken since May 2018 have fundamentally altered the Council's approach to housing, notably:
  - The decision not to proceed with the Haringey Development Vehicle
  - The decision to set up a wholly owned company to help deliver 1,000 Council homes at Council rents
- 4.4. This means that the existing strategy, adopted in November 2016, is no longer a good fit with the ambitions of the new administration and there is a need to produce a new strategy to better reflect these. In advance of the development, consultation, and publication of this new housing strategy, it is proposed that Appendix C of the existing strategy is amended and Appendix D deleted to ensure the Council's housing policy framework reflects this changed environment, and the Council's new priorities.

#### **5. Alternative options considered**

- 5.1. An alternative option would be not to develop a new housing strategy. This was rejected since the local, regional and national context has changed to the extent that aspects of the former strategy have been rendered out of date.
- 5.2. Another alternative option is to develop a new housing strategy but not to amend Appendix C and delete Appendix D of the existing strategy. This was rejected since amending, and deleting, the appendices allows certain changes to take effect sooner, and because the Housing Strategy 2017-2022 was deliberately drafted in order to allow for these appendices to be amended during the course of the strategy so as to account for policy changes.

## 6. Background information

### Haringey's Housing Strategy 2017-2022

- 6.1. Full Council agreed Haringey's Housing Strategy 2017-2022 ('the Strategy') on 21 November 2016, following agreement by Cabinet, and a public consultation. The Strategy forms part of the Council's key policy framework, and sits underneath the Corporate Plan 2014-2018.
- 6.2. The Strategy is built around 4 strategic objectives:
  - Strategic Objective 1: achieve a step change in the number of new homes being built
  - Strategic Objective 2: improve support and help to prevent homelessness
  - Strategic Objective 3: drive up the quality of housing for all residents
  - Strategic Objective 4: ensure that housing delivers wider community benefits
- 6.3. There is much in the Strategy that a future iteration would retain. However, it is undeniable that the context in which the Council finds itself, a few years on, is markedly different. This is firstly in terms of changes to the national and regional policy context, and the funding for housing available from Government and the GLA. Equally important are significant decisions that have recently been made at the local level, including the decision to not pursue plans for a joint venture to develop new housing on Council-owned land – the Haringey Development Vehicle. The Council has also decided to establish a wholly owned company for housing development and to set the delivery of 1,000 Council homes at Council rents as the top housing priority.
- 6.4. A new Housing Strategy needs to follow the adoption of the new Borough Plan. The Borough Plan is currently out for consultation and its subsequent adoption will be a decision of Full Council.
- 6.5. Since the Housing Strategy also forms part of the Council's Policy Framework, it also needs to be adopted by Full Council, on the recommendation of Cabinet. It is also subject to consultation. As it is also the strategic document underpinning the Council's main priority and biggest challenge over the coming years, work developing a new strategy must be undertaken carefully.
- 6.6. The current Strategy is supported by five appendices.

- Appendix A – Summary of Recent Legislation
- Appendix B – The Housing Strategy and the Local Plan
- Appendix C – Affordable, Intermediate and Specialist/Supported Housing Guidance
- Appendix D – Affordability
- Appendix E – Supporting Information

The Strategy deliberately provides for Appendices C and D to be amended over the life of the strategy. Appendix C of the Strategy has already been amended once, in March 2018, to take account of the Intermediate Housing Policy Statement.

#### Changed policy context – national

- 6.7. There have been a number of changes to the national policy context since the Housing Strategy 2017-2022 was adopted, due to which the Strategy is now out of date. This includes policies on pay to stay, the forced sale of higher value council homes and fixed term tenancies – which have all been dropped. The Government has shifted funding from the former Affordable Rent product to Social Rent and stopped any new conversions of existing Social Rent to Affordable Rent. It has also enacted the Homelessness Reduction Act, replaced Temporary Accommodation Management Funding with the Flexible Homelessness Support Grant and published a national rough sleeping strategy.
- 6.8. The Social Housing Green paper, published in August 2018, was not as significant as had been promised. However, it is a clear sign that the national mood concerning social housing has shifted since November 2016, in particular since the Grenfell Tower fire.
- 6.9. In addition, on 3 October 2018 the Prime Minister announced that the Housing Revenue Account (HRA) borrowing cap would be removed, which was confirmed on 29 October 2018. The announcement is a clear sign that Government is keen to see Councils take a bigger role in delivering new social housing.

#### Changed policy context – regional

- 6.10. At a London level, there is now much more funding for housing that is more affordable, as set out in the Mayor of London's 'Building Council Homes for Londoners' programme. This provides a higher grant rate for new Council homes at Council rents. This makes the building of new Council homes a much more deliverable aim than it was in November 2016. Haringey has been granted £62.8m with which it aims to build 848 affordable homes, including 567 Council homes at Council rents, subject to approval by Cabinet.
- 6.11. The Mayor has introduced a new form of general needs housing - London Affordable Rent. This is an affordable housing product with rents based on, but somewhat higher than, social rents, which replaces the more expensive Affordable Rent, which had rents set at up to 80% of local market rents. It is likely that Housing Associations will seek to build most of their new general needs housing at London Affordable Rent levels.

- 6.12. The Mayor has also introduced a new form of intermediate housing – London Living Rent. Rents are set at a third of local incomes at a ward level, and there is the option to buy the home. As an intermediate tenure, it is aimed at local households on median incomes. The Mayor will also continue to fund new homes for Shared Ownership.

#### Changes in Haringey

- 6.13. The Council made delivering 1,000 new Council homes at Council rents one of its top housing priorities. In order to facilitate this, the Council agreed at its July 2018 Cabinet to establish a wholly owned company for housing development, which will seek to maximise the use of Council-owned land to deliver these homes. Further proposals for the Council's housing delivery programme are set out in a report also on the agenda for consideration at Cabinet on 13 November 2018.
- 6.14. The Council has also decided not to pursue previous plans for a joint venture to develop new housing.
- 6.15. Other housing priorities from the new administration include:
- bringing 95% of Council homes up to decent homes standard
  - expanding the landlord licensing scheme
  - aiming to end street homelessness

#### New Borough plan

- 6.16. A new draft Borough Plan was approved by Cabinet on 9 October 2018 and is currently out for consultation, and Haringey's new Housing Strategy will flesh out the housing outcomes in that Plan. These are currently proposed as:
- We will work together to deliver the new homes Haringey needs, especially new affordable homes
  - We will work together to prevent people from becoming homeless, and to reduce existing homelessness
  - We will work together to drive up the quality of housing for everyone

#### Delivering new homes

- 6.17. The objectives of the new draft Borough Plan are proposed as follows:
- Deliver as many new, good quality homes of all kinds as we can, in good quality neighbourhoods, getting as close as possible to the Mayor's emerging target for Haringey of 1958 new homes every year
  - Ensure that new developments provide affordable homes with the right mix of tenures to meet the wide range of needs across the Borough, prioritising new social rented homes
  - Deliver 1,000 new Council homes at Council rents by 2022
  - Secure the delivery of supported housing that meets the needs of older, disabled and vulnerable people in the borough



- 6.18. As well as noting the new homes needed in the borough, the draft plan specifically focuses on the delivery of new affordable homes. The Council will do this in part through its wholly owned company, which has the primary aim of maximising the development of social rented housing in the borough. Funding has been secured from the GLA to support this programme.
- 6.19. In order to ensure that new homes are affordable to Haringey's residents, the Council will be clear that social rented homes will be a greater priority and that Haringey's planning policies will be applied to seek the maximum number of social rented homes being delivered within the wider affordable housing mix.
- 6.20. A more diverse range of intermediate homes will be encouraged, including intermediate rented products at London Living Rent levels.

#### Preventing and reducing homelessness

- 6.21. The objectives of the new draft Borough Plan are proposed as follows:
- Reduce the number of households in temporary accommodation by a third to under 2000 by 2022
  - Where temporary accommodation can't be avoided, improve the experience of homeless families and minimise costs by reducing the Council's reliance on providers of nightly paid emergency accommodation
  - Aim to end street homelessness by 2022
  - Ensure access to high quality housing support that prevents or relieves homelessness for people with additional needs
- 6.22. Haringey's Homelessness Strategy and Rough Sleeping Strategy were agreed by Cabinet in March 2018, and present the Council's approach, along with its partners, to prevent homelessness and rough sleeping, and to reduce the numbers of households living in temporary accommodation. The Council is currently developing a Single Homelessness Hub to bring together key services to tackle homelessness and rough sleeping among single people.
- 6.23. The Council will also improve the experience of living in temporary accommodation. Through the establishment of a Community Benefit Society, it will municipalise and improve existing private stock to deliver better quality and more local homes for homeless families. Other linked initiatives being explored include a partnership with a private sector partner to set up a Purchase Repair and Management Company and joining the London-wide Capital letters project to jointly procure rented accommodation for homeless families, which Cabinet gave in principle approval for on 9 October 2018.

#### Improving the quality of housing

- 6.24. The objectives of the new Borough Plan are proposed as follows:
- Improve the quality of Haringey's Council housing, including by ensuring that a minimum of 95% of homes meet the Decent Homes Standard by 2022
  - Improve residents' satisfaction with the service they receive from Homes for Haringey to be in the top quartile for London (78%) by 2022

- Improve the quality of private rented housing and the experience of those living it, including by expanding landlord licensing and associated enforcement
  - Ensure safety and improve conditions of housing in all tenures across the borough
- 6.25. Currently only 81% of Council housing meets the Decent Homes standard. Over the next four years, the Council will set a higher bar than Decent Homes, taking into account a wider range of measures including the quality of shared and public spaces on estates, and will invest in order to bring this figure up to 95%. The Council and Homes for Haringey will also work to improve resident satisfaction with the housing management service.
- 6.26. The Council will work to improve the experience of being a private renter in Haringey. It will develop a private rented sector strategy, which will include expanding the proposed licensing schemes, naming and shaming criminal landlords, promoting a more professional private rented sector and supporting local people to access and maintain private rented housing.
- 6.27. Finally, the Council will work to ensure safety standards are maintained and improved in homes in all tenures in the borough, leading by example and working closely with partners.
- 6.28. There are a number of more detailed housing policy considerations that are not considered in the Draft Borough Plan, for example the Council's allocations policy and tenancy strategy. Changes to these would require consultation, which would be undertaken as part of the development of the new housing strategy. This could include the Council's policy on the allocation of, and priority for, general needs, supported and intermediate housing.

#### Process for a new Housing Strategy

- 6.29. A new Housing Strategy will be developed over the course of 2019, with a new Member group established to guide its development. Following this, a draft for consultation will be recommended to Cabinet. After a period of formal public consultation, a final version will be recommended to Cabinet and to Regulatory Committee. Once Cabinet and Regulatory Committee have agreed the final strategy, it will be recommended to Full Council for agreement.

#### The appendices of the Housing Strategy 2017-2022

- 6.30. The Housing Strategy 2017-2022 includes five appendices. The Strategy deliberately provides for Appendices C and D to be amended over the life of the Strategy, independent of the Strategy itself. Appendix C of the Housing Strategy was already amended, in March 2018, to take account of the Intermediate Housing Policy Statement.
- 6.31. Further amendments are now proposed to Appendix C. It is also proposed that Appendix D is deleted to take account of the changed policy landscape.

#### Appendix C of the Housing Strategy 2017-2022



- 6.32. It is proposed to amend Appendix C of the Housing Strategy, including to reflect:
- The incorporation of the proposed key lines on the delivery of new housing from the draft Borough Plan, in particular the commitment to new Council homes at Council rents, which does not appear at all in the existing Strategy.
  - The establishment of a wholly owned company and that the Council – including via the company - will develop new affordable housing in the borough.
  - An acceptance and welcoming of other providers of affordable housing, and recognition that they may deliver a different housing tenure mix, and that they will continue to be the main provider of new affordable housing in the borough.
  - Clearer definitions of types of affordable housing and guidance on affordability and bed size mix.
  - That the Council's preference for low cost rented housing for general needs is for social rent at target rent levels – rather than Affordable Rent and London Affordable Rent.
  - That the Council's preference for intermediate housing is usually intermediate rent at London Living Rent levels.
- 6.33. This is following changes already made to Appendix C of the Housing Strategy agreed by Full Council in March 2018, in which the following changes were effected:
- Clarifying that the Council is keen to promote a range of intermediate housing, and that shared ownership is not the preferred product in all cases.
  - Noting how the affordable housing mix should be flexed in different areas.
  - Reflecting the Mayor's new London Housing Strategy.
  - Clarifying that, to be considered affordable, housing costs should represent no more than 40% of a household's net income.
- 6.34. It must be acknowledged that by applying policies to maximise homes at social rents in future schemes, it is likely that the overall quantity of affordable homes provided by these schemes may be lower. This is because only a certain amount of affordable housing can be funded by any particular scheme. The overall amount of affordable housing on a scheme could be increased if a higher proportion of that affordable housing is less costly to the scheme, such as shared ownership. However, it is recommended that the Housing Strategy is amended to prioritise homes at social rents, recognising the pressing need for more homes at social rents to meet the most acute forms of housing need in the borough.
- 6.35. The proposed new Appendix C of the Housing Strategy 2017-2022 is attached at Appendix 1.
- 6.36. This appendix will be consulted on with those stakeholders to whom it applies, ie Housing Associations and developers operating in the borough. Following

consideration and agreement at Cabinet in early 2019, Full Council will be asked to agree it at its meeting in March 2019.

Appendix D of the Housing Strategy 2017-2022

- 6.37. It is proposed to delete Appendix D of the Housing Strategy 2017-2022. The existing Appendix is primarily a discussion of the need for different types of affordable housing. Most of the substantive content of this appendix is already contained in the Strategy and the remainder has now been updated and incorporated into the revised Appendix C, rendering Appendix D redundant.
- 6.38. This simplifies any potential future updates of the Strategy, which can focus on a single updateable Appendix.

**7. Contribution to strategic outcomes**

- 7.1. The proposed changed direction of Haringey's housing strategy and the proposed changes to Appendix C of the existing Strategy follow directly on from the proposed new approach to housing in Priority 1 of the emerging 2019-2023 Borough Plan.

**8. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)**

Finance

- 8.1. This report recommends the changes to Appendix C of the Housing Strategy set out at appendix 1 of this report, and the deletion of Appendix D of the Housing Strategy, and recommend that Full Council adopt these changes.
- 8.2. There are likely to be significant financial implications for the Council for both the Housing Revenue Account and the General Fund in the implementation of the projects towards the new Housing Strategy for Haringey.
- 8.3. The underlying projects will be reported in future cabinet reports, on a case-by-case basis, and each financial implication will be assessed accordingly, when details become available.
- 8.4. At this stage there are no direct financial implications regarding recommendations 3.1 to 3.3.

Legal

- 8.5. The Assistant Director of Corporate Governance has been consulted in the preparation of this report, and makes the following comments.
- 8.6. In view of the fact that the case for the proposed amendment to the Housing Strategy is borne out of the ambitions of the new Administration, coupled with the changing landscape at both regional and national level since the Strategy

was adopted, means that there are no direct legal implications arising out of this report.

8.7. Members will be aware that in carrying out its consultations, the Council must comply with its own consultation policy, and adhere to the so called 'Sedley principles'. These are :

- (1) That consultation must be at a time when proposals are still at a formative stage;
- (2) That the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response;
- (3) That adequate time must be given for consideration and response; and
- (4) That the product of consultation must be conscientiously taken into account in finalising any statutory proposals.

### Procurement

8.8. Strategic Procurement notes the contents of this report. Property and land transactions are excluded under the Contract Procurement Regulations; however where works, services and goods are required to support the delivery of this strategy, Strategic Procurement will provide the necessary support in delivering these requirements.

### Equalities

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

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

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

8.11. There are existing housing inequalities in Haringey, in particular in that:

- Women, young people and black people are over-represented among those living in temporary accommodation.
- Individuals with these protected characteristics as well as those who identify as LGBT+ and individuals with disabilities are known to be vulnerable to homelessness, as detailed in the Equalities Impact Assessment of the Council's Draft Homelessness Strategy.
- Residents on lower incomes are more likely to struggle to find suitable housing. We know that women are more likely to have lower incomes than men, disabled people are more likely to struggle to find employment, which

in turn impacts upon their income, and Haringey's BAME residents are likely to have lower incomes than non-BAME residents.

- 8.12. A new Housing Strategy will seek to continue to address these inequalities, in particular by:
- Delivering new Council homes at Council rents will help those currently living in temporary accommodation who are more likely to be women, young, or black
  - Prioritising the delivery of social rented homes over other types of affordable homes, which will help those currently living in temporary accommodation women, young, or black
  - Delivering supported housing will help older and disabled people in the borough
- 8.13. The proposed amendments to Appendix C of the 2017-2022 Housing Strategy will:
- Confirm that the Council's preference for low cost rented housing for general needs is for social rent at target rent levels – rather than Affordable Rent and London Affordable Rent.
  - Confirm that the Council's preference for intermediate housing is usually intermediate rent at London Living rent levels.
- 8.14. The Council has in the past year taken decisions that address housing inequality, such as the homelessness strategy, rough sleeping strategy and the decisions to establish a wholly owned company and to join the Capital Letters scheme, and the impact on equalities were considered for these decisions.
- 8.15. The new draft Housing Strategy will be accompanied by an Equalities Impact Assessment when it comes to Cabinet for approval to go out to consultation in 2019.

## **9. Use of Appendices**

Appendix 1: Revised Appendix C of Haringey Housing Strategy 2017-2022

## **10. Local Government (Access to Information) Act 1985**

Haringey Housing Strategy 2017-2022

[http://www.haringey.gov.uk/sites/haringeygovuk/files/housing\\_strategy\\_2017-2022.pdf](http://www.haringey.gov.uk/sites/haringeygovuk/files/housing_strategy_2017-2022.pdf)

Haringey's Draft Borough Plan for Consultation

<http://www.minutes.haringey.gov.uk/documents/s103960/Appendix%20A%20-%20Borough%20Plan%20document.pdf>

# Appendix C – Affordable and Specialist/Supported Housing Guidance

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## Introduction

Having a safe, stable and genuinely affordable home is important to everyone. Many people are able to achieve this by themselves, but others need our help. So the Council is committed to ensuring that there are enough homes available in Haringey which people can afford, and which are all of a decent quality.

We believe that increasing the supply of Council housing is one of the most important things we can do, because for many people a Council home offers the only real chance of putting down roots in Haringey, in a stable good-quality home. One of our very highest priorities is to start a new era of Council housebuilding in the Borough, particularly using our own land.

Others need help of a different sort, whether it's a different kind of subsidised rent or support to buy their first home. So we will work with partners to provide the full range of housing to meet local need, always prioritising homes which local people can really afford.

This appendix sets out our approach to affordable housing and forms of specialist housing to ensure we meet those needs.

The purpose of this appendix is to clarify for all those delivering affordable housing the preferred tenure and dwelling mix the Council would like to see on schemes providing new affordable housing in the borough. This guidance applies to all affordable housing providers, which includes:

- The Council
- The Council's wholly owned company for housing development, once it is established
- Housing associations
- Private developers
- Any other affordable housing provider

The Council will lead by example in this area of policy. The Council's first preference is that new affordable housing should be developed by the Council itself or purchased by the Council from private developers instead of by a registered provider and delivered as Council housing, but recognises and positively welcomes the contribution to affordable housing that other sectors can make. The Council's default position is that it will look to secure the first refusal on the purchase of the affordable/social rented element of all affordable housing to be secured through Section 106 agreements.

This Appendix to the Strategy will be maintained by the Council as discrete guidance to private developers and affordable housing providers, particularly at the pre-planning stage of developments in the borough. It is intended that this approach will clarify the Council's expectations, thereby reducing abortive work and helping to achieve successful developments which meet local needs. During the period covered by this strategy, revised versions of this appendix may be published as housing need develops and/or better information becomes available.

## Affordable housing tenures and the Council's preferences

### 1. Low cost rented housing for general needs

This is low cost rented housing that is affordable housing for general needs rent, ie homes let to households in accordance with the Council's Allocations Policy. This includes:

- **Social Rented housing**, which is housing where the landlord is a Registered Provider, usually the Council or a housing association. Rents are significantly lower than market rents, and set in accordance with a formula set by Government. This is the Council's preferred low cost rented option.
- **Affordable Rent**, which is a type of low cost rented housing, targeted at the same groups as Social Rent, but with rents set at a maximum of 80% of market rents. This tenure is no longer funded by the GLA and so is likely to become increasingly obsolete.
- **London Affordable Rent**, which is a type of low cost rented housing, also targeted at the same groups as Social Rent, with rents based on, but in Haringey higher than, Social Rented housing (although the differential goes down as the number of bedroom increases) – ie somewhere between Social Rent and Affordable Rent. This tenure is now the main low cost affordable rented housing that the GLA currently expects to fund.

### 2. Intermediate housing

Intermediate housing is affordable housing for sale and rent at a cost above social rent, but below market levels, which is intended for those not eligible for, or not a priority for, social rented housing, but not able easily to access market housing. This includes:

- **Shared ownership and shared equity**, which are forms of intermediate home ownership, the former being part rent: part buy and the latter usually an interest free equity loan.
- **London Living Rent**, which is a type of intermediate rented housing developed by the Mayor of London, with rents set at a third of local incomes. After a set period the occupant must purchase the property or move on.
- **Discounted Market Rent**, which is a type of intermediate rented housing where rents can be calculated by a range of methods but cannot exceed 80% of local market rents. The Council's preferred intermediate option is Discounted Market Rent with rents set at London Living Rent levels.
- **Affordable Private Rent**, which is the type of affordable housing that should be provided on Built to rent schemes, with rents no more than 80% of local market rents. The Council would prefer the rents on these homes to be set at London Living Rent level.

In order to accelerate the delivery of this affordable housing, and in particular the preferred options of Council homes at Council rents and intermediate rented homes at London Living Rent levels, the Council is proposing to establish a wholly owned company. The company will be able to both build new housing and to acquire new affordable housing via the planning process. The company will be established with the express aim of maximising the delivery of



social rented housing. In order to support this aim, it will also deliver homes to sell and rent at market and intermediate levels.

### **Link with the Local Plan**

The Housing Strategy needs to be read alongside the Local Plan. The Local Plan sets the expected percentage of affordable housing that should be delivered on new housing developments, and the expected percentage of low cost rented housing for general needs within that.

The Council's Local Plan policies for affordable housing are the starting point for the consideration of individual development proposals; ie development sites with capacity to provide 10 or more units will be required to provide the maximum reasonable amount of affordable housing, contributing to the borough-wide target that 40% of all new homes delivered should be affordable, measured by habitable rooms. The tenure split of the affordable housing provided should be 60% general needs low cost rented housing and 40% intermediate housing (as defined above) except in the Tottenham AAP area, where these proportions are reversed.

Therefore, to achieve the overall borough-wide tenure split, there is a need to deliver a higher percentage of the affordable homes in the rest of the borough outside the Tottenham AAP area as general needs housing, in particular in the west of the borough, where there are currently much lower levels of existing social rented homes. Here the Council wishes to see as high a proportion as possible of the new affordable homes being delivered as homes for general needs.

This Appendix also confirms that for general needs homes, there is an explicit preference for Social Rent with rents at target rent levels, especially for Council rented homes at Council rents, where possible within the context of the borough-wide target that 40% of all new homes delivered should be affordable (by habitable room).

### **Affordability**

The Council expects providers to ensure that all new affordable homes being developed are affordable for Haringey residents.

With regard to intermediate housing, it is noted that, in many cases, intermediate rent will generally be the more affordable intermediate product for Haringey residents. The Council's preference for intermediate housing is Discounted Market Rent with rent levels set at the equivalent London Living Rent. But in all cases, the rent on intermediate homes should never exceed the percentages of local market rents set out below.

With regard to low cost rented housing for general needs, while the Council's preference is for Social Rent, it recognises that the general needs homes delivered by most Registered Providers on schemes funded by the Mayor of London are likely to be at London Affordable Rent. Where there are also existing schemes still being built out as Affordable Rent, ie tied to local rents, the maximum acceptable rent levels that should be charged are set out below.

The maximum rent for any intermediate or Affordable Rent home should not exceed the following: for 1 bedroom homes, 80% of local market rents; for 2 bedroom homes, 65% of local market rents; for 3 bedroom homes, 55% of local market rents; and for 4 bedroom homes and larger, 45% of local market rents. In addition, all rents for any general needs housing must always be below the applicable Local Housing Allowance threshold.

In addition, the overall affordability requirement for intermediate housing, to buy and to rent, is that net housing costs, including mortgage costs, rents, and service charges, should not exceed 40% of the net income received by a household.

## Dwelling mix for affordable housing

The target dwelling mix for Social Rent and other low cost rented housing is:

- 10% one bedroom homes
- 45% two bedroom homes
- 45% three bedroom or more homes (10% being four bed or more)

The target dwelling mix for intermediate housing is:

- 30% one bedroom homes
- 60% two bedroom homes
- 10% three bedroom (or more) homes

A minimum of 10% of all affordable homes should be wheelchair accessible, with an aspiration of 20%.

## Supported and specialist housing

The Council's strategic review of Supported Housing was completed in early 2017 and assessed the current and required supply of specialist housing in the borough. The review shows that there is a shortfall in the supply of specialist supported housing for the following groups:

- Older people with complex needs such as learning disabilities, mental health and substance misuse, and accessible sheltered housing units for those with physical disabilities.
- People with mental health conditions leaving hospital and/or secure units, and specific units for women being released / discharged from hospital.
- People with learning disabilities who require supported living units.
- Single homeless adults requiring move on accommodation, including those with complex needs.
- Vulnerable young people/care leavers with complex offending/gang related needs; young women at risk of exploitation; and smaller services for young people to learn independent living skills.
- Survivors of domestic violence, and particularly provision for women from BAME backgrounds and for women with disabilities.



All new and converted supported housing is required to be accessible or adaptable for those with physical disabilities.

### **Student Housing**

There is no explicitly identified need for additional student housing in the borough and proposals to develop student housing will not normally be supported. In any event, such housing would not fulfil the Council's expectations for affordable housing as set out above.

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Report for: **Cabinet 13 November 2018**

Title: **Report on the progress of establishing a Wholly Owned Company for Housing development and various decisions required to facilitate the Council's Housing delivery Programme**

Report  
Authorised by: **Helen Fisher, interim Director of Housing, Regeneration and Planning**

Lead Officer: **Dan Hawthorn, Director of Housing & Growth**

Ward(s) affected: **All**

Report for Key/  
Non Key Decision: **Key Decision**

## **1. Describe the issue under consideration**

- 1.1. Cabinet received a report on 17 July 2018 recommending the setting up of a Wholly Owned Company (the Company) to help deliver the Council's target of 1,000 new Council homes at Council rents by 2022. This report notes progress made in developing the Company since that meeting. It also makes some key decisions to enable the next steps in bringing forward the first sites for development.
- 1.2. But this report also notes that the announcement in the 29 October Budget of the lifting of the cap on Housing Revenue Account (HRA) borrowing is a fundamental shift in the policy landscape. The implications of this change, and the potential to operate a very different HRA, need to be fully considered before finalising many of the decisions that the July Cabinet asked to come back to a future meeting. This is because, along with the GLA funding now being made available to Councils to deliver Council housing, this opens up fundamentally different ways of delivering the objectives set for the Company than would have been possible at the time this administration was elected.
- 1.3. As a consequence, the decisions that will now be finalised at a Cabinet meeting in early 2019 are:
  - The appointment of the initial Company Directors of the Company
  - The appointment of members of the Shareholder Board for the Company
  - The Objects Clause and Articles of Association of the Company, the Shareholders' Agreement between the Council and the Company and any other necessary agreements required between the Council and the Company.
  - All further legal documentation necessary to the setup of the Company.
  - The capital and revenue budgets to be made available to the Company.
  - Further delegations to agree and sign off the business cases for future Company development sites.

- The financial limits for future delegated decisions, and where Cabinet decisions will be required.
- The first business plan for the Company, and disposals of land to the Company necessary for this.

1.4. However, to maintain the momentum of delivery and press ahead rapidly with the first sites for development, this report makes recommendations on key related areas, including:

- The first sites that will be built out in the Council's housing development programme.
- Working capital being made available to begin delivery on those sites.
- The grant funding being made available to the Council in the GLA's Building Council Homes for Londoners programme.
- A Right to Buy "ringfencing deal" with the GLA.
- The reversal of a previous Cabinet Member decision to dispose of HRA land to Sanctuary Housing Association and proposals for those sites.

## **2. Cabinet Member Introduction**

2.1. Haringey's new administration was elected in May on a bold manifesto, which placed housing at its heart. Our Manifesto committed to deliver at least a thousand new council homes at council rents by 2022, a scale of council house building not seen since the 1970s. This is the latest report putting in place the programme to deliver these homes.

2.2. Our stated preference in the Manifesto was to build council housing directly through a company we fully own. But this was at a time when the GLA funding was not available and was before the announcement, in the October budget, of the scrapping of the HRA borrowing cap. We now need to take a little time to consider what these changes mean for housing delivery in the borough, the role that the proposed Company can best play in making that delivery happen and the extent to which the HRA can now support the house building programme, before we finalise any decisions on forming the Company. We will come back in the New Year with our proposals on the Company.

2.3. But, in the meantime, we must not pause in our efforts, or lose any momentum in pressing ahead with delivery. This report asks Cabinet to make some key decisions to get started on our Council housing development programme.

2.4. It identifies the first sites to come forward with the GLA funding, including bringing back sites that the last administration had passed over to a Housing Association to build shared ownership and Affordable Rent homes, on which we will instead be building Council homes at Council rents. It also provides the initial funding necessary to start work on these first sites and asks Cabinet to agree to accept over £62m of GLA housing grant to help us deliver 848 affordable homes over the next four years. This GLA funding is a major vote of confidence in this Council and its capacity to deliver its housing programme and will be key to funding the bulk of the 1,000 new Council homes that we are pledged to deliver.

## **3. Recommendations**

It is recommended that Cabinet:

- 3.1. Note progress made in setting up the Company as set out in paragraphs 6.1 -6.3 of this report and that the recommendations in the Cabinet report of 17 July 2018 which were to come back to Cabinet later in 2018, will now come back to Cabinet in early 2019.
- 3.2. Note the Government's announcement in the 2018 Budget to lift the cap on borrowing in the Housing Revenue Account and that officers will bring back a revised HRA Business Plan identifying the opportunities this presents for new housing development.
- 3.3. Note the six Council owned sites identified as priority 1 sites in the GLA grant funded programme detailed in paragraph 6.8 and that business cases will be brought to Cabinet on the development of these sites, including whether to proceed on these via the Company or within the HRA.
- 3.4. Establish a Housing development programme budget of £4.4m to continue with the development of sites with the budget to be funded from the resources set out below.
- 3.5. Approves that for 2018/19 the S106 funding of £1.516m previously allocated for delivery of schemes through Sanctuary Housing Association, as set out in paragraph 6.9, is added to the HRA capital programme to fund the Council's housing development programme budget and to pay Sanctuary Housing Association £0.339m.
- 3.6. Approves the virement of £1.5m in 2018/19 from the HRA Stock Acquisition budget to the Housing development programme budget in accordance with Standing Order 5.32(b).
- 3.7. Approves the virement of £1.4m in 2018/19 from the HRA - P5 Homes for Haringey (HFH) budget to the Housing development programme budget in accordance with Standing Order 5.32(b).
- 3.8. Accept the GLA offer of £62.858m housing grant and add that sum to the capital programme.
- 3.9. Delegate the detail of negotiating the grant agreements is delegated to the Director of Housing, Regeneration and Planning after consultation with the Director of Finance and the Cabinet Member for Housing and Estate Renewal.
- 3.10. Agree, in principle, to the Council signing-up to the Mayor of London's proposal to enable the Council to access the proposed ring fence of right to buy receipts, as set out in paragraph 6.25 of this report.
- 3.11. Agree to reverse the Cabinet Member decision of 23 January 2017 to dispose of 20 HRA infill sites to Sanctuary Housing Association and instead utilise these sites to deliver the Council's housing development programme, either within the Company or in the HRA. This includes three sites identified as phase 1 sites in paragraph 6.8, ten further sites being brought into later phases of the GLA grant funded programme and seven sites being put onto the GLA's small sites portal as detailed in paragraph 6.10. These sites will be brought back to a future Cabinet to agree disposals.

- 3.12. Agree to reimburse Sanctuary for their development costs of £338,758 on these sites in return for all surveys, searches, fees and designs and warranties undertaken to date on these sites, which will all novate to the Council and that the cost be met from the Housing development programme budget.

#### **4. Reasons for decision**

- 4.1. On 17 July 2018 Cabinet agreed to the setting up of the Company, subject to the documents needed for its incorporation being agreed by Cabinet. The Articles of Association and Memorandum of Understanding (shareholders' agreement) and other documentation of the Company are being drafted by Pinsent Masons solicitors, the Council's external legal advisors. The formal setting up of the Company will not now be agreed until early 2019, when the full implications of the lifting of the HRA borrowing cap are understood.
- 4.2. The Council's housing development programme will initially develop on Council owned sites. Cabinet is asked to note the six Council owned sites identified as priority 1 sites in the GLA grant funded programme detailed in paragraph 6.8, as well as the sites detailed in paragraph 6.10, which are proposed for the GLA small sites programme. Business cases for these six will be developed and brought back to a future Cabinet for decision, including whether to proceed via the Company or within the HRA.
- 4.3. The Council's housing development programme requires initial capital funding of £4.4m to work up the sites to planning stage. Other funding will be secured as the sites are developed from GLA grants and s106 offsite contributions, alongside possible sales revenue from the market homes developed that can cross-subsidise the affordable housing.
- 4.4. The agreement with the GLA to ring-fence Right to Buy receipts will ensure that the receipts will always be spent on affordable housing within the Borough and will not have to be returned to Government after three years if unspent.
- 4.5. The decision not to proceed with the disposal of the Phase 2 infilled sites to Sanctuary will mean these sites can now be used to deliver the Council's housing development programme, which would not have been possible under the previous Cabinet decision.

#### **5. Alternative options considered**

- 5.1. The formation of the Company was agreed by Cabinet on 17 July 2018, with the detail being left for agreement at a future meeting. Articles of Association and Memorandum of Understanding (the Shareholder Agreement) have been drafted, along with recommendations on all other key decisions. However, agreeing these and setting up the Company too soon may hinder the Council's ability to deliver the housing development programme in the most effective way.
- 5.2. A decision to set up the Company and dispose of sites to it immediately could mean missing the opportunity of fully using the potential of the HRA borrowing capacity. Delaying the setting up of the Company until the new year will allow

time for the HRA business plan to be reviewed and for exploring all the options for the housing development programme.

- 5.3. The other key decisions, on identifying the sites (including the former Sanctuary sites), agreeing the initial capital funding and accepting the GLA grant offer and the Right to Buy Ringfence deal) could all have been delayed until the decisions on the Company were agreed. However, this would have prevented any progress being made on these sites until after the decision on the Company. This would be an unnecessary delay, as this initial work is required whether the homes are delivered via the Company or in the HRA. It could also be a costly delay, as the GLA grant requires the initial starts on site in 2019/20.

## **6. Background information**

- 6.1. Following the 17 July 2018 Cabinet decision to set up a wholly owned company to help deliver the Council's target of delivering 1,000 new Council homes by 2022, work has progressed on the details of how the Company will be set up and operate.
- 6.2. Legal advice has been obtained from Pinsent Masons, who have experience of setting up similar companies.
- 6.3. Drafting of the Company's Articles of Association and Memorandum of Understanding (Shareholders' Agreement) has commenced. Once completed the documents will be brought back to a future Cabinet meeting for a decision.
- 6.4. In the Budget of 29 October 2018 the Chancellor announced the lifting of the Housing Revenue Account (HRA) borrowing cap. This means that the HRA could now be in a position to borrow to fund much, or even all, of the proposed Council housing development programme, rather than this having to be undertaken primarily through the proposed Housing Company.
- 6.5. Officers are working through the implications of this announcement and how it can support the Council's housing development ambitions. A new HRA Business Plan is being developed that will scope out the level of new housing development programme the HRA can support alongside the commitments already made to bring the existing Council homes to the Decent Homes standard by 2022. This will come to Cabinet in the New Year, alongside the recommendations on the Company.

## **Proposed Council Housing Development Programme**

- 6.6. As set out in the July Cabinet report, in the first instance, the programme will focus on developing medium sized sites – usually more than ten and less than 150 homes – which are in Council ownership.
- 6.7. A list of Council owned sites has been identified by their potential for early development, with the priority 1 sites being those immediately deliverable. Further sites have been identified that require additional development work or are expected to become deliverable in later years. These were included in the bid for funding to the GLA, but are not detailed in this report. They will be brought back to future Cabinet meetings when they are deliverable.

6.8. Cabinet is asked to note the six Council owned sites identified as priority 1 sites detailed in the table below. Business cases will be brought to a future Cabinet on the development of these sites, which will include whether to proceed via the Company or develop within the HRA, together with phasing and disposal method (leasehold, freehold, development licence or other mechanism) to ensure the most advantageous development mechanism.

Site	Start on site	Total homes	Ward
54-56 Muswell Hill Place N10 3RR	2018/19	6	Muswell Hill
Lealand Road, N15 6JS (infill ph2)	2019/20	2	Seven Sisters
Templeton Road N15 6RU (infill ph2)	2019/20	11	Seven Sisters
Brunel Walk N15 5HQ	2019/20	50	Tottenham Green
Edith Road, N11 2QW	2019/20	10	Bounds Green
White Hart Lane, N17 8LA (infill ph2)	2019/20	3	White Hart Lane
<b>Total</b>		<b>82</b>	

6.9. To help build the programme, 20 infill sites held within the HRA that the Cabinet Member agreed on 23 January 2017 to dispose to Sanctuary Housing Association through the 'infill phase 2 programme' will now be brought into the Council's housing development programme. This is not a reflection on Sanctuary as an organisation, as it is a valued local partner, nor on the work that Sanctuary has undertaken to date on bringing these sites forward, which has been of a very high quality. Rather it is because the Council now puts delivering new Council homes as its priority on its own land. The Council will pay Sanctuary £338,758 in return for all surveys, searches, fees and designs and warranties on these sites, which will all novate to the Council. In addition, £1.518m of s106 affordable housing commuted sums that was already allocated to the phase 2 sites is recommended to be brought into the Council's HRA capital programme to partially fund the Housing development programme to support the delivery of the maximum number of Council rented units.

6.10. Three of these sites (Lealand Road, Templeton Road and White Hart Lane), which can deliver up to 16 homes, are rapidly developable and will be brought into phase 1 of the Council's housing development programme. Up to ten further sites will be worked up and presented to a future cabinet for consideration for inclusion in the programme. The remaining seven sites: Nightingale Lane N8 7QX (Hornsey), Poynton Road N17 9SL (Tottenham Hale), Earham Grove N22 5HJ (Woodside), 82 Muswell Hill N10 3RR (Muswell Hill), Romney Close N17 ONT (Northumberland Park), Antill Road N15 4AS (Tottenham Hale) and Weir Hall Road N18 1EE (LB Enfield), which can together deliver 18 homes, will instead be put onto the GLA's small builders' portal. These are the smaller and trickier sites for the Council to develop. The GLA portal will market these sites to small builders, with priority being given to local SMEs.



6.11. The July Cabinet report specifically identified the Brunel Walk, Cranwood and Civic Centre sites for potential development. The latter two sites are not in the list of priority 1 sites in this report as further development and land assembly work is required before they can be brought back for a Cabinet decision, but they were both included in the bid for funding to the GLA.

### **Funding (Council lending and GLA grant bid)**

6.12. The Council will support the housing development programme through capital funding and by utilising its land holdings. Depending on the delivery solution chosen (HRA or Company) the developments will initially be funded through a blended resource base of borrowing, Flexible Housing Support Grant, GLA grant, S106 and potential cross subsidy from sales.

6.13. It is anticipated that during the period to March 2019 the programme will require up to £4.4m initial working capital, for architects, engineers, employers agents, surveys and other technical and planning fees to achieve planning permissions and starts on site. This funding will be made available within the HRA to commence bringing the first sites forward, transferring to the General Fund at a later date if these sites come forward through the Company rather than in the HRA.

6.14. The GLA has recently completed a Building Council Homes for Londoners bidding round for affordable housing grant and additional HRA borrowing, although the latter has now been overtaken by the Chancellor's announcement on lifting the borrowing cap. The Council has taken an ambitious approach to securing resources to fund and support the delivery of the housing development programme. The Mayor announced the GLA Housing Grant allocation in mid-October offering the council £62.858m to deliver 848 affordable homes of which 567 are social rented homes and 281 are London Living Rent/Shared Ownership.

6.15. The grant is subject to contract on the basis of standard form grant agreements and conditions contained in the GLA Capital Funding Guide, (<https://www.gov.uk/guidance/capital-funding-guide>) to which every Council and housing association receiving grant must sign up. This is similar to the grant agreement the Council signed as part of the infill phase 1 build programme. This report recommends that Cabinet accept the offer of grant and delegates the detail of negotiating the agreements to the Director of Housing, Regeneration and Planning in consultation with the Director of Finance and Cabinet Member for Housing and Estate Renewal. This funding will provide the most significant and critical proportion of the external funding required to achieve the target of delivering 1,000 new Council homes by 2022.

6.16. The GLA has also proposed a scheme to ring fence Right to Buy receipts as part of the Building Council Homes for London programme. This operates by the GLA agreeing that any Right to Buy receipts and interest it receives from central Government arising from Right to Buy disposals in the borough will be ring-fenced and made available to the Council as affordable housing grant. The GLA letter is attached at appendix 1 for information. If the Council signs up to the deal it will still receive and can still spend Right to Buy Receipts as at present. But

any receipts that it cannot spend within the three year limit could be recycled through the GLA and reallocated as grant to deliver new rented affordable homes, rather than being returned to the Government and lost to the Council as is currently required. It is proposed that the Council accept the Mayor's offer and commit to the intention to deliver a programme of housing developments on a three year rolling delivery programme, aligning with the delivery requirements of the receipts. This decision is, at this stage, an in-principle one which gives the Council an option for the future. It does not include a commitment to treat any retained receipts in this way immediately.

- 6.17. The GLA proposes to make the recycled Right-to-Buy grant funding available to the Council through a standard-form funding agreement. The Council will be able to claim grant not exceeding 30% of the full development costs of homes, as defined in the funding agreement. Under current rules, the landlord of the rented affordable homes delivered is required to be a Registered Provider at the point the homes are let, and, as with all Right to Buy receipts, the grant cannot be used in conjunction with other GLA affordable housing grant on individual homes.

## **7. Contribution to strategic outcomes**

- 7.1. Establishing the Council's housing development programme, whether delivered by the Company or in the HRA, will enable the Council to deliver new affordable homes in the borough. This supports the emerging 2019-2023 Borough Plan, which has as its first priority 'a safe, stable and affordable home for everyone, whatever their circumstances'. Outcome 1 of the housing priority in the emerging Borough Plan states that: 'We will work together to deliver the new homes Haringey needs, especially new affordable homes', with the specific objective of delivering 1,000 new Council homes at Council rents by 2022.
- 7.2. This aim is reflected in the Housing Strategy, in which the first objective is to: *"Achieve a step change in the number of new homes built"*. Under this objective the Strategy commits to *"Increase the supply of affordable homes for rent and for home ownership"* and that *"The Council will in particular aim to unlock the value in its own land to improve the viability of affordable housing"*.

## **8. Statutory officer comments**

### **Finance**

- 8.1. The report is recommending that a number of actions are taken in order to continue with the delivery of new Council homes on Council land.
- 8.2. The report is asking Members to accept the GLA offer of affordable housing grant and to add this to the Council's capital programme.
- 8.3. The report is asking Members to note the government announcement on the lifting of the HRA borrowing cap. The financial effect of this is currently being considered by officers and will be reported back to Members as part of the revised HRA business plan and will be incorporated into the Council's budget.
- 8.4. Prior to the revised HRA business plan being compiled the report is seeking a working capital budget of £4.4m to enable development work on sites to continue (and includes the payment to Sanctuary Housing Association for their work on the Ph2 infill sites). Care needs to be taken to ensure that the recommendations and the funding of them are in accordance with the budget and policy framework.
- 8.5. The report is recommending the establishment of a Housing development programme budget of £4.4m within the HRA capital programme to continue with the development works on the sites identified in the report. This budget is to be established by the following means.
- In 2018/19 it is recommended that the £1.516m S106 funding hitherto earmarked to support the Sanctuary Housing Association developments is redirected to the Housing development programme budget. This budget will also pay for Sanctuary's works to date on the sites (£0.338m), and to fund development work between.
- 8.6. The report is also recommending that £1.5m is vired from the HRA stock acquisition budget to the Housing development programme budget and that £1.4m is vired from the HRA - P5 Homes for Haringey (HFH) budget to the Housing development budget
- 8.7. In addition, the report is seeking approval to accept the grant offer of £62.858m from the GLA to support the delivery of homes in Haringey and to add that sum to the Council's capital programme. The grant is subject to a number of conditions and it is extremely important that these are adhered to as failure to do so may result in expenditure being incurred that will not be funded by the grant.
- 8.8. Agreement is sought to the Council signing-up to the Mayor of London's proposal to enable the Council to access the proposed ring-fence of right to buy receipts. This scheme appears to rely on the Council returning receipts plus interest to the government who in turn would pass the resources on to the GLA who would then allocate the funding to the Council as affordable housing grant. Cabinet at its meeting of 17<sup>th</sup> July 2018 agreed to the establishment of a

community benefit society (CBS) and that this would be partly funded through the application of the current stock of retained right to buy receipts plus future receipts.

- 8.9. It is not clear whether the affordable housing grant allocated via the mechanism described would be capable of being used to fund the CBS. However, it is noted that the signing up to the agreement does not give rise to an obligation to use the agreement at this stage and further advice should be sought on the implications of using the agreement before any receipts are transferred.

## **Legal**

- 8.10. The Assistant Director for Corporate Governance has been consulted on the content of this report and there is nothing within that would prevent the recommendations from being agreed.

- 8.11. The Council is proposing to dispose of land held within the Housing Revenue Account. The Council has the power under section 32 of the Housing Act 1985 to dispose each of these sites but must obtain the consent of the Secretary of State. Where the site is vacant no specific consent is required, instead the Council will be able to rely on the General Consent for the Disposal of land held for the purposes of Part II of the Housing Act 1985-2013 but the conditions set out in the consent must be complied with.

- 8.12. The Council has statutory power under section 1 of the Localism Act 2011 to do anything that individuals generally may do. Under the secondary power contained within section 111 of the Local Government Act 1972 the Council has power to do anything (whether or not involving the expenditure, borrowing or lending of money or the acquisition or disposal of any property or rights) which is calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions. The Council can therefore accept the grant from the GLA. The grant will come with certain conditions that the Council will need to comply with. Further legal advice will be required when these conditions are known (including any repayment requirements).

## **Procurement**

- 8.13. Strategic Procurement notes the contents of this report and is supportive in the proposal to establish a wholly owned company. There are no procurement implications in establishing the company. Property and land related transactions are not subject to Procurement Regulations.

## **Equalities**

- 8.13. The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

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

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

8.15. The decision is to agree the governance arrangements, funding arrangements, and business plan of the Company for housing development, and note the Council-owned sites identified as priority 1 in the development sites list to the Company.

8.16. The strategic objective of the Company to increase housing supply in Haringey by delivering new build Council-owned homes, including Council rented housing, intermediate rented housing, intermediate housing for sale, private rented housing, and market sale housing. Delivery of new Council rented housing is likely to have a positive impact on individuals in temporary accommodation as well as those who are vulnerable to homelessness. Data held by the Council suggests that women, young people, and BAME communities are over-represented among those living in temporary accommodation. Furthermore, individuals with these protected characteristics as well as those who identify as LGBT+ and individuals with disabilities are known to be vulnerable to homelessness, as detailed in the Equalities Impact Assessment of the Council's Draft Homelessness Strategy. As such, it is reasonable to anticipate a positive impact on residents with these protected characteristics.

8.17. Allocations for intermediate housing delivered through the Company will be made in line with the Council's Intermediate Housing Policy, approved by Cabinet in January 2018, and for which a full Equalities Impact Assessment was completed. Delivery of intermediate rented housing and intermediate housing for sale in line with the policy will primarily benefit individuals with fixed or lower incomes and social housing tenants. It follows that delivery of intermediate housing will have a positive impact for women, younger and older people, households where a member has a disability, BAME residents, and pregnant women and mothers of young children.

8.18. Delivery of private rented housing and market sale housing will cross-subsidise the supply of Council rented housing. Delivery of these types of housing will therefore have a positive impact on individuals with protected characteristics.

8.19. Delivery of mixed tenure developments will enable the Council to foster good relations between communities by facilitating diverse and sustainable communities.

8.20. Equalities considerations have been taken into account in the governance arrangements of the Company. Appropriate steps have been taken in order to ensure that there has been no direct or indirect discrimination at any stage in the appointment of the Board of Directors or the Shareholder Board. The Company's Articles of Association and Shareholder Agreement include appropriate equalities considerations.

8.21. Business cases will be brought to Cabinet on the development of the sites identified as priority 1. These business cases will be subject to Equalities Impact Assessments.

## **9. Use of appendices**

Appendix 1 GLA Right to Buy ring fence letter

Appendix 2 Equality Impact Assessment

GREATER LONDON AUTHORITY

**Department: Housing and Land**

Alan Benson  
Head of Housing,  
London Borough of Haringey,  
Civic Centre,  
High Road,  
Wood Green,  
London,  
N22 8LE

Date: 10 September 2018

Dear Alan,

**Ring-fencing of Right to Buy receipts (subject to contract)**

This letter confirms the GLA's intention to ring-fence Right to Buy receipts and interest for your Council.

The GLA agrees in principle that any Right to Buy receipts and interest it receives from central Government arising from Right to Buy disposals in your borough will be ring-fenced and made available to your Council as affordable housing grant.

The Mayor takes the view that it is up to councils to determine how Right to Buy receipts collected in their area are spent. While ring-fenced receipts reallocated as grant must be used to deliver new rented affordable homes in line with national requirements, the Mayor recognises, within this constraint, councils are free to determine the specific tenure of homes in which the money is invested.

This GLA proposal is underpinned by your intention (which is acknowledged by countersigning this letter) to deliver a programme of projects on a three-year rolling delivery programme, aligning with the delivery requirements of the receipts. The GLA is keen for this funding to accelerate delivery of new homes and will be flexible on a site-by site basis where external factors affect delivery.

The GLA proposes to make this grant funding available to your Council through a standard-form funding agreement. Your Council will be entitled to claim grant not exceeding 30 per cent of the full development costs of homes, as defined in the funding agreement. Under current rules, the landlord of the rented affordable homes is required to be a Registered Provider at the point the homes are let, and the grant could not be used in conjunction with other GLA affordable housing grant on individual homes.

The GLA may request information from the Council concerning the amount and timing of payments the Council makes to central Government in relation to Right to Buy receipts and interest.

The GLA will notify the Council if its proposal set out above changes and, by countersigning this letter, you acknowledge that the Council will notify the GLA in writing if it no longer intends to apply for grant under this proposal.

We look forward to continuing to work with you to deliver genuinely affordable homes for Londoners.

Yours,

A handwritten signature in black ink, appearing to read 'Neil Hook', written over a light grey rectangular background.

**Neil Hook**  
Head of Area NE  
Housing and Land

Countersignature by London Borough of Haringey

Name:

Role:

Signature:

Date:



## EQUALITY IMPACT ASSESSMENT

The **Equality Act 2010** places a '**General Duty**' on all public bodies to have '**due regard**' to the need to:

- Eliminating discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advancing equality of opportunity for those with 'protected characteristics' and those without them
- Fostering good relations between those with 'protected characteristics' and those without them.

This is known as the **Public Sector Equality Duty**.

In addition the Council complies with the Marriage (Same Sex Couples) Act 2013.

### Stage 1 – Screening

Please complete the equalities screening form. If screening identifies that your proposal is likely to impact on protected characteristics, please proceed to stage 2 and complete a full Equality Impact Assessment (EqIA).

### Stage 2 – Full Equality Impact Assessment

An EqIA provides evidence for meeting the Council's commitment to equality and the responsibilities under the Public Sector Equality Duty.

**When an EqIA has been undertaken, it should be submitted as an attachment/appendix to the final decision making report. This is so the decision maker (e.g. Cabinet, Committee, senior leader) can use the EqIA to help inform their final decision. The EqIA once submitted will become a public document, published alongside the minutes and record of the decision.**

Please read the Council's Equality Impact Assessment Guidance before beginning the EqIA process.

#### 1. Responsibility for the Equality Impact Assessment

<b>Name of proposal</b>	Development of vacant land to the Haringey Housing Company Limited for the development of affordable, intermediate and market housing
<b>Service area</b>	Housing & Growth
<b>Officer completing assessment</b>	Colin Keane
<b>Equalities/ HR Advisor</b>	Hugh Smith
<b>Cabinet meeting date (if applicable)</b>	13 November 2018
<b>Director/Assistant Director</b>	Helen Fisher, Director of Housing, Regeneration and Planning

#### 2. Summary of the proposal

*Please outline in no more than 3 paragraphs*

- *The proposal which is being assessed*
- *The key stakeholders who may be affected by the policy or proposal*
- *The decision-making route being taken*

The council is in the process of setting up a wholly owned housing development company which the council will own and control to develop new homes (social rented, shared ownership, intermediate rent and open market) for the benefit of Haringey residents.

The company will develop the homes on council owned land that is suitable for development and has been identified as being readily developable for disposal to the company.

This assessment looks at the impact of the development of this first tranche of 6 sites to be developed as part of the Council's housing programme. The key stakeholders who will be affected by this decision are residents close to the proposed sites and those people who will benefit from the new homes including council house tenants, households in temporary accommodation, homeless households and residents on the council's housing register.

The council's cabinet will make the decision to dispose of these sites to the housing company.

All future sites to be brought forward for disposal to the housing company will be accompanied by an updated equality impact assessment and will ensure decision makers pay due regard to their Public Sector Equality Duty.

**3. What data will you use to inform your assessment of the impact of the proposal on protected groups of service users and/or staff?**

*Identify the main sources of evidence, both quantitative and qualitative, that supports your analysis. Please include any gaps and how you will address these*

*This could include, for example, data on the Council's workforce, equalities profile of service users, recent surveys, research and results of relevant consultations, Haringey Borough Profile, Haringey Joint Strategic Needs Assessment and any other sources of relevant information, local, regional or national. For restructures, please complete the restructure EqIA which is available on the HR pages.*

<b>Protected group</b>	<b>Service users</b>	<b>Staff</b>
Sex	<ul style="list-style-type: none"> <li>▪ Haringey JSNA</li> </ul>	N/A
Gender Reassignment	We do not hold this data. The Equality and Human Rights Commission have published a national estimate	N/A
Age	<ul style="list-style-type: none"> <li>▪ Census 2011</li> <li>▪ Haringey JSNA</li> </ul>	N/A
Disability	<ul style="list-style-type: none"> <li>▪ Census 2011</li> <li>▪ Haringey JSNA</li> <li>▪ Home Office data regarding hate crime</li> </ul>	N/A
Race & Ethnicity	<ul style="list-style-type: none"> <li>▪ Census 2011</li> <li>▪ Haringey JSNA</li> <li>▪ Home Office data regarding hate crime</li> </ul>	N/A
Sexual Orientation	ONS Annual Population Data 2016	N/A
Religion or Belief (or No Belief)	<ul style="list-style-type: none"> <li>▪ Census 2011</li> <li>▪ Haringey JSNA</li> <li>▪ Home Office data regarding hate crime</li> </ul>	N/A
Pregnancy & Maternity	<ul style="list-style-type: none"> <li>▪ Census 2011</li> </ul>	N/A
Marriage and Civil Partnership	<ul style="list-style-type: none"> <li>▪ Census 2011</li> </ul>	N/A

**Outline the key findings of your data analysis. Which groups are disproportionately affected by the proposal? How does this compare with the impact on wider service users and/or the borough's demographic profile? Have any inequalities been identified?**

*Explain how you will overcome this within the proposal.*

*Further information on how to do data analysis can be found in the guidance.*

This section will cover two areas of:

1. Demographics
2. Wider socio-economic data

## 1. Demographics

The 7 development sites are spread across 5 wards in Haringey, from east to west. Because the exact locations of the sites are commercially sensitive, we have undertaken to gather information from across Haringey. We can infer the impact of development by using whole-borough data due to the geographical spread of the sites.

### A) Sex<sup>1</sup>

Haringey's gender split is 51.1% male and 49.9% female. The new affordable homes will be let to households on the top of the housing register who are predominately homeless, where 73% have female heads of household; or in temporary accommodation, where 75% have female heads of household. We can therefore conclude that women will be positively impacted by the proposal.

### B) Gender reassignment

We do not hold data on the number of people who are seeking, receiving or have received gender reassignment surgery, and there is not national data collected for this protected characteristic. The Equality and Human Rights Commission estimate that there is between 300,000-500,000 transgender people in the UK<sup>2</sup>. For the purposes of this EqIA, we will use the inclusive term Trans\* in order to represent the spectrum of transgender and gender variance.

We will need to consider the inequalities and discrimination experienced for this protected group.

### C) Age<sup>3</sup>

The table below outlines the age profile of Haringey residents. Haringey has a younger profile than London and England, and so young people may be over-represented among those impacted by construction. There is a disproportionate number of 25-59 year olds in temporary accommodation and a high proportion of households with children. More family accommodation will provide households in TA with a permanent home and stability for school age children.

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<sup>1</sup> Census 2011

<sup>2</sup> <https://www.equalityhumanrights.com/en/trans-inequalities-reviewed/introduction-review>

<sup>3</sup> Census 2011

Ward	All ages	0-19	%	20-64	%	65+	%
Alexandra	11795	3048	25.8%	7575	64.2%	1172	9.9%
Bounds Green	13725	3115	22.7%	9341	68.1%	1269	9.2%
Bruce Grove	14483	4086	28.2%	9183	63.4%	1214	8.4%
Crouch End	12395	2274	18.3%	9013	72.7%	1108	8.9%
Fortis Green	12488	3151	25.2%	7965	63.8%	1372	11.0%
Haringay	13272	2363	17.8%	9909	74.7%	1000	7.5%
Highgate	11632	2101	18.1%	8175	70.3%	1356	11.7%
Hornsey	12659	2777	21.9%	8845	69.9%	1037	8.2%
Muswell Hill	10784	2337	21.7%	7143	66.2%	1304	12.1%
Noel Park	13939	3369	24.2%	9391	67.4%	1179	8.5%
Northumberland Park	14429	4726	32.8%	8565	59.4%	1138	7.9%
St Ann's	14638	3248	22.2%	10149	69.3%	1241	8.5%
Seven Sisters	15968	5068	31.7%	9730	60.9%	1170	7.3%
Stroud Green	11758	2298	19.5%	8653	73.6%	807	6.9%
Tottenham Green	14580	3710	25.4%	9675	66.4%	1195	8.2%
Tottenham Hale	15064	4508	29.9%	9384	62.3%	1172	7.8%
West Green	13372	3246	24.3%	8854	66.2%	1272	9.5%
White Hart Lane	13431	4532	33.7%	7769	57.8%	1130	8.4%
Woodside	14514	3417	23.5%	9864	68.0%	1233	8.5%

#### D) Disability<sup>4</sup>

The following information was obtained in the 2011 Census where people reported limitations on day-to-day activities as a result of a disability or disabilities:

	Haringey	London	England and Wales
Day-to-day activity limited a lot	6.8%	6.7%	8.3%
Day-to-day activity limited a little	7.2%	7.4%	9.3%
Day-to-day activity not limited	86.0%	85.8%	82.4%
Day-to-day activity limited a lot: Age 16-64	3.8%	3.4%	3.6%
Day-to-day activity limited a little: Age 16-64	4.6%	4.2%	4.6%
Day-to-day activity not limited: Age 16-64	62.4%	61.5%	56.5%

The data shows that Haringey's proportion of residents whose day-to-day activity is limited a little or a lot is in line with the London average and below that for England and Wales. The need to deliver housing for Haringey residents with disabilities can therefore be considered to be consistent with that of London residents generally. It is also reasonable to conclude that individuals with disabilities will not be disproportionately impacted by construction relative to the populations of London and England and Wales.

We have information about homeless applicant's priority need. In 2015/16, 3% of applicants had a physical impairment and fewer than 5 applicants had a mental health or learning disability indicated as their priority need.

The new affordable homes developed will have at least 10% of homes specifically designed to meet the needs of households with a physical disability, increasing the stock of accessible

<sup>4</sup> Census 2011

accommodation in Haringey.

### E) Race and Ethnicity

The table below sets out the mix of residents within Haringey. Haringey has a higher proportion of residents who are recorded as White Other and BAME than London or England, and so these groups may be over-represented among those impacted by construction.

There is evidence to suggest that in the east of Haringey incomes are lower and there is a higher proportion of black residents. Therefore with lower incomes these residents will be more likely to benefit from increased affordable housing with access from the housing register. The same applies to homeless households and those in TA, of which 44% identify as black, 8% Asian and 8% Chinese/other.

	Haringey	London	England
White; English/Welsh/Scottish/N.Irish/British	34.68%	44.89%	79.75%
White Irish	2.75%	2.15%	0.98%
White; Gypsy or Irish Traveller	0.15%	0.10%	0.10%
White; White Other	22.97%	12.65%	4.58%
Mixed; White and Black Caribbean	1.90%	1.46%	0.78%
Mixed; White and Black African	1.02%	0.80%	0.30%
Mixed; White and Asian	1.47%	1.21%	0.63%
Mixed; Other mixed	2.10%	1.45%	0.53%
Asian/Asian British; Indian	2.33%	6.64%	2.62%
Asian/Asian British; Pakistani	0.75%	2.74%	2.10%
Asian/Asian British; Bangladeshi	1.73%	2.72%	8.23%
Asian/Asian British; Chinese	1.47%	1.52%	0.72%
Asian/Asian British; Other Asian	3.19%	4.88%	1.55%
Black African	9.04%	7.02%	1.8%
Black Caribbean	7.10%	4.22%	1.1%
Black Other	2.63%	2.08%	0.52%
Other Ethnic group; Arab	0.87%	1.30%	0.42%
Other Ethnic group; Any Other Ethnic	3.85%	2.14%	0.62%

### F) Sexual Orientation

We do not hold ward or borough level data on sexual orientation, and it is not collected nationally. However, the ONS estimates that 3.7% of Haringey's population are lesbian, gay or bisexual (LGB), which is the 15<sup>th</sup> largest LGB community in the country<sup>5</sup>. We will need to ensure that the inequalities and discrimination experienced by LGB people are considered throughout this EqlA, and as part of any decision to take the proposal forward.

### **G) Religion and Faith<sup>6</sup>**

The religion of residents is included in the table below. There is no significant evidence to suggest that any one particular religion will be disproportionately affected by the development of more affordable housing and the housing register's allocations policy has separately been assessed.

	<i>Haringey</i>	<i>London</i>	<i>England and Wales</i>
Christian	45.0%	48.5%	59.3%
Buddhist	1.1%	1.0%	0.4%
Hindu	1.8%	5.0%	1.5%
Jewish	3.0%	1.8%	0.5%
Muslim	14.2%	12.4%	4.8%
Sikh	0.3%	1.5%	0.8%
Other	0.5%	0.6%	0.4%
No religion	25.2%	20.7%	25.1%
Not stated	8.9%	8.5%	7.2%

### **H) Pregnancy and Maternity**

As stated in the age category, there is a higher percentage of women heading households in temporary accommodation and being accepted as homeless and generally on lower incomes. Pregnant women and mothers will benefit from additional affordable housing being developed across Haringey.

### **I) Marriage and Civil Partnership Status**

There is no significant evidence to suggest that the development of more affordable housing will impact adversely on marriage or civil partnership as the homes will be allocated to those people on the housing register.

## **2. Wider socio-economic data**

The development of more affordable housing will allow opportunities to tackle wider inequalities in the borough, as outlined below:

### **Community Pride and Housing**

The Council's Housing Strategy in October 2016 outlines the issues in regards to housing demand and supply in the borough. The strategy can be found here:

<http://www.minutes.haringey.gov.uk/ieListDocuments.aspx?CId=118&MId=7846&Ver=4>

<sup>5</sup><https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/articles/subnationalsexualidentityestimates/uk2013to2015#introduction>

<sup>6</sup> Census, 2011

The equality impact assessment for the Housing Strategy found that there were a range of inequalities in housing across Haringey, including:

- Female lone parents vulnerable to homelessness
- Disabled people and supported housing needs
- Black households are more vulnerable to homelessness and are less likely to engage with shared ownership schemes
- LGBT young people are more vulnerable to homelessness.

The housing company development programme intends to address these inequalities by providing 50% affordable housing, a range of bedroom sizes will be provided in order to meet the differentiated demand for housing.

The current tenure mix for Haringey, London and England are shown below;

<i>(Census 2011)</i>	<i>Haringey</i>	<i>London</i>	<i>England</i>
% Households Owned – 2011	38.8%	48.2%	63.5%
% Households Social Rented – 2011	26.7%	24.1%	17.6%
% Households Private Rented – 2011	31.5%	25.1%	16.7%

The homes developed will be tenure blind homes ensuring there is not a differentiation in quality and design. The development will provide communal outdoor space for all residents to use which will provide an opportunity to foster good relations between different protected groups.

**Safe and secure**

The ‘Secure by Design’ principle of the development will help groups effected by hate crimes to feel safer and allow all residents of the developments to feel part of a safer community and will help foster good relations between different protected groups.

**4. a) How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff?**

*Please outline which groups you may target and how you will have targeted them*

*Further information on consultation is contained within accompanying EqIA guidance*

Consultation will be undertaken as part of the planning application process and prior to start on site to ensure the least disruption to local people occurs. Lessons learned from the consultations and end of development reviews will feed into future development plans and equalities assessments.

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

*Explain how will the consultation’s findings will shape and inform your proposal and the decision making process, and any modifications made?*

The housing company will adopt an approach to community and stakeholder engagement in accordance best practice and the company’s Business Plan.



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**5. What is the likely impact of the proposal on groups of service users and/or staff that share the protected characteristics?**

*Please explain the likely differential impact on each of the 9 equality strands, whether positive or negative. Where it is anticipated there will be no impact from the proposal, please outline the evidence that supports this conclusion.*

Further information on assessing impact on different groups is contained within accompanying EqlA guidance

**1. Sex**

The housing company development programme will have a number of positive impacts for particular protected characteristics, including sex. This includes providing more housing to meet demand, including affordable housing. This could particularly benefit female led single parent households who are vulnerable to homelessness. In addition, the new development will provide a safer communities through their design, which will benefit women who will feel safer, particularly at night, as data held by the Council indicates that women are less likely to feel safe outside in their local area at night.

Positive	✓	Negative		Neutral impact		Unknown Impact	
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**2. Gender reassignment**

We do not hold data at a ward or borough level.

The new developments will make the local area feel safer, which will benefit trans\* people who are vulnerable to transphobic hate crime.

Positive	✓	Negative		Neutral impact		Unknown Impact	
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**3. Age**

The housing company development programme will have a number of positive impacts for individuals and groups with particular protected characteristics, including different age groups. This includes providing more housing to meet demand, including helping meet the housing needs of families with children who need different bedroom sizes. In addition, the new developments will provide a safe community, which will benefit children and young people as well as older people, providing opportunities through shared communal open spaces to foster good relations between different age groups.

Positive	✓	Negative		Neutral impact		Unknown Impact	
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**4. Disability**

The housing company development programme will have a number of positive impacts for individuals and groups with particular protected characteristics, including those with disabilities. This includes providing more housing to meet demand, including housing with adaptations for disabled residents to help them live independent lives. In addition, the new development will provide a safer community, which will benefit disabled people who may experience hate crime.

Positive	✓	Negative		Neutral impact		Unknown Impact	
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### 5. Race and ethnicity

The housing company development programme will have a number of positive impacts for individuals and groups with particular protected characteristics, including race and ethnicity. As established in the Housing Strategy, particular BAME communities are more likely to use and need social and affordable housing. In addition, the new developments will provide a healthier and safer community, which will benefit different BAME communities as they are more likely to experience health inequalities and be victims of crime, including hate crime. In addition, the new development will help foster good relations between different ethnic groups through provision of shared space.

Positive	✓	Negative		Neutral impact		Unknown Impact	
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### 6. Sexual orientation

We do not hold data at a ward or borough level and therefore cannot determine if this decision will disproportionately impact on this protected group. The developments will make the local area feel safer, which will benefit lesbian, gay and bisexual people who are vulnerable to homophobic and biphobia hate crime.

Positive	✓	Negative		Neutral impact		Unknown Impact	
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### 7. Religion or belief (or no belief)

There is no significant evidence to suggest one particular religious or belief group will benefit from the development of more homes, however, new development will provide a safer environment, which will benefit different religious communities as they are more likely to experience religious hate crime, in particular Anti-Semitic and Islamophobia hate crime.

Positive	✓	Negative		Neutral impact		Unknown Impact	
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### 8. Pregnancy and maternity

The housing company development programme will have a number of positive impacts for individuals and groups with particular protected characteristics including pregnant women and mothers. This includes providing more housing to meet demand, including affordable housing. This could particularly benefit female led single parent households who are vulnerable to homelessness. In addition, the new development will provide a safe community, which will benefit women as they are more likely to experience street crime.

Positive	✓	Negative		Neutral impact		Unknown Impact	
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### 9. Marriage and Civil Partnership

We are unable to assess the impact of the housing company's development programme on marriage and civil partnership as there is little data or empirical research.

Positive		Negative		Neutral impact		Unknown Impact	✓
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**Outline the overall impact of the policy for the Public Sector Equality Duty:**

- **Could the proposal result in any direct/indirect discrimination for any group that shares the protected characteristics?**
- **Will the proposal help to advance equality of opportunity between groups who share a protected characteristic and those who do not?**

**This includes:**

- a) **Remove or minimise disadvantage suffered by persons protected under the Equality Act**
- b) **Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups**
- c) **Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low**

- **Will the proposal help to foster good relations between groups who share a protected characteristic and those who do not?**

1. The proposal is not anticipated to result in any direct or indirect discrimination for any group that shares protected characteristics
2. The proposal will help to remove disadvantage experienced by particular groups by developing more affordable housing and thereby redressing a known inequality
3. The proposal ensures the Council is taking steps to meet the housing needs of protected persons
4. The proposal will help foster good relations through better and safer design as well as provision of shared space

**6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?**

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

Outcome	Y/N
<b>No major change to the proposal:</b> the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. <u>If you have found any inequalities or negative impacts that you are unable to mitigate, please provide a compelling reason below why you are unable to mitigate them.</u>	Y
<b>Adjust the proposal:</b> the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality. Clearly <u>set out below</u> the key adjustments you plan to make to the policy. If there are any adverse impacts you cannot mitigate, please provide a compelling reason below	
<b>Stop and remove the proposal:</b> the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.	

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**6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty**

Impact and which protected characteristics are impacted?	Action	Lead officer	Timescale
N/A			

**Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.**

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**6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:**

The performance of the housing company’s business plan, including any impact on protected groups, and reviews of completed developments will be reported to the council’s cabinet at least annually where the impacts can be reviewed and assessed.

**7. Authorisation**

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**8. Publication**  
*Please ensure the completed EqIA is published in accordance with the Council’s policy.*

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**Report for:** Cabinet – November 2018

**Title:** Authority Monitoring Report 2017/18

**Report authorised by:** Helen Fisher– Interim Director of Housing, Planning, Regeneration

**Lead Officer:** Matthew Paterson, 020 8489 4719,  
matthew.patterson@haringey.gov.uk

**Ward(s) affected:** N/A

**Report for Key/**

**Non Key Decision:** Non Key

## **1 Describe the issue under consideration**

- 1.1 The Authority Monitoring Report (AMR) is used to assess the effectiveness of Haringey's planning policies and to inform any future revisions to policies or their implementation.
- 1.2 This AMR covers the monitoring period 1st April 2017 to 31st March 2018. This is the fourth AMR prepared since the Corporate Plan 2015-18 was published. Therefore, in addition to covering planning policy performance the AMR will also engage with the priority outcomes covered by the service that are reflected in the Corporate Plan. This will help to set a framework for future reporting, where further opportunities for alignments with the Corporate monitoring process can be explored.

## **2 Cabinet Member introduction**

- 2.1 In addition to planning for and determining new development, it is equally important that we monitor the effectiveness of our Local Plan in delivering the right types and quality of homes, employment opportunities and service needed in Haringey. The Authority's Monitoring Report (AMR) sets out our current performance to date, highlighting where we are achieving and where we need to improve, including potential interventions to address issues or under-performance.
- 2.2 Against the 32 indicators we monitor, we are meeting the targets for 24, almost meeting 6, and not meeting on 2 – those two being the delivery of additional employment floorspace and buildings on the heritage at risk register. In respect of the former, some loss of existing employment floorspace was expected as a number of our old industrial estates transition to more intensive higher employment generating uses. However, we are starting to see the benefits of this regeneration with flourishing creative industries emerging in South Tottenham and Seven Sisters, which in turn is beginning to drive demand for new

employment floorspace. It is therefore expected that over the next 3-5 years, reporting against this indicator will begin to show a positive trend.

- 2.3 While we are blessed to have an abundance of heritage assets across Haringey, the number of buildings coming off the register through our positive interventions are unfortunately being replaced by the same number of new entries. We are therefore looking to trial a more proactive approach based around educating the owners of listed buildings about the value of their buildings, their responsibilities, and how best they can maintain them. Future monitoring will determine whether this new approach is having an effect in preventing buildings reaching the 'at risk' status.
- 2.4 As this AMR demonstrates, while we have delivered 6,500 new homes since 2011/12, build out rates are failing to keep pace with the substantial uplift in Haringey's housing target, which went from 820 to 1,502 homes under the 2015 London Plan. Despite having no control over when and how fast developers build out the homes we have granted them, the Government is looking to penalise local authorities for housing industry failures – through their new Housing Delivery Test. Future AMRs will begin to report on the implications of this, including the significant potential to make delivering our housing target even more challenging, and further erosion of local control over where homes should go, the types of housing needed to meet local needs, and the quality of development we aspire to.
- 2.5 On a more positive note, I am particularly pleased to note the performance of the Planning Service, which continues to be firmly within the top quartile in London.

### **3 Recommendations**

1. That Cabinet note that there were no comments that the Regulatory Committee asked to be put forward to Cabinet.
2. That Cabinet note the findings of the Authority's Monitoring Report (AMR) for the monitoring period 2017/18.
3. That Cabinet note the Authority's Monitoring Report (AMR) 2017/18 will be made available for public inspection, on the Council's website, in line with the statutory requirements.

### **4 Reasons for decision**

- 4.1 The publication of the Authority Monitoring Report is a requirement of the Planning and Compulsory Purchase Act 2004 (as amended) ("the Act"). Approval of the AMR 2017/18 for publication will ensure that the Council meets its statutory obligations for planning performance monitoring.

### **5 Alternative options considered**

- 5.1 The Act 2011 requires local planning authorities to produce monitoring reports. The Council considers that Haringey's existing procedure of annual monitoring is

an effective way for presenting the effectiveness of planning policies, within existing resources. As such, no other options were considered.

## 6 Background information

- 6.1 This AMR monitors the performance of the Council's adopted planning policies at the reporting period. The AMR does not review each planning policy individually rather it focuses monitoring on key policy objectives in order to assess overall outcomes in plan delivery.
- 6.2 The AMR broadly consists of 3 parts. Part 1 provides an update on local plan making and also highlights key changes in the national and regional planning framework. Part 2 sets out the performance outcomes for key policy objectives covering a range of topic areas. Part 3 summarises performance with regard to the handling of planning applications, appeals and enforcement decisions.

### Plan-making update

The following section responds mainly to Priority 4 which reflects the importance of an up-to-date Local Plan that sets out how much, where and when new homes and jobs will be created, and also helps to coordinate delivery of key infrastructure to support growth.

- 6.3 The 2017/18 period saw the adoption of Haringey's Local Plan. The Inspector's Report was received on 28th April 2017 which confirmed that, subject to the main modifications, the Plans are sound and provide an appropriate basis for the planning of Haringey and are therefore recommended for adoption. The Local Plan (incorporating the Inspector's changes) was subsequently progressed to Cabinet on 20th June 2017, which recommended its formal adoption by full Council.
- 6.4 Haringey's new Local Plan was adopted by a resolution of Full Council on 24th July 2017. Haringey now has a fully up-to-date framework for managing sustainable growth and investment and dealing with planning applications in line with the Corporate priorities.

### Wood Green AAP

- 6.5 In addition to the above documents, progress continues on the emerging Wood Green Area Action Plan. In November 2017, Cabinet approved a revised preferred option version of the AAP, which promotes site allocation providing for 6,400 new homes and over 120,000m<sup>2</sup> of commercial and retail floorspace. This has been revised down from over 7,200 new homes in the 2017 'Preferred Options' as a result of no decision being taken on Crossrail 2 to serve the area. Consultation on the preferred option stage of the Wood Green AAP commenced in February 2018 and concluded in March 2018. Results of the consultation are being analysed and it is expected that we will be consulting on a revised version in early 2019. The Direction of Travel for this revised version is that the Mall and Bury Road Car Park site allocation will no longer be a redevelopment option and instead the allocation will set out a refurbishment option. The Mall has indicated that it no longer supports a full redevelopment of the Mall and in making this

decision the Council has also taken account of representations made by the residents of the social housing located above the Mall. Key principles within this allocation will be facilitating a route through the Mall site from the High Road to Coburg Road/Mayes Road, investigating opportunities for the intensification of land parcels within the Mall site including for residential uses such as development on the petrol station site and car park/servicing areas, and activating appropriate current blank frontages. Work is also being undertaken on a number of the other site allocations, following representations, to increase the level of employment space on some sites. The Council is confident that it can still deliver significant and transformational change within the Town Centre and strengthen its performance as a Metropolitan Town Centre through the revised AAP.

### North London Waste Plan



- 6.6 The service also continues to support the preparation of the Joint North London Waste Local Plan, which underwent preferred option consultation in July 2015. Following concerns raised by Enfield about the implications of a new London Plan on the deliverability of the proposed waste strategy being advanced, preparation of the pre-submission version of the Plan has been delayed and it is expected to be consulted upon in early 2019.

#### Neighbourhood Planning

- 6.7 The Council has continued to support Neighbourhood Planning in the Borough.
- 6.8 A referendum was held on 6th July 2017 to determine whether electors in the Neighbourhood Area supported the adoption of a Highgate Neighbourhood Plan. The Plan passed the referendum with 88% approval thus becoming the first such plan to reach this stage in Haringey. Turnout was 18% which is comparably high for this type of vote in London and across the country. On 20th July 2017, Haringey formally made (adopted) the Highgate Neighbourhood Plan by way of Cabinet Member Signing. The Plan now forms part of Haringey's Statutory Development Plan and is used alongside the Local Plan and the Mayor's London Plan in determining planning applications.
- 6.9 The Following work with the local community, Haringey, Islington and Hackney Councils received applications seeking designation of a Neighbourhood Area and Neighbourhood Forum in Finsbury Park and Stroud Green in May 2018. The proposed neighbourhood area covers parts of each borough.
- 6.10 A public consultation was held on this proposed Forum and Area in May-June 2018. September 2018 Cabinet made a decision to designate the Finsbury Park and Stroud Green Forum and Neighbourhood Area. The Forum can now produce a 'neighbourhood plan' for their area; this is a statutory planning document which contains planning policies for the development and use of land in the neighbourhood and can be used in making decisions on planning applications in the area.

#### ***Highlights of key plan and policy performance outcomes***

- 6.11 This section of the AMR summarises key plan and policy performance outcomes across a range of topic areas, including housing, employment, environmental sustainability and strategic infrastructure funding. These topic areas are linked to Corporate Plan priority outcomes, as appropriate.

The following section responds to Priorities 4 and 5 which reflect the need to achieve a step change in the number of homes being built, and to ensure provision for high quality housing across a range of types and tenures.

#### Housing

6.12 Haringey needs to provide a minimum of 19,802 homes over the period from 2011 – 2026. The table below shows Haringey’s annual housing delivery performance since 2011. For the period 2017/18 the total net completions was 1,210 homes. This is circa 530 units up on previous years but still short of the annualised strategic housing target of 1,502 net dwellings. This results in our current shortfall against the cumulative housing target increasing from 1,009 to 1,301 homes. This shortfall can be made good over the period 2018 – 2023.

#### Completions 2011-2018

	11/12	12/13	13/14	14/15	15/16	16/17	17/18
Conventional Completions (net)	709	746	461	636	606	741	1,176
Non-Conventional (net)	646	492	-19	-40	0	-17	-16
Vacant units brought back into use	55	52	59	44	54	50	50
Overall Completions (net)	1,410	1,290	501	640	660	774	1,210
Cumulative Completions	1,410	2,700	3,201	3,841	4,501	5,275	6,485
Cumulative Target	820 (820)	820 (1,640)	820 (2,460)	820 (3,280)	1,502 (4,782)	1,502 (6,284)	1,502 (7,786)
Performance against target	590	1,060	741	561	-281	-1,009	-1,301

The table below sets out Haringey’s performance compared to other London Boroughs:

#### Average Number of Net Housing Completions by Borough 2013-2016 (source: London AMR 11, 12 & 13 and LB Haringey LDD)

No.	Borough	Net conv	Net non-conv	Vacants	Total	London Plan target	% of target
1	City of London	244	0	0	243	120	217%
2	Camden	625	869	57	1551	739	216%
3	Hillingdon	779	26	51	857	469	183%
4	Sutton	379	-39	66	406	261	176%
5	Lambeth	1336	669	191	2197	1317	165%
6	Richmond upon Thames	390	-16	50	424	268	156%
7	Merton	501	9	20	530	349	150%

8	Hammersmith and Fulham	575	373	-37	911	753	143%
9	Bexley	415	3	46	465	372	141%
10	Hounslow	746	-9	11	744	588	139%
11	Westminster	724	13	343	1081	869	129%
12	Brent	1110	346	38	1494	1218	126%
13	Wandsworth	1747	-76	91	1852	1366	120%
14	Hackney	1190	340	-4	1526	1305	117%
15	Harrow	540	4	-98	446	431	113%
16	Islington	1044	341	-39	694	1202	111%
17	Bromley	580	-28	39	591	547	106%
18	Kingston upon Thames	363	38	38	440	464	104%
19	Lewisham	1244	-6	-25	1213	1198	100%
20	Ealing	911	258	-117	1052	1025	99%
21	Croydon	1620	31	-307	1344	1365	98%
22	Newham	1605	340	115	2060	2331	88%
23	Waltham Forest	678	-9	19	689	794	86%
24	Kensington and Chelsea	519	-67	40	492	634	83%
25	Havering	762	0	129	891	1037	82%
26	Southwark	1391	318	-31	1678	2249	77%
27	Enfield	529	-11	-79	438	639	71%
28	Greenwich	1394	154	20	1569	2624	59%
29	Barking and Dagenham	723	-123	44	643	1121	58%
30	Haringey	586	-20	52	600	1407	57%

31	Tower Hamlets	1348	452	-19	1781	3234	52%
32	Redbridge	351	5	71	427	880	48%
33	Barnet	1326	-26	12	1312	2286	37%

### *Affordable housing*

6.13 A total of 250 affordable homes were built in 2017/18. The individual development schemes that delivered affordable housing last year were:

### Affordable Housing Completions in 2017/18

<b>Scheme</b>	<b>Gross Affordable Homes Delivered</b>	<b>% of Affordable Housing Units by Scheme</b>	<b>% of Affordable Housing Hab Rooms by Scheme</b>
St Lukes Woodside House (HGY/2013/2379)	48	30.2	24.2
The Saltram Close Housing Estate (HGY/2005/1257A)	11	100.0	100.0
St Ann's Police Station (HGY/2015/3729)	6	30.0	20.3
Nora Clegg House, 49 Oakfield Rd (HGY/2016/0951)	2	100.0	100.0
Anderton Court, Alexandra Park Rd (HGY/2014/3507)	5	100.0	100.0
Ednam House, Florence Rd (HGY/2014/2558)	2	100.0	100.0
Parking area, Whitbread Close (HGY/2014/3509)	4	100.0	100.0
Parking area 74-84 Fenton Rd (HGY/2014/3510)	7	100.0	100.0
56 Muswell Hill (HGY/2013/2069)	6	17.7	10.4
Highgate Magistrates Court (HGY/2014/2464)	26	31.7	30.4
Hornsey Depot (SA46) (HGY/2013/2019)*	133	33.0	34.0

\*St Ann's Police Station is a 28 unit scheme. 20 units were completed in 2017/18, include 6 affordable units. The remaining 8 units are programmed to complete in 2018/19. \*\*624 Tottenham High Road is a 42 unit scheme. The 30 market houses

were completed in 2017/18, with the remaining 12 affordable houses to complete in the 2018/19 period. \*\*\*The Hornsey Depot scheme was for a total of 440 units. 35 units (all affordable housing) were delivered in 2016/17, with the balance of the scheme (405) completing in 2017/18.

6.14 As shown above, there was a mix of small and large schemes that contributed towards the provision of new affordable housing. As per previous years, there were a number of 100% affordable housing scheme, mostly smaller development schemes. However, the bulk of the provision has come from a smaller number of major developments, with the Hornsey Depot scheme topping provision with a further contribution of 133 affordable housing units, in addition to the 35 affordable units delivered last year.

6.15 In 2017/18, 21.3% of all conventional housing was affordable. This figure does not change significantly when taken on a habitable rooms basis, suggesting that the affordable housing mix was much the same as the unit mix of all homes completed over 2017/18.

6.16 Over the plan period to date (2011-2018), 29.3% of all conventional housing delivered has been secured as affordable housing. This percentage increases significantly to 42.3% when taken on a habitable rooms basis, which is the policy requirement, demonstrating that the Council is achieving a greater portion of larger dwellings as affordable homes.

6.17 While the above demonstrates the position against all conventional housing delivered, the actual monitoring requirement, and therein, the target of 40%, is in respect of the portion of habitable rooms secured as affordable from major developments (i.e. those schemes delivering 10 or more units). Table 9 below therefore provides the breakdown of the portion of affordable units secured on major developments over the plan period by both unit and habitable rooms basis. NB: Both the gross affordable housing units and affordable housing habitable rooms differ from that provided in Table 8 due to Council and RSL-led affordable developments below the 10-unit threshold, such as the Phase 1 infills programme.

**Table 9: Affordable Housing Completions by Major Development Schemes 2011 - 2018**

Year	Net units all Majors	Habitable Rooms all Majors	Gross AH units on Majors	AH by Hab Rooms on Majors	AH % by Unit	AH % by Hab Rooms
2011/12	463	1,652	451	1,390	97.4%	84.1%
2012/13	547	1,553	407	1,161	74.4%	74.8%
2013/14	177	540	134	406	75.7%	75.2%
2014/15	428	1,269	357	1,130	83.4%	89.0%
2015/16	321	955	62	197	19.3%	20.6%
2016/17	281	1,975	188	568	66.9%	28.8%
2017/18	730	2,254	230	666	31.5%	29.5%

<b>Totals</b>	<b>2,947</b>	<b>10,198</b>	<b>1,831</b>	<b>5,518</b>	<b>62.1%</b>	<b>54.1%</b>
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6.18 Over the plan period to date, 62% of housing delivered through major developments within the borough have been secured as affordable homes. This decreases to 54% on a habitable rooms basis, due to the unit mix on Intermediate products (see Table 10 below). This level of affordable housing has been achieved through a number of RSL's taking up 100% of these larger schemes as affordable, including Brook House (222 units), Town Hall Approach (109 units), Lymington Avenue (66 units), Pretoria Road (52 units) & Protheroe House (50 units). In total, 16 major developments have been delivered as 100% affordable, providing 796 of the affordable homes secured.

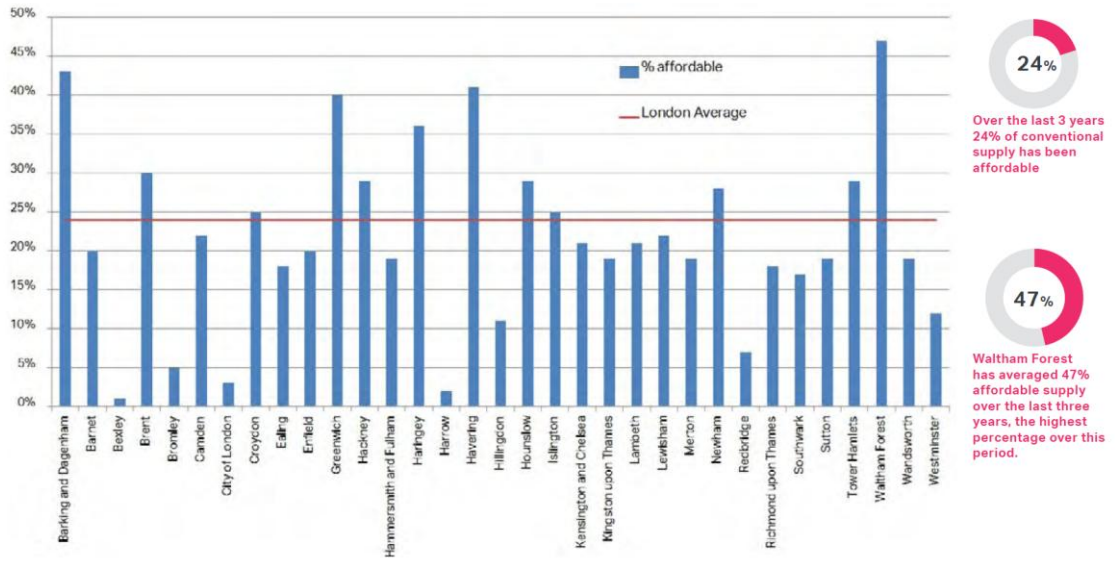
Year	Social Rent	Affordable Rent	Intermediate Inc. Shared ownership & Intermediate Rent	Total Affordable Housing Completions	Conventional Market Housing	Total All Conventional Housing Delivered
2011-12	189	0	269	<b>458</b>	251	709
2012-13	170	0	205	<b>375</b>	371	746
2013-14	38	9	84	<b>131</b>	330	461
2014-15	79	117	169	<b>365</b>	271	636
2015-16	0	27	35	<b>62</b>	544	606
2016-17	32	129	50	<b>211</b>	530	741
2017-18	50	60	140	<b>250</b>	926	1,176
<b>Totals</b>	<b>558</b>	<b>342</b>	<b>952</b>	<b>1,852</b>	<b>3,223</b>	<b>5,075</b>

- With respect to the tenure split of affordable housing, the above table shows the influence of the Government's policy, with respect to prioritising affordable rented affordable housing, with a demonstrable switch in delivery from social rented housing in 2014-15. This policy has become more relaxed in recent years, facilitating further provision of social rented housing as part of the affordable housing mix. This is significantly beneficial, as social rented housing better meets the needs of Haringey residents who are in housing need.
- Of these affordable homes delivered 30% of affordable housing has been delivered as Social Rented Housing, 18.5% as Affordable Rented Housing and 51.5% as Intermediate.

6.19

6.20 The table below sets out Haringey's performance over a three year average in this table extracted from the London Plan AMR 2016/17.

Figure 2.1 - Affordable Housing - Three Year Average Performance by Borough





The following section responds mainly to Priority 4 which reflects the need to deliver growth by creating an environment that supports investment and growth in business and jobs.

#### Employment land management

- 6.21 In 2017/18, planning permissions resulted in a total net loss of 18,987 (net) of employment (Class B) floorspace across the Borough. This loss comprised of: loss of 7,346sq m of B1 (business) floorspace; loss of 3,281sq m of B2 (general industrial) floorspace; and loss of 8,330sq m of B8 (storage and distribution) floorspace. It is important to note that this loss has not yet been realised – this will depend on whether the approved schemes are built out.
- 6.22 The majority of B1 floorspace lost in the reporting year was as a result of the granting of schemes at Hale Wharf (-4,881 of B8), 67 Lawrence Road (-2,073 B1), 640-656 High Road (-1,555 of B1), Zenith House (-925 B1) and Brantwood House (-1,555 B8). It should be noted that the majority of these losses were anticipated as there are site allocations in the Tottenham AAP or Site Allocations DPD. Further losses were as a result of changes to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), that allow for the change of use to Class C3 (dwellings) from Class B1a (offices) as permitted development, subject to a "prior approval" process that is relatively limited in its scope of considerations. This included the loss of 1,723 sqm on 8 schemes. There were some schemes however that did grant some substantial new office floorspace including at Land to the East of Cross Lane, Hornsey, which will deliver just over 1,000m<sup>2</sup> of B1 floorspace and the scheme at Hale Wharf, Tottenham, delivering 1,200m<sup>2</sup> of B1 floorspace. There was also over 1,300m<sup>2</sup> of B2 floorspace approved at 163 Tottenham Lane, Crouch End as part of a mixed use redevelopment.

#### Town centres

- 6.23 Haringey's town centre vacancy rates have decreased in recent years. When surveys were carried out in 2013, the overall local vacancy rate was 7%. Today the average is 4.2% which has remained lower than the national (14%) and London (9%) averages. The proportion of non-retail uses in Haringey's town centres is broadly consistent with local targets, which suggests that planning policies are supporting an appropriate balance of uses. However, in this last monitoring period vacancy rates have remained just above the maximum level sought in Seven Sisters, and so the Council will need to assess whether any measures are necessary to try and address the increase in vacancy rates. Town centres will continue to be regularly surveyed to ensure up-to-date evidence is available to inform planning decisions.

The following section responds mainly to Priority 3 and its focus on improving the environment, including parks and open spaces, to help make Haringey a point of destination where people will want to live and work.

#### Environmental sustainability



- 6.24 There was no net loss of designated open spaces or sites of biodiversity in the reporting period.
- 6.25 22 parks and open spaces managed by Haringey Council have been declared as being among the best in the country, recognised by the national Green Flag scheme. In addition four community gardens in Haringey have Green Flag status: The Gardens' Community Garden, Living Under One Sun Community Allotment, Lordship Community Woodland and Hornsey Church Yard.
- 6.26 An Open Space & Biodiversity Study was prepared to support the Local Plan preparation. It assesses sites across the Borough for nature conservation status. It also updates information on areas of public open space deficiency in the Borough, taking account of new population growth figures. There is scope for a review of this study to capture baseline evidence of smaller sites, which would give further support to their protection against inappropriate development.
- 6.27 Household recycling rates in Haringey had shown continued improvement in recent years, with 33% of household waste recycled or composted in 2017/18, which was up from 21% in 2006/07. The North London Waste Authority (NLWA) are working with partners to improve this and ensure the 2020 target of 50% is met.

The following section responds to Priority 4 and the objective to manage the impact of growth by reducing carbon emissions across the Borough.

- 6.28 The latest data on carbon emissions was published in 2018 by the Government Department of Energy and Climate Change. Over the period from 2005-2016, Haringey's carbon emissions decreased from 4.6 tonnes per capita to 2.7 tonnes per capita, a 40% decrease. Haringey is therefore for the first time able to meet the borough target to reduce by 40% emissions on the 2005 baseline by 2020.

6.29 Local Plan policies expect major development to be designed to deliver district energy networks. To support the delivery of District Energy Networks in Haringey, the Council has continued to work with partners to deliver 3 technical and feasibility assessments for its Growth Areas in Wood Green, Tottenham Hale and North Tottenham. All of these are now undergoing further assessment.

The following section responds to Priority 4 which emphasises the role of Community Infrastructure Levy funding and Section 106 agreements to ensure growth is appropriately supported with infrastructure.

6.30 There was an additional 5,338 m<sup>2</sup> of floorspace approved this monitoring year (net), the majority of which was for a new 25 consultation room GP surgery on the High Rd in Bruce Grove, and the refurbishment of Hornsey Town Hall. In terms of completed floorspace 2017/18 saw 8,651m<sup>2</sup> (net) additional D1/D2 floorspace built out including a substantial proportion at Highgate Junior School and the Channing School for new educational accommodation.

#### CIL and Planning Obligations

6.31 Haringey's Community Infrastructure Levy (CIL) came into effect on 1st November 2014. This is the third full monitoring year where CIL has been in effect. To date £4.6m has been collected for Haringey's CIL which will help fund projects identified in the published Regulation 123 list for strategic infrastructure. Of this £4.6m, £1.9 million was spent in 2016 on the expansion of Bounds Green Primary School and £851,582.20 is protected for spend as Neighbourhood CIL. A consultation on projects for Neighbourhood spend will commence shortly. In addition 5% of CIL collected is to be used for the administration of the collection and spend of CIL. This equates to £263,000 all of this money has been spent on staff costs and review of CIL rate costs.

6.32 The Council uses planning obligations (sometimes known as legal agreements or Section 106 agreements), where appropriate, to make unacceptable development acceptable in planning terms.

£mn	11/12	12/13	14/15	15/16	16/17	17/18	18/19	Total
Negotiated	21.898	4.238	6.548	3.716	3.898	3.249	5.95	49.50
Collected	2.068	4.019	0.992	2.867	2.104	1.843	0.007	13.9
Spent	0.419	5.755	0.743	1.693	0.158	3.92	0.133	12.82

6.33 In 2017/18, the Council secured over £3.2 million in Section 106 funds alongside affordable housing provision. This is similar to the contributions secured in the previous reporting year.

6.34 The spending of S106 funds during the 2017/18 financial year is set out in the table below, with spending broken down by broad planning obligation type.

#### **S106 Spend in 2017/18 by Obligation Type**

<b>Planning Obligation Type</b>	<b>Amount Spent</b>
Affordable Housing	1,571,954.52
Education	1,773,874.92
Employment	499,854.00
Highways/Transport	67,000.00
Recreation	5,600.00

There is currently circa £2.045m in S.106 funds that has been received and is awaiting allocation to works programmes and spend.

The following section responds to Priority 4 which emphasises the Council's role in enabling growth through timely planning decisions, and where the planning service is measured as a 'top quartile' service for speed, cost and quality.

### Development Management Performance

- 6.35 In 2017/18 the Council decided 3,404 planning applications consisting of 32 major applications, 606 minor applications, 1,197 householder and other applications. The number of major applications determined is similar to the previous year (35) but still significantly up from 2015/6 (19). It is expected this figure will rise in coming years.
- 6.36 The Council's performance in processing applications in 2017/18 has improved and is top quartile in London at 100% for Majors and 98% for Minors. Other applications have also improved and are now also top quartile in London at 99%. Performance has improved even further in the latter part of the year and it is expected to be top quartile in all categories in the next financial year.
- 6.37 In 2017/18, there were a total of 99 appeals on refusals decided by the Planning Inspectorate, with 39 appeals allowed (39.3%) and 60 appeals dismissed (60.7%). The proportion of appeals allowed in Haringey was a slight increase on the previous year (30.7%) but down from 2015/16 (41%).
- 6.38 The Planning Service continues to refine the new planning processes as implemented by the Systems Thinking Approach to further improve its performance.

### Planning enforcement

- 6.39 Enforcement of planning rules plays a role in delivering policy objectives. The Council is committed to reversing and preventing unauthorised uses and non-permitted development.
- 6.40 Performance over the monitoring period and since is:
- Complaints received 2017/18- 843
  - Enforcement notices served 2016/17 – 76
- 6.41 Performance has improved significantly over the year with notifications of decisions within the 8 week at 92%.
- 6.42 Further improvement of the Enforcement Service includes a plan to, amongst other things, make the service self-financing through proceeding with Proceeds of Crime Act (POCA) cases. These will be taken forward in the next financial year. The other key tenant of pursuing POCA is to reduce re-offending and also act as a deterrent to would be offenders.

## **7 Contribution to strategic outcomes**

- 7.1 The preparation of a Local Plan for Haringey aligns with our Corporate Plan vision and objectives to actively manage and drive growth and development across the borough, specifically:
- 7.2 **Priority 3 (Clean and Safe Environment)** by ensuring we continue to protect Haringey's natural environment and, where possible, increase and enhance provision, public access and use (where appropriate), on new development sites or through the use of s106 and CIL for off-site improvements.
- 7.3 **Priority 4 (Growth)** by maximising opportunities for significant residential and commercial growth and development targeted at areas of the Borough that can accommodate change and have the capacity to do so; priority 4 includes a specific commitment to focus regeneration and investment in Tottenham and Wood Green.
- 7.4 **Priority 5 (Housing)** by providing the policy framework necessary to enable the delivery of a significant numbers of new homes and policies controls necessary to ensure such growth and development results in a high quality and attractive residential amenity
- 7.5 Annual monitoring of the performance of the Local Plan policies also aids significantly in understanding how we are doing against these much broader corporate priority outcomes.

**8 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)**

**Finance and Procurement**

- 8.1 The cost of preparing this report and associated initiatives discussed within it have largely been met from the Planning base budget together with Planning Application and pre-application income. Strategic Procurement notes the contents of this report; however there are no procurement implications.
- 8.2 The Planning service provides a crucial role in supporting the Economic Growth priority. As external government funding continues to reduce, the Council is increasingly dependent on Council Tax and Business Rates income to fund its core activity and planning policy enables economic and housing growth, whilst making sure that this growth is not detrimental to the local area. The Community Infrastructure Levy (CIL), in conjunction with S106 payments are an increasingly important source of funding for the Council and provide financial support to infrastructure projects that are required to support a growing population.

**Legal**

- 8.3 The Assistant Director of Corporate Governance has been consulted on the preparation of this report and comments as follows.
- 8.4 The Council is required by virtue of s35 Planning and Compulsory Purchase Act 2004 (as amended), to prepare an annual report providing such information as is prescribed as to the implementation of the local development scheme; and the extent to which the policies set out in the local development documents are being

achieved. The report must contain the information specified in regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) (“the Regulations”).

- 8.5 The report must be in respect of a period which the authority considers appropriate in the interests of transparency, which begins with the end of the period covered by the authority's most recent report, and which is not longer than 12 months.
- 8.6 The Council must make these reports available to the public. And in addition must make any up to date information collected for monitoring purposes available in accordance with regulation 35 of the Regulations.

### **Equality**

- 8.7 In the exercise of its function as the local planning authority the Council is subject to the Public Sector Equalities Duty set out in section 149 of the Equalities Act 2010 which obliges the Council in performing its functions “to have due regard to the need to:
- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it”.
- 8.8 The AMR highlights developments in planning policy over the reporting period, including the Strategic Policies DPD and development of the Wood Green Area Action Plan. Equalities considerations form a key part of the evidence presented for review alongside our planning policies, through sustainability appraisal. As the AMR highlights, consultation with the public and key stakeholders has also been a key element of the review process.
- 8.9 The AMR also updates on performance outcomes for planning policy objectives. This is key to monitoring the contribution that planning policy makes to our Corporate Plan priorities, including to actively manage and drive growth which everyone can benefit from. Members are advised to note performance outcomes for completions of affordable housing units and employment projections as of particular relevance to our equality duty.

## **9 Use of Appendices**

- Appendix A: Authority Monitoring Report 2017/18

## **10 Local Government (Access to Information) Act 1985**

- Haringey Strategic Policies Local Plan (2013) and Alterations (2017)
- Haringey Development Management DPD (2017)
- Haringey Site Allocations DPD (2017)
- Tottenham Area Action Plan (2017)
- Wood Green Area Action Plan (2017)
- Haringey CIL Charging Schedule (2014)

- London Plan (2016)
- Mayor's CIL Charging Schedule (2012)
- Haringey Local Development Scheme (2016)
- North London Waste Authority Annual Monitoring Report (2016/17)

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# Authority Monitoring Report

2017/18



[www.haringey.gov.uk](http://www.haringey.gov.uk)

**Haringey**  
LONDON

## Executive Summary

The purpose of the Authority Monitoring Report (AMR) is to monitor the effectiveness of implementing Haringey's local planning policies. This year's AMR analyses performance for the period 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018. In doing so it draws upon data gathered since 2011 - the start of Haringey's Local Plan period - enabling trends to be identified and conclusions to be reached about whether the planning policies are achieving their intended outcomes or whether they, or our processes, need to be modified or revisited.

The AMR also monitors progress in the preparation of the Local Plan as well as the Council's performance in processing planning applications and appeals.

Consistent with previous AMRs, the 2017/18 report sets out information across 3 key areas:

- Local Plan making updates, along with highlights of key changes in the national and regional planning framework;
- Performance outcomes for key planning policy objectives covering a range of topic areas (including housing delivery, employment land management, environmental sustainability and strategic infrastructure); and
- Performance with regard to the handling of planning applications, appeals and enforcement decisions.

### Key findings

The following provides a brief summary of the main findings in the 2017/18 AMR:

#### *Plan-Making Performance*

- Haringey has replaced its Saved Unitary Development Plan (UDP) policies with a fully up-to-date Local Plan following the adoption of a suite of documents (**Strategic Policies consolidated with Alterations, Site Allocations DPD, Tottenham Area Action Plan and Development Management DPD**) in July 2017.
- Progress continues on the emerging **Wood Green Area Action Plan**. Following public consultation in February/March 2016 on various growth options, a 'Preferred Option' version of the AAP in January 2017, , Cabinet approved a revised preferred option version of the AAP in November 2017, which promotes site allocation providing for 6,400 new homes and over 120,000m<sup>2</sup> of commercial and retail floorspace. This has been revised down from over 7,200 new homes in the 2017 'Preferred Options' as a result of no decision being taken on Crossrail 2 to serve the area. Consultation on the preferred option stage of the Wood Green AAP commenced in February 2018 and concluded in March 2018. Results of the consultation are being analysed and will be reported in the next AMR.

- The Council adopted the **Highgate Neighbourhood Plan** in July 2017 and it now forms part of the statutory development plan. This is a cross-borough plan for the Highgate Neighbourhood Area covering parts of Haringey and Camden. The plan was adopted following an independent examination and successful referendum in which 88% of local area residents voted in support of the plan. Turnout for the referendum was 18% which is comparably high for this type of vote. Following this the Forum and Area were successfully re-designated following the statutory expiry of their designations after a public consultation.
- Following work with the local community, Haringey, Islington and Hackney Councils received applications seeking designation of a **Neighbourhood Area and Neighbourhood Forum in Finsbury Park and Stroud Green** in May 2018. The proposed neighbourhood area covers parts of each borough.
- A public consultation was held on this proposed Forum and Area in May-June 2018. The results of this will be reported to Cabinet in September 2018. If the applications are agreed by the council, there will be a designated Finsbury Park and Stroud Green Neighbourhood Area and a designated Finsbury Park and Stroud Green Neighbourhood Forum for the area. The Forum can then produce a 'neighbourhood plan' for their area; this is a statutory planning document which contains planning policies for the development and use of land in the neighbourhood and can be used in making decisions on planning applications in the area.

### *Effectiveness of Policy Implementation Performance*

#### Housing

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- Haringey needs to provide a minimum of 19,802 homes over the period from 2011 – 2026. For the period 2017/18 the total net completions was 1,210 homes. This is circa 530 units up on previous years but still short of the strategic housing target of 1,502 net dwellings per annum. This results in our current shortfall against the cumulative housing target increasing from 1,009 to 1,301 homes. As shown in the Five-Year Housing Land Supply, set out in Appendix A1, this shortfall can be made good over the period 2018 – 2023.
  - A total of 250 affordable homes were built in 2017/18. In the reporting year 21.3% of all conventional housing was affordable. This figure does not change significantly when taken on a habitable rooms basis, suggesting that the affordable housing mix was much the same as the unit mix of all homes completed over 2017/18.
  - Over the plan period to date (2011-2018), 29.3% of all conventional housing delivered has been secured as affordable housing. This percentage increases significantly to 42.3% when taken on a habitable rooms basis, which is the policy requirement, demonstrating that the Council is achieving a greater portion of larger dwellings as affordable homes.
  - Of these affordable homes delivered 30% of affordable housing has been delivered as Social Rented Housing, 18.5% as Affordable Rented Housing and 51.5% as Intermediate.
-

## Employment and Town Centres

- In 2017/18, planning permissions resulted in a total net loss of 18,987 (net) of employment (Class B) floorspace across the Borough. This loss comprised of: loss of 7,346sq m of B1 (business) floorspace; loss of 3,281sq m of B2 (general industrial) floorspace; and loss of 8,330sq m of B8 (storage and distribution) floorspace. It is important to note that this loss has not yet been realised – this will depend on whether the approved schemes are built out.
- The majority of B1 floorspace lost in the reporting year was as a result of the granting of schemes at Hale Wharf (-4,881 of B8), 67 Lawrence Road (-2,073 B1), 640-656 High Road (-1,555 of B1), Zenith House (-925 B1) and Brantwood House (-1,555 B8). Further losses were as a result of permitted development that allow for the change of use to Class C3 (dwellings) from Class B1a (offices). This included the loss of 1,723 sq m on 8 schemes.
- Haringey's town centre vacancy rates have decreased in recent years. When surveys were carried out in 2013, the overall local vacancy rate was 7%. Today the average is 4.2% which has remained lower than the national (14%) and London (9%) averages. However, rates in Bruce Grove and Seven Sisters are around 10% and will need to be closely monitored and work may need to be done to identify whether interventions are required.
- The proportion of non-retail uses in Haringey's town centres is broadly consistent with local targets, which suggests that planning policies are supporting an appropriate mix and balance of uses.

## Environmental Sustainability

- As with the previous 5 years, there was again no net loss in land designated as open space over 2017/18. This reflects the effectiveness of the Local Plan policies which strongly resist inappropriate development on and loss of open space.
- 22 parks and open spaces managed by Haringey Council have been declared as being among the best in the country, recognised by the national Green Flag scheme. In addition four community gardens in Haringey have Green Flag status: The Gardens' Community Garden, Living Under One Sun Community Allotment, Lordship Community Woodland and Hornsey Church Yard.
- Since 2011/12 there has been a steady improvement in the amount of household waste recycled, from 26.75% in 2011/12 to 37% in 2014/15. However, the monitoring year saw this dip back to 33% and so is not on track to reach 50% by 2020, the NLWA target. The Council will look to the NLWA to put in place appropriate initiatives to ensure future year's performance will get the Borough back on track to meet the 2020 of 50%.

- Over the period from 2005-2016, Haringey's carbon emissions decreased from 4.6 tonnes per capita to 2.7 tonnes per capita, a 40% decrease. Haringey is therefore for the first time able to meet the borough target to reduce by 40% emissions on the 2005 baseline by 2020.

#### CIL & Planning Obligations

- Haringey's CIL came into effect on 1st November 2014. In 2017/18 £1.8m was collected in local CIL, taking the total Haringey CIL collected to £4.6m. A further £20m has been issued in local CIL liabilities, which is to be paid upon development commencing.
- In 2017/18, the Council secured over £3.2 million in Section 106 funds alongside affordable housing provision.

#### *Development Management Performance*

- In 2017/18 the Council decided 3,404 planning applications consisting of 32 major applications, 606 minor applications, 1,197 householder and other applications. The number of major applications determined is similar to the previous year (35) but still significantly up from 2015/6 (19). It is expected this figure will rise in the coming years.
- The Council's performance in processing applications in 2017/18 has improved and is top quartile in London at 100% for Majors and 98% for Minors. Other applications have also improved and are now also top quartile in London at 99%. Performance has improved even further in the latter part of the year and it is expected to be top quartile in all categories in the next financial year.
- In 2017/18, there were a total of 99 appeals on refusals decided by the Planning Inspectorate, with 39 appeals allowed (39.3%) and 60 appeals dismissed (60.7%). The proportion of appeals allowed in Haringey was a slight increase on the previous year (30.7%) but down from 2015/16 (41%).
- The Planning Service continues to refine the new planning processes as implemented by the Systems Thinking Approach to further improve its performance.

<b>1</b>	<b>INTRODUCTION</b>	<b>6</b>
1.1	WHAT IS THE AUTHORITY MONITORING REPORT (AMR)?	6
1.2	THE REPORTING PERIOD	6
1.3	WHAT IS BEING MONITORED?	6
1.4	WHO IS THIS REPORT FOR?	6
1.5	STRUCTURE	7
<b>2</b>	<b>PLAN MAKING UPDATE</b>	<b>8</b>
2.1	BACKGROUND	ERROR! BOOKMARK NOT DEFINED.ERROR! BOOKMARK NOT DEFINED.
2.2	LOCAL DEVELOPMENT SCHEME	8
2.3	HARINGEY'S LOCAL PLAN	9
2.4	NEIGHBOURHOOD PLANNING	10
<b>3</b>	<b>PLAN AND POLICY PERFORMANCE OUTCOMES</b>	<b>12</b>
3.1	BACKGROUND	12
3.2	HOUSING DELIVERY	12
3.3	EMPLOYMENT AND TOWN CENTRES	24
3.4	ENVIRONMENTAL SUSTAINABILITY	30
3.5	DESIGN AND CONSERVATION	35
3.6	SUSTAINABLE TRANSPORT	39
3.7	INFRASTRUCTURE FUNDING AND DELIVERY	44
<b>4</b>	<b>DEVELOPMENT MANAGEMENT PERFORMANCE</b>	<b>51</b>
4.1	PLANNING APPLICATIONS	51
4.2	PLANNING APPEALS	51
4.3	ENFORCEMENT	52
<b>5</b>	<b>APPENDICES</b>	<b>53</b>
5.1	APPENDIX A: 5 YEAR HOUSING LAND SUPPLY	53
5.2	APPENDIX B: HOUSING TRAJECTORY	57

## 1 Introduction

### 1.1 What is the Authority Monitoring Report (AMR)?

- 1.1.1 The Council is required by section 35 of the Planning and Compulsory Purchase Act 2004, as amended by section 113 Localism Act 2011, to prepare an annual report providing such information to the implementation of the local development scheme; and the extent to which the policies set out in the local development documents are being achieved.
- 1.1.2 The AMR is used to assess the performance and effectiveness of Haringey's planning policies in delivering the key objectives of the Local Plan. The AMR also includes an update on the progress and implementation of the Council's Local Development Scheme (LDS), which sets the timetable for the preparation of future Local Plan documents.

### 1.2 The reporting period

- 1.2.1 This AMR covers the monitoring period 1<sup>st</sup> April 2017 to 31<sup>st</sup> March 2018. Information beyond this date is included where it helps to provide a more complete picture of planning performance.

### 1.3 What is being monitored?

- 1.3.1 The 2017/18 AMR assesses performance of Haringey's adopted planning policies, as set out in the Local Plan (2017).
- 1.3.2 Haringey's Strategic Policies Local Plan - first adopted in March 2013 and updated in July 2017 - includes a collection of monitoring indicators and targets. These have been used as the basis for assessing policies in this AMR.
- 1.3.3 This is also the third AMR prepared since Haringey's Corporate Plan 2015-18 was published. Where appropriate, the AMR references the monitoring of delivery against the Corporate Plan priorities alongside the monitoring of planning policy performance.
- 1.3.4 The AMR uses the most relevant and timely information available to the Council at the time of report preparation, including outcomes from non-planning services which contribute to delivering planning objectives.
- 1.3.5 The AMR does not attempt to measure and monitor each planning policy individually, but focuses on monitoring key policy objectives for which data is currently available, in order to assess overall outcomes in plan delivery.

### 1.4 Who is this report for?

- 1.4.1 The AMR is a means of publicising the achievements and progress of the Planning Service in Haringey and contains key data relating to the Borough's environment, social and economic wellbeing.
- 1.4.2 The AMR can help communities to understand the impact of their own engagement in the planning process, and can also be a useful tool for neighbourhood planning by

encouraging communities to engage in future policy making and helping them understand where neighbourhood plans sit in the wider context of planning for development and growth across the Borough.

1.4.3 The AMR can assist local Councillors in their scrutiny function and provides them with an overall view of the performance of the planning service.

1.4.4 Planning officers use the AMR to see successes in implementing planning policies and assess how and where improvements can be made to performance. Officers at the Greater London Authority (GLA) and neighbouring boroughs can also use Haringey's AMR to help inform their strategic plans.

## **1.5 Structure**

1.5.1 Consistent with previous monitoring reports, the AMR 2017/18 presents information across 3 key areas:

- Local Plan making updates, along with highlights of key changes in the national and regional planning framework;
- Performance outcomes for key planning policy objectives covering a range of topic areas (including housing delivery, employment land management, environmental sustainability and strategic infrastructure); and
- Performance with regard to the handling of planning applications, appeals and enforcement decisions.

1.5.2 Informed by findings for the reporting year, the AMR highlights key considerations for future policy monitoring, where appropriate.



## 2 Plan making update

*The following section responds mainly to **Corporate Plan Priority 4** which reflects the importance of an up-to-date Local Plan that sets out how, when and where new homes and jobs will be created, and also helps to coordinate delivery of key infrastructure to support growth.*

### 2.1 Local Development Scheme

- 2.1.1 All local planning authorities are required to have a Local Development Scheme (LDS) showing the Local Plan documents they propose to prepare and the timetable for doing so. Haringey's adopted LDS is available online at Haringey's Planning Policy webpage and can be accessed using this link: [Local Development Scheme](#).
- 2.1.2 The LDS is subject to regular review to take into account the changes to national and regional planning framework, local priorities and the need to programme the undertaking of local studies and public consultation into the plan production process.
- 2.1.3 The Council's LDS was revised in summer 2018 and will be reported to Cabinet later in the autumn. It sets out the work programme for the reporting year. It sees pre-submission consultation being undertaken on the North London Waste Plan, and the Wood Green Area Action Plan prior to Examination.
- 2.1.4 This is necessary to reflect work recommencing on the North London Waste Plan, and the additional Regulation 18 consultation (Preferred Option) which was undertaken on the Wood Green Area Action Plan in March 2018 as a result of no decision being taken on Crossrail 2, and the impact this has on development capacities.
- 2.1.5 The North London Waste Plan has been subject to delays to address concerns arising from uncertainty over the likely spatial strategy to be advanced through the new London Plan and concerns over waste apportionments in the Plan by other North London Boroughs. A revised LDS will be published in 2018 to revisit the timetable for the Wood Green AAP and NLWP.
- 2.1.6 The following table show the revised timetable for preparing the Local Plan documents.

**Table 2.1: Timetable for Preparing the Haringey Local Plan**

Development Plan Document	Stage	Timetable
Wood Green Area Action Plan	Issues & Options	February – March 2016
	Preferred Option 1	February – April 2017
	Preferred Option 2	February - March 2018
	Pre-submission	March 2019
	Submission	May 2019
	Examination	August 2019
	Adoption	December 2019
North London Waste Plan	Pre-submission	January 2019
	Submission	August 2019
	Examination	November 2019

	Adoption	April 2020
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2.1.7 The following sub-section of the AMR highlights progress made on the preparation of Local Plan documents.

## 2.2 Haringey's Local Plan

### Strategic Policies, Site Allocations DPD, Development Management DPD, Tottenham AAP

2.2.1 The 2017/18 period saw the adoption of a suite of Local Plan documents namely the alterations to the Strategic Policies, Site Allocations DPD, Development Management DPD, and the Tottenham AAP.

2.2.2 The Inspector's Report was received on 28th April 2017 which confirmed that, subject to a number of main modifications, the Plans are sound and provide an appropriate basis for the planning of Haringey and are therefore recommended for adoption. The Local Plan (incorporating the Inspector's changes) was subsequently progressed to Cabinet on 20th June 2017, which recommended its formal adoption by full Council.

2.2.3 Haringey's new Local Plan was adopted by a resolution of full Council on 24th July 2017. Haringey now has a fully up-to-date framework for managing sustainable growth and investment and dealing with planning applications in line with the Corporate priorities.

### Wood Green Area Action Plan

2.2.4 In the 2017/18 reporting year, work also continued on the preparation of the Wood Green Area Action Plan (AAP). The purpose of the AAP is to recognise the development potential within the Wood Green area, which includes significant Council landholdings, and the opportunities therein to strengthen the status of the Wood Green Metropolitan town centre.

2.2.5 Four broad development options were promoted for consultation in February – March 2016 based around different levels of intervention, including a single more centrally located Crossrail 2 station to serve the area.

2.2.6 Analysis of the comments received showed significant support for the options promoting higher levels of intervention with many respondents recognising the need to rejuvenate the town centre and stem the tide of major retailers leaving.

2.2.7 An initial Preferred Option was consulted on in February-April 2017, which showed continued support for significant regeneration of key sites within the area.

#### Latest position

2.2.8 In November 2017, Cabinet approved a revised preferred option version of the AAP, which promotes site allocation providing for 6,400 new homes and over 120,000m<sup>2</sup> of commercial and retail floorspace. This has been revised down from over 7,200 new

homes as a result of no decision being taken on Crossrail 2 to serve the area.

- 2.2.9 Consultation on the preferred option stage of the Wood Green AAP commenced in February 2018 and concluded in March 2018. Results of the consultation are being analysed and will be reported in the next AMR. It is expected that we will be consulting on a revised version in early 2019. The Direction of Travel for this revised version is that the Mall and Bury Road Car Park site allocation will no longer be a redevelopment option and instead the allocation will set out a refurbishment option. The Mall has indicated that it no longer supports a full redevelopment of the Mall and in making this decision the Council has also taken account of representations made by the residents of the social housing located above the Mall. Key principles within this allocation will be facilitating a route through the Mall site from the High Road to Coburg Road/Mayes Road, investigating opportunities for the intensification of land parcels within the Mall site including for residential uses such as development on the petrol station site and car park/servicing areas, and activating appropriate current blank frontages. Work is also being undertaken on a number of the other site allocations, following representations, to increase the level of employment space on some sites. The Council is confident that it can still deliver significant and transformational change within the Town Centre and strengthen its performance as a Metropolitan Town Centre through the revised AAP.

## **2.3 Neighbourhood Planning**

- 2.3.1 The Localism Act (2011) enables local communities, through neighbourhood forums, to prepare neighbourhood development plans. Once adopted, neighbourhood plans form part of Haringey's statutory development plan and can be used in the determination of planning applications. There are currently two designated forums in Haringey.

### **Highgate NP**

- 2.3.2 In the 2017/18 period the Council supported the Highgate Neighbourhood Forum in progressing its neighbourhood plan to adoption. This is a cross-borough plan covering parts of both Haringey and Camden Boroughs.

#### Latest position

- 2.3.3 On 11th April 2017 a 'Decision Statement' was agreed by Cabinet. The statement recommended that following an independent Examination in the previous AMR period that the neighbourhood plan, as modified, would meet the relevant statutory requirements and legal tests and should therefore proceed to a local referendum. With similar conclusions reached in Camden, the Councils proceeded to organise a referendum on the Highgate Neighbourhood Plan, which took place on 6th July 2017. Electors were asked: "Do you want the London Boroughs of Haringey and Camden to use the Neighbourhood Plan for Highgate to help them decide planning applications in the neighbourhood area?". Of votes cast 88% voted 'yes' (i.e. in favour of the plan). Turnout for the referendum was 18.2% which is comparably high for this type of vote.

- 2.3.4 On 20th July 2017, Haringey formally made (adopted) the Highgate Neighbourhood Plan by way of Cabinet Member Signing. The Plan now forms part of Haringey's Statutory Development Plan and is used alongside the Local Plan and the Mayor's London Plan in determining planning applications. Following this the Forum and Area were successfully re-designated following the statutory expiry of their designations after public consultation.

#### **Crouch End NP**

- 2.3.5 In September 2015, the Council received an application from a Crouch End community group for the proposed Crouch End Neighbourhood Area and Neighbourhood Forum. Both the Neighbourhood Area and Forum were formally designated by the Council on 15th December 2015. The Council will continue to support the Forum in the preparation of its Plan which is ongoing.

#### **Finsbury Park and Stroud Green Neighbourhood Area and Forum**

- 2.3.6 Following work with the local community, Haringey, Islington and Hackney Councils received applications seeking designation of a Neighbourhood Area and Neighbourhood Forum in Finsbury Park and Stroud Green in May 2018. The proposed neighbourhood area covers parts of each borough.
- 2.3.7 A public consultation was held on this proposed Forum and Area in May-June 2018. The results of this will be reported to Cabinet in September 2018. If the applications are agreed by the council, there will be a designated Finsbury Park and Stroud Green Neighbourhood Area and a designated Finsbury Park and Stroud Green Neighbourhood Forum for the area. The Forum can then produce a 'neighbourhood plan' for their area; this is a statutory planning document which contains planning policies for the development and use of land in the neighbourhood and can be used in making decisions on planning applications in the area.

### 3 Plan and policy performance outcomes

#### 3.1 Background

3.1.1 This section of the AMR discusses key plan and policy performance outcomes across a range of policy topic areas, including housing, employment, environmental sustainability and strategic infrastructure funding. These topic areas are linked to Corporate Plan priority outcomes, as appropriate.

#### 3.2 Housing delivery

*The following section responds to Corporate Plan Priority 4 and Priority 5 which reflect the need to achieve a step change in the number of homes being built, and to ensure provision for high quality housing across a range of types and tenures.*

##### Housing delivery

Objective / Policy	Indicator COI H1	Target	On Target
SP/1/ CP4/5	Number of net additional dwellings built each year as monitored through the AMR	Deliver 19,802 net new dwellings over the plan period to 2026	

3.2.1 Haringey needs to provide a minimum of 19,802 homes over the period from 2011 – 2026. Table 3.1 below shows Haringey's annual housing delivery performance since 2011. For the period 2017/18 the total net completions was **1,210 homes**. This is circa 530 units up on previous years but still short of the annualised strategic housing target of 1,502 net dwellings. This results in our current shortfall against the cumulative housing target increasing from 1,009 to 1,301 homes. As shown in the Five-Year Housing Land Supply, set out later in this paper, this shortfall can be made good over the period 2018 – 2023.

**Table 3.1: Housing Delivery April 2011 to March 2018**

	11/12	12/13	13/14	14/15	15/16	16/17	17/18
Conventional Completions (net)	709	746	461	636	606	741	1,176
Non-Conventional (net)	646	492	-19	-40	0	-17	-16
Vacant units brought back into use	55	52	59	44	54	50	50
Overall Completions (net)	1,410	1,290	501	640	660	774	1,210
Cumulative Completions	1,410	2,700	3,201	3,841	4,501	5,275	6,485
Cumulative Target	820	820	820	820	1,502	1,502	1,502
	(820)	(1,640)	(2,460)	(3,280)	(4,782)	(6,284)	(7,786)
Performance against target	590	1,060	741	561	-281	-1,009	-1,301

#### Housing Delivery Test

3.2.2 In addition to the requirement to identify a supply of deliverable sites, the draft NPPF introduces a new 'delivery' test, which is measured on performance against the published borough housing target over the previous three years. Where delivery is less than 95% of the housing requirement, an action plan is required to be published by the Council to identify actions to boost delivery. Where less than 85%, a 20% buffer will be triggered. Where below 75% the 'presumption in favour of sustainable development' will kick in. For the November 2018 delivery figures, the presumption in favour would apply where less than 25% of the requirement has been delivered over the previous three years, rising to 45% in 2019 and 75% in 2020.

3.2.3 Based on the above figures, Haringey's delivery against target over the last three years is **58.7%**.

### 2017/18 Completions in Detail

3.2.4 The gross residential development amounted to 1,345 units over the year. This netted to 1,176 conventional housing completions. 16 non-conventional homes were lost through conversion to conventional housing and 50 vacant units were brought back into residential use. This resulted in **a net overall completion figure for the 2017/18 period of 1,210 homes.**

3.2.5 The 1,176 net conventional homes comprised 730 dwellings from 10 major development schemes (i.e. developments delivering 10 or more homes). The remaining 446 (38%) dwellings came from 239 small development sites.

3.2.6 Major developments that completed over the last year included:

**Table 3.2: Major Scheme Completions over 2017/18**

Scheme	Permission Type	Net Dwellings
Beacon Lodge (HGY/2015/1820)	Full	10
St Lukes Woodside House (HGY/2013/2379)	Full	101
The Saltram Close Housing Estate(HGY/2005/1257A)	Full	11
Raglan Hall Hotel (HGY/2015/3730)	Full	18
St Ann's Police Station (HGY/2015/3729)*	Full	20
624 Tottenham High Road (HGY/2009/1532)**	Full	30
Canning Crescent (HGY/2015/2609)	Full	19
56 Muswell Hill (HGY/2013/2069)	Full	34
Highgate Magistrates Court (HGY/2014/2464)	Full	82
Hornsey Depot (SA46) (HGY/2013/2019)***	Full	405 (440)

\*St Ann's Police Station is a 28 unit scheme. 20 units were completed in 2017/18, include 6 affordable units. The remaining 8 units are programmed to complete in 2018/19. \*\*624

Tottenham High Road is a 42 unit scheme. The 30 market houses were completed in 2017/18, with the remaining 12 affordable houses to complete in the 2018/19 period. \*\*\*The Hornsey Depot scheme was for a total of 440 units. 35 units (all affordable housing) were delivered in 2016/17, with the balance of the scheme (405) completing in 2017/18.

3.2.7 Of the above major development schemes, most notable is the Hornsey Depot scheme, which contributed 440 net dwellings in total to the borough's housing stock, including 168 net new affordable homes and a 3,250m<sup>2</sup> foodstore.

3.2.8 For the period 2017/18, the breakdown of completions by development type was as follow:

**Table 3.3: Breakdown by Development Type 2017/18**

Development Type	Permission Type	Net Units	% of Total Net Units	No. of Schemes
New Build	Full / Reserve Matters	851		81
	Lawful Dev Cert	3		1
		<b>854</b>	<b>72.6%</b>	<b>82</b>
Extension	Full / Reserve Matters	51		20
	Lawful Dev Cert	1		1
		<b>52</b>	<b>4.4%</b>	<b>21</b>
Conversion	Full / Reserve Matters	57		64
	Lawful Dev Cert	95		35
		<b>152</b>	<b>12.9%</b>	<b>99</b>
Change of Use	Full Planning Permission	84		31
	Prior Approvals	28		13
	Lawful Dev Cert	6		3
		<b>118</b>	<b>10.3%</b>	<b>47</b>
<b>Totals</b>		<b>1,176</b>	<b>100%</b>	<b>249</b>

3.2.9 As shown above, the bulk of all new housing (854 homes) were delivered via new build developments through 82 schemes (10 majors). 152 new homes came forward through changes of use and, therein, 28 homes via prior approvals for either office or retail units to residential use over which the Council has little control. It should be noted that these Prior Approval homes were delivered at the expense of the potential loss of local jobs and employment opportunities.

3.2.10 As with previous years, there continues to be a significant number of new dwellings created through Lawful Development Certificates – 105 net new homes through 40 schemes. Again, these are developments over which the Council, if it has not intervened before a set period of time, has little control over.



3.2.11 It should also be noted that Prior Approvals and Lawful Development Certificates, even if classified as a major development, are not required to provide a proportion of affordable housing or to mitigate the impact of these new homes on requirements for physical or social infrastructure via s106 obligations. There are also issues with respect to the resulting housing mix and the density of these schemes, which is further elaborated below.

## Housing Mix

3.2.12 Table 3.4 below shows the housing mix provided for through the total net new dwellings delivered in 2017/18. The bulk of new housing (83.8%) were 1 and 2 bed homes. 80 units were bedsits or studio units, which in general are not supported by the Council unless justified by site circumstances. Not surprisingly, the majority of provision came via prior approvals and Lawful Development Certificate (69 units).

3.2.13 111 three-bedroom homes were added to the existing housing stock, with both major and minor developments contributing to this provision. A further 20 larger family homes (4 bedrooms or more) were also provided for through the major development schemes. However, all gains were offset by the loss of 20 existing larger properties to conversion to flats.

**Table 3.4: Housing Mix in 2017/18**

	<b>Bedsit / Studio</b>	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>4 Bed +</b>	<b>Habitable Rooms</b>
Major Development Schemes	20	196	429	65	20	2,254 (65.2%)
%	2.7%	26.8%	58.7%	8.3%	2.7%	
Small Site Schemes	60	172	188	46	-20	1,198 (34.7%)
%	12.9%	36.9%	40.3%	9.9%	-	
<b>Totals by units</b>	<b>80</b>	<b>368</b>	<b>617</b>	<b>111</b>	<b>0</b>	
<b>Total by %</b>	<b>6.8%</b>	<b>31.3%</b>	<b>52.5%</b>	<b>9.4%</b>	<b>0%</b>	<b>3,452 (100%)</b>

3.2.14 The mix of major development schemes were heavily weighted towards 2 bed dwellings (58.7%). As a result, the overall, housing mix provided in 2017/18 was also weighted towards 2 bed dwellings, and significantly toward smaller dwelling sizes – 90.6% being 2 bedrooms or less. Prior approvals and Certificates of Lawful Development are certainly contributed to this trend in both the provision of bedsits and 1 bed dwellings, but also in the reduction of 4 or more bed houses – effectively a ‘double impact’.

**Table 3.5: Housing Mix by Prior Approvals & Cert of Lawful Dev 2017/18**

Type	Bedsit /	1 Bed	2 Bed	3 Bed	4 Bed +
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	<b>Studio</b>				
Prior Approvals	11	9	8	0	0
Cert Law Dev	64	56	12	-2	-25
<b>Totals</b>	<b>75</b>	<b>65</b>	<b>20</b>	<b>-2</b>	<b>-25</b>

3.2.15 With respect to the number of habitable rooms delivered (see Table 4), the 10 major developments provided 2,254 habitable rooms. By contrast, the 239 small site developments yielded significantly less habitable rooms (1,198), demonstrating the significant benefit a relatively small number of large scale comprehensive developments can have in making the greatest contribution to meeting housing needs and, in particular, the provision of larger units, including family homes.

3.2.16 Table 3.6 below provides the housing mix delivered by all conventional housing completed over the plan period to the end of March 2018. This shows the vast majority of new houses delivered are 1 & 2 bedroom dwellings (85.5%) and that there has been an overall loss in 4 or more-bedroom housing, with 213 family homes taken out of Haringey's overall housing stock in the past 7 years. This loss in family housing is again attributed to conversions and Certificates of Lawful Use. However, the losses in recent years have not been as high as how it was experienced earlier in the plan period, which could be attributed to Local Plan policies limiting the conversion of family housing in certain parts of the borough.

**Table 3.6: Housing Mix Delivered 2011 - 2018**

<b>Year</b>	<b>Net Homes</b>	<b>Bedsit / Studio</b>	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>4 Bed +</b>	<b>Habitable Rooms</b>
2011/12	709	-101 (-%)	389 (43.6%)	384 (43%)	120 (13.4%)	-83 (-%)	1,931
2012/13	746	-18 (-%)	297 (37.8%)	382 (48.6%)	107 (13.6%)	-22 (-%)	2,119
2013/14	461	25 (4.8%)	195 (37.9%)	235 (45.6%)	60 (11.7%)	-54 (-%)	1,096
2014/15	636	14 (2%)	282 (41.9%)	285 (42.3%)	92 (13.8%)	-37 (-%)	1,671
2015/16	606	103 (17.1%)	221 (36.5%)	237 (39.1%)	38 (6.3%)	7 (1%)	1,488
2016/17	741	60 (7.8%)	310 (40.5%)	311 (40.7%)	84 (11.0%)	-24 (-%)	1,889
2017/18	1,176	80 (6.8%)	362 (31.2%)	617 (52.4%)	111 (9.4%)	0 (0%)	3,452
<b>Total</b>	<b>5,075</b>	<b>163 (3.2%)</b>	<b>2,056 (40.5%)</b>	<b>2,451 (48.2%)</b>	<b>612 (12%)</b>	<b>-213 (-%)</b>	<b>13,646</b>

## Densities

3.2.17 It is only the density of major developments that the Council monitors, as small site developments often involve conversions, infilling or extensions that neither remove or add to existing housing on a site, and therefore, makes it extremely difficult to determine the actual density being achieved.

3.2.18 Of the 10 major developments to complete in 2017/18, these range in densities from 210 dwellings/ha to 65 dwellings/ha. Public transport accessibility and the surrounding character play a significant part in the variations experienced. However, all were within the density ranges set out in the London Plan.

### Affordable housing

Objective / Policy	Indicator COI H4	Target	On Target
SP1 / CP4/5	Percent of dwellings that are affordable (social/affordable rent and intermediate housing)	40% of net new dwellings over the plan period to 2026, with an overall split of 60/40 social/intermediate	

3.2.19 A total of **250** affordable **homes** were built in 2017/18. The individual development schemes that delivered affordable housing last year were:

**Table 3.7: Affordable Housing Completions in 2017/18**

Scheme	Gross Affordable Homes Delivered	% of Affordable Housing Units by Scheme	% of Affordable Housing Hab Rooms by Scheme
St Lukes Woodside House (HGY/2013/2379)	48	30.2	24.2
The Saltram Close Housing Estate (HGY/2005/1257A)	11	100.0	100.0
St Ann's Police Station (HGY/2015/3729)	6	30.0	20.3
Nora Clegg House, 49 Oakfield Rd (HGY/2016/0951)	2	100.0	100.0
Anderton Court, Alexandra Park Rd (HGY/2014/3507)	5	100.0	100.0
Ednam House, Florence Rd (HGY/2014/2558)	2	100.0	100.0
Parking area, Whitbread Close (HGY/2014/3509)	4	100.0	100.0
Parking area 74-84 Fenton Rd (HGY/2014/3510)	7	100.0	100.0
56 Muswell Hill (HGY/2013/2069)	6	17.7	10.4
Highgate Magistrates Court	26	31.7	30.4

(HGY/2014/2464)			
Hornsey Depot (SA46) (HGY/2013/2019)*	133	33.0	34.0

\*35 affordable homes were delivered on the Hornsey Depot site last year – the above therefore represents the balance of the scheme delivered in 2017/18. NB: the % affordable figures are for the scheme as a whole.

3.2.20 As shown above, there was a mix of small and large schemes that contributed towards the provision of new affordable housing. As per previous years, there were a number of 100% affordable housing scheme, mostly smaller development schemes. However, the bulk of the provision has come from a smaller number of major developments, with the Hornsey Depot scheme topping provision with a further contribution of 133 affordable housing units, in addition to the 35 affordable units delivered last year.

3.2.21 Table 3.8 below provides a breakdown of affordable housing completions over the plan period to date by total net units completed and by habitable rooms. NB: The total net completions exclude non-conventional housing while the gross number of affordable homes delivered excludes any direct acquisitions made by the Council.

3.2.22 In 2017/18, 21.3% of all conventional housing was affordable. This figure does not change significantly when taken on a habitable rooms basis, suggesting that the affordable housing mix was much the same as the unit mix of all homes completed over 2017/18.

3.2.23 Over the plan period to date (2011-2018), 29.3% of all conventional housing delivered has been secured as affordable housing. This percentage increases significantly to 42.3% when taken on a habitable rooms basis, which is the policy requirement, demonstrating that the Council is achieving a greater portion of larger dwellings as affordable homes.

**Table 3.8: Affordable Housing Delivered Against All Housing Completed 2011 - 2018**

Year	Total Net Units	Total Hab Rooms	Gross No. of AH Units	AH Hab Rooms	% of AH Unit	% of AH by Hab Rooms
2011/12	709	1,931	458	1,428	64.6%	74.0%
2012/13	746	2,119	407	1,161	54.6%	54.8%
2013/14	461	1,096	134	406	29.1%	37.0%
2014/15	636	1,671	365	1,152	57.4%	68.9%
2015/16	606	1,488	62	197	10.2%	13.2%
2016/17	741	1,889	211	669	28.5%	35.4%
2017/18	1,176	3,452	250	743	21.3%	21.5%
<b>Totals</b>	<b>6,451</b>	<b>13,646</b>	<b>1,887</b>	<b>5,756</b>	<b>29.3%</b>	<b>42.3%</b>

3.2.24 While the above demonstrates the position against all conventional housing delivered, the actual monitoring requirement, and therein, the target of 40%, is in respect of the portion of habitable rooms secured as affordable from major developments (i.e. those schemes delivering 10 or more units). Table 3.9 below therefore provides the breakdown of the portion of affordable units secured on major developments over the plan period by both unit and habitable rooms basis. NB: Both the gross affordable housing units and affordable housing habitable rooms differ from that provided in Table 8 due to Council and RSL-led affordable developments below the 10-unit threshold, such as the Phase 1 infills programme.

**Table 3.9: Affordable Housing Completions by Major Development Schemes 2011 - 2018**

Year	Net units all Majors	Habitable Rooms all Majors	Gross AH units on Majors	AH by Hab Rooms on Majors	AH % by Unit	AH % by Hab Rooms
2011/12	463	1,652	451	1,390	97.4%	84.1%
2012/13	547	1,553	407	1,161	74.4%	74.8%
2013/14	177	540	134	406	75.7%	75.2%
2014/15	428	1,269	357	1,130	83.4%	89.0%
2015/16	321	955	62	197	19.3%	20.6%
2016/17	281	1,975	188	568	66.9%	28.8%
2017/18	730	2,254	230	666	31.5%	29.5%
<b>Totals</b>	<b>2,947</b>	<b>10,198</b>	<b>1,831</b>	<b>5,518</b>	<b>62.1%</b>	<b>54.1%</b>

3.2.25 Over the plan period to date, 62% of housing delivered through major developments within the borough have been secured as affordable homes. This decreases to 54% on a habitable rooms basis, due to the unit mix on Intermediate products (see Table 10 below). This level of affordable housing has been achieved through a number of RSL's taking up 100% of these larger schemes as affordable, including Brook House (222 units), Town Hall Approach (109 units), Lymington Avenue (66 units), Pretoria Road (52 units) & Protheroe House (50 units). In total, 16 major developments have been delivered as 100% affordable, providing 796 of the affordable homes secured.

3.2.26 In addition, the borough's largest development to date, Hale Village, achieved 61.7% affordable by units and 57.1% by habitable rooms, while others also achieved above target – land rear of 34 Great Cambridge Road (38.5% by unit and 58.3% by HR), Former Hornsey Central Hospital (35.7% by unit and 40.2% by HR), 193-197 Broad Lane (44.9% by unit and 43.3% by HR), and Prembroke Works (85.7% by unit and 87.1% by HR).

3.2.27 There was a further tier of major schemes that got close to achieving the 40% target – Roden Court (29.4% by unit & 31.9 by HR), 638 High Road (38.5% by unit and 39.1% by HR), and the site rear of 318 – 320 High Road (50% by unit and 32.6% by HR).

3.2.28 All of the above developments helped to offset other major schemes where the affordable percentages were well below target (Lawrence Road 19.4% by HR & 612 High Road 22.2% by HR) or were nil, in the case of all 9 major Prior Approvals and the one major Certificate of Lawful Development scheme, as well as 673 Lordship Lane, Furnival House, 530-536 High Road, and 30 Muswell Hill.

3.2.29 With respect to the tenure mix and unit size of the affordable housing secured in 2017/18, the breakdown is set out in Table 3.10 below. It shows that the tenure was skewed in the favour of intermediate housing (140 units to 110 affordable rent/social rent) resulting in an in-year borough-wide tenure split of 44:56. Unit sizes were predominantly 1 & 2-bedroom provision, with only 29 units (12%) secured as family sized affordable homes (3 or more bedrooms).

**Table 3.10: Affordable Housing Unit Breakdown and Tenure Split 2011 - 2018**

<b>Tottenham AAP Area</b>										
<b>Year</b>	<b>Affordable Rent/ Social Rent Beds</b>				<b>Intermediate Rent Beds</b>				<b>Total Units</b>	<b>Tenure Split</b>
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4+</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4+</b>		
11/12	7	41	48	25	100	131	8	3	363	
12/13	57	77	22	0	68	78	13	0	315	
13/14	7	19	12	3	32	46	0	0	119	
14/15	23	70	35	1	28	87	4	0	248	
15/16	8	5	12	2	19	12	4	0	62	
16/17	84	22	5	6	0	0	0	0	117	
17/18	5	0	6	0	0	4	0	0	15	
<b>Sub Totals</b>	<b>191</b>	<b>234</b>	<b>140</b>	<b>37</b>	<b>247</b>	<b>358</b>	<b>29</b>	<b>3</b>	<b>1,239</b>	<b>49:51</b>
<b>Rest of the Borough</b>										
<b>Year</b>	<b>Affordable Rent/ Social Rent Beds</b>				<b>Intermediate Rent Beds</b>				<b>Total Units</b>	<b>Tenure Split</b>
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4+</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4+</b>		
11/12	23	33	6	6	11	12	4	0	95	
12/13	2	2	5	5	13	27	6	0	60	
13/14	0	0	2	4	0	6	0	0	12	
14/15	27	20	12	8	28	10	7	5	117	
15/16	0	0	0	0	0	0	0	0	0	
16/17	14	30	24	11	5	6	4	0	94	
17/18	19	57	18	5	48	88	0	0	235	
<b>Sub Totals</b>	<b>85</b>	<b>142</b>	<b>67</b>	<b>39</b>	<b>105</b>	<b>149</b>	<b>21</b>	<b>5</b>	<b>613</b>	<b>54:46</b>

<b>Totals</b>	<b>276</b>	<b>461</b>	<b>207</b>	<b>76</b>	<b>352</b>	<b>507</b>	<b>50</b>	<b>8</b>	<b>1,852</b>	<b>55:45</b>
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3.2.30 Over the plan period to date, we have secured 1,852 affordable homes, including 1,020 Social/Affordable Rent houses and 917 Intermediate Affordable houses.

3.2.31 The policy target for the affordable housing tenure split within the Tottenham AAP area is 40:60. Currently the tenure split is 49:51, so weighted slightly more towards the social/affordable rented housing than the Intermediate housing but not too far off target as to raise concern. For the rest of the borough the policy target tenure split is 60:40 across. Currently the split is 54:46, so not significantly off either.

3.2.32 With regard to the unit sizes, the above Table clearly shows the predominance of 1 and 2-bedroom provision in the intermediate affordable housing products, which is expected given these are tailored to entering the housing market. The social/affordable rent housing has a much more balanced mix, with significant provision in 2-bedroom housing but also the larger family sized homes, in contrast to intermediate provision, and for which there is an acute need within the borough.

3.2.33 Overall, the mix is consistent with policy expectations at this point in the plan period.

**Table 3.11: Affordable Housing Tenure Split**

<b>Year</b>	<b>Social Rent</b>	<b>Affordable Rent</b>	<b>Intermediate Inc. Shared ownership &amp; Intermediate Rent</b>	<b>Total Affordable Housing Completions</b>	<b>Conventional Market Housing</b>	<b>Total All Conventional Housing Delivered</b>
2011-12	189	0	269	<b>458</b>	251	709
2012-13	170	0	205	<b>375</b>	371	746
2013-14	38	9	84	<b>131</b>	330	461
2014-15	79	117	169	<b>365</b>	271	636
2015-16	0	27	35	<b>62</b>	544	606
2016-17	32	129	50	<b>211</b>	530	741
2017-18	50	60	140	<b>250</b>	926	1,176
<b>Totals</b>	<b>558</b>	<b>342</b>	<b>952</b>	<b>1,852</b>	<b>3,223</b>	<b>5,075</b>

3.2.34 The above table shows the influence of the Government's policy, with respect to prioritising affordable rented affordable housing, with a demonstrable switch in delivery from social rented housing in 2014-15. There has been a policy shift recently facilitating the start of an increase in provision of social rented housing as part of the

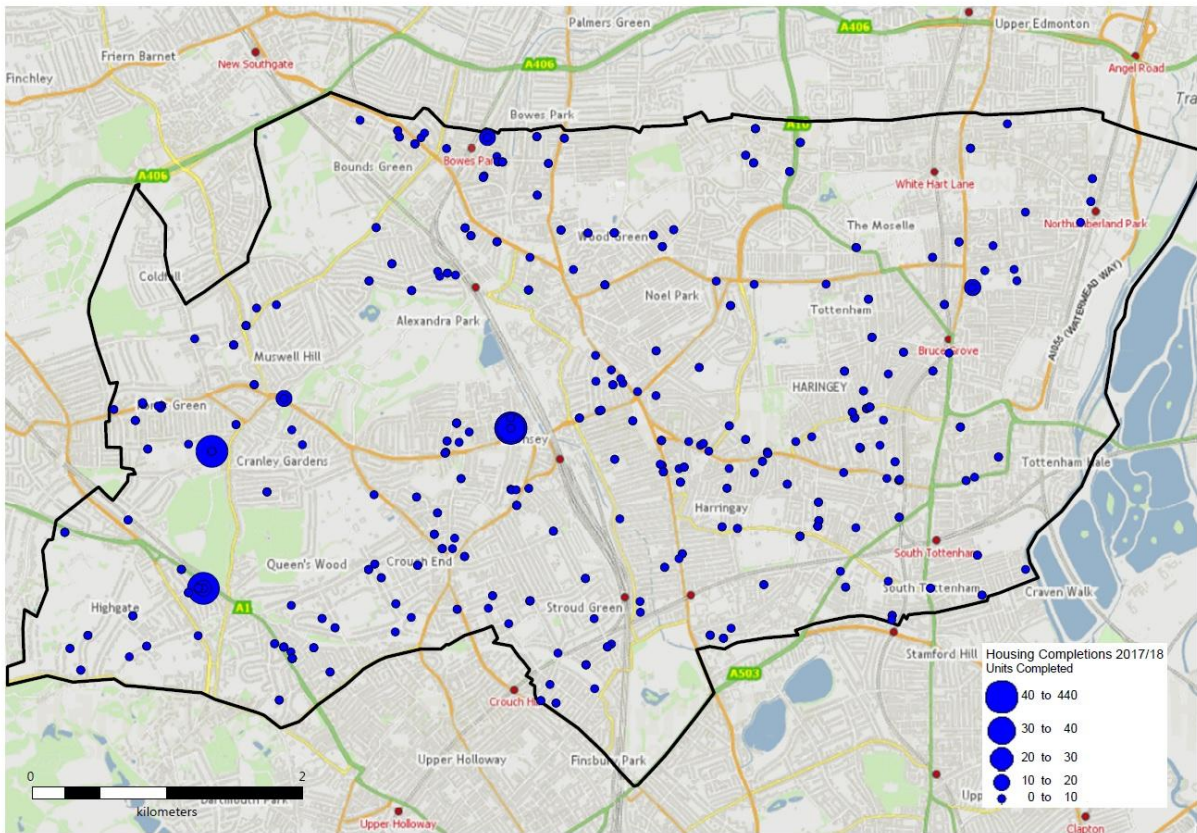


affordable housing mix, with social rents better meeting the needs of residents in housing need within Haringey. Overall 30% of affordable housing delivered has been delivered as Social Rented Housing, 18.5% as Affordable Rented Housing and 51.5% as Intermediate.

**Distribution**

3.2.35 Map 1 below, shows the distribution of the new homes delivered over 2017/18 across the Borough. The size of the circles represent the scale of the housing delivered at each site last year.

**Map 1: Distribution of housing completions 2017/18**



Objective / Policy	Indicator LOI 4	Target	On Target
SP2	Number empty homes bought back into use	No set target	N/A

3.2.36 Empty homes data is drawn from Haringey Council records and reflects empty homes brought back into use through targeted enforcement action. This data is distinguished from that which is published by the Government Department of Communities and Local Government (CLG), which is based on Council tax records. The CLG figures are used by the GLA in their annual monitoring, however the Council uses its own records in order to draw on local evidence, as well as to ensure timely and consistent information in its AMR. During 2017/18 there were 50 empty homes bought back into use.

Objective / Policy	Indicator COI H3	Target	On Target
SP2 / CP4/5	Percent of dwellings built on previously developed land (excluding sites where the allocation allows for an exception)	100% of new dwellings to be delivered on previously developed land	

3.2.37 Of the housing completed during this monitoring year, 100% was on previously developed land in line with the Plans approach to managing growth and protecting open spaces.

### Housing supply

Objective / Policy	Indicator COI H6	Target	On Target
SP1 and 2	Number of units delivered per year, and identified capacity within the five and 15 year housing trajectory.	Meet or exceed the annual target of 1,502 homes from 2015/16 (802 from 2011/12). Sufficient capacity identified within the housing trajectory to meet housing target.	

3.2.38 Paragraph 47 of the NPPF requires local authorities to 'identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements, with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land'. A footnote to the paragraph explains what is meant by deliverable.

3.2.39 In meeting this requirement, the Council monitors the supply of sites on an annual basis, linked to the AMR review process. Further details are set out in Appendix 1 of this AMR.

3.2.40 In addition to the 5 year supply of sites, paragraph 47 of the NPPF requires that a further identification of a supply of specific, developable sites or broad locations for growth for years 6-10 and where possible, for years 11-15; and for market and affordable housing, to illustrate the expected rate of housing delivery through a housing trajectory for the plan period'. A footnote to the paragraph explains what is meant by developable. A housing trajectory has been prepared, with further details set out in Appendix 2 of this AMR.

### Gypsy and traveller accommodation

Objective / Policy	Indicator LOI 8	Target	On Target
SP2	Gypsy and Traveller accommodation	To meet identified need	

3.2.41 The Local Plan sets out that the Council will protect existing lawful gypsy and traveller sites, plots and pitches. There are currently two permanent gypsy and



traveller sites in Haringey, providing capacity for 10 pitches.

- 3.2.42 There was no net addition to the stock of Gypsy and Traveller pitches over the reporting period.
- 3.2.43 A Gypsy and Traveller Accommodation Needs Assessment study is being prepared that will inform the Council's approach towards provision for identified needs over the course of the plan period, having regard to national policy, including the new "Planning Policy for Traveller Sites" published in August 2015. Once this work has concluded in 2018, the Council will review sites and options to meet any identified need.

#### Houses in Multiple Occupation (HMOs)

- 3.2.44 Haringey contains approximately 10,000 private sector HMOs. This type of accommodation plays an important role in meeting particular housing needs, including for low income residents, young people and those in need of temporary accommodation. However, many HMOs provide sub-standard living conditions, adversely impact on local character and amenity through clustering, and also reduce availability of family housing for which there is a need.
- 3.2.45 In response to the many issues associated with HMOs, an Article 4 Direction was introduced in November 2013 removing the permitted development rights for conversion to small HMOs (3 to 6 unrelated people) in the defined eastern areas of the borough. It requires those who wish to change from a single dwelling (Use Class C4) into a small HMO, to apply for planning permission.
- 3.2.46 Further approaches for managing HMO development have been set out in the Council's adopted Development Management DPD and are now being applied in decisions.

### 3.3 Employment and town centres

*The following section responds mainly to Corporate Plan Priority 4 which reflects the need to deliver growth by creating an environment that supports investment and growth in business and jobs.*

#### Employment land management

- 3.3.1 The London Plan (2015) sets out revised employment projections for Haringey. It forecasts 12,000 additional jobs in the Borough over the period 2011-2026. Over the period 2011-2036, it forecasts an additional 22,000 jobs in Haringey. This represents a 29.5% increase in jobs, the highest projected employment growth rate of all London boroughs. Haringey's Local Plan aims to accommodate this growth by safeguarding key employment locations and seeking a greater intensity of uses on sites, so as to increase business and job numbers.

Objective / Policy	Indicator LOI BD1	Target	On Target
SP1	Total amount of additional employment floorspace (B	Delivery of 32,000m2 of floorspace	

	Use Classes)		
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3.3.2 In 2017/18, planning permissions resulted in a total net loss of 18,987 (net) of employment (Class B) floorspace across the Borough. This loss comprised of: loss of 7,346sq m of B1 (business) floorspace; loss of 3,281sq m of B2 (general industrial) floorspace; and loss of 8,330sq m of B8 (storage and distribution) floorspace.

**Table 3.12: Losses and Gains in Employment Floorspace (B Use Classes) - Approvals**

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
B1 (a,b,c) (sqm)	8,700	-30,986	-4,687	-4,605	-10,317	-3,252	-7,346
B2 (sqm)	-20,200 (B2/B8)	-730 (B2/B8)	-1,101	-2,456	-90	-4,003	-3,281
B8 (sqm)			1,717	-564	-334	-3,940	-8,330
Yearly +/-	-11,500	-31,716	-4,071	-7,625	-10,741	-11,195	-18,957

3.3.3 The majority of B1 floorspace lost in the reporting year was as a result of the granting of schemes at Hale Wharf (-4,881 of B8), 67 Lawrence Road (-2,073 B1), 640-656 High Road (-1,555 of B1), Zenith House (-925 B1) and Brantwood House (-1,555 B8). Further losses were as a result of changes to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), that allow for the change of use to Class C3 (dwellings) from Class B1a (offices) as permitted development, subject to a "prior approval" process that is relatively limited in its scope of considerations. This included the loss of 1,723 sqm on 8 schemes. There were some schemes however that did grant some substantial new office floorspace including at Land to the East of Cross Lane, Hornsey, which will deliver just over 1,000m<sup>2</sup> of B1 floorspace and the scheme at Hale Wharf, Tottenham, delivering 1,200m<sup>2</sup> of B1 floorspace. There was also over 1,300m<sup>2</sup> of B2 floorspace approved at 163 Tottenham Lane, Crouch End as part of a mixed use redevelopment.

3.3.4 As previously reported, in response to the temporary permitted development rights in respect to the change of use from B8 to C3, the Council has introduced a non-immediate Article 4 Direction, which was approved by Cabinet in November 2015 and advertised from July 2016. This came into effect this monitoring period in July 2017 and removed these permitted development rights. Through ongoing monitoring, the Council will assess the impact of other permitted development rights, such as permitted change of use from B1 to C3, and may consider whether there is sufficient justification to warrant introducing additional Article 4 Directions.

Objective / Policy	Indicator COI BD3	Target	On Target
SP1 and 8	Vacancy levels on Designated Employment sites Borough Wide	Average of no more than 10% vacancy over all sites	

3.3.5 There are 22 designated employment areas in Haringey covering SIL to Regeneration Areas. In normal market circumstances, and to allow for market churn, vacancy levels on such sites are typically between 5-10%.

**Table 3.13: Vacancy Rates and Floorspace on Designated Employment Land**

Designated Employment Land Site	Floorspace m2	Vacancy Rate % (2015)
Crusader Industrial Estate, N15	7,643	17%
Bound Green Industrial Estate	19,248	15%
Brantwood Road	45,168	3%
Campsbourne	2,202	0%
Cranford Way	14,707	21%
Friern Barnet Sewage Works	Vacant	Vacant
Hale Wharf	5,124	0%
N17 Studios 784-788 High Road	278	0%
High Road West	2,748	6%
Lindens / Roseberry Works	4,935	0%
Milmead and Ashley Road Extension	37,000	TBC
North East Tottenham	42,871	6%
Queen Street	5,594	0%
South Tottenham	36,225	8%
Tottenham Hale	6,610	0%
Vale Road / Tewkesbury Road	17,771	0%
White Hart Lane	21,558	17%
Wiloughby Lane	8,161	0%
Wood Green	38,640	4%
High Road East	0	TBC
Marsh Lane	86	0%
Rangemoor Road, Herbert Road	4,273	0%
<b>Total</b>	<b>320,841</b>	<b>6%</b>

3.3.6 The vacancy rate overall as of 2016 is at 6%, with many sites having no vacancies. However, Crusader, Bounds Green and White Hart Lane industrial estates, which are some of the larger industrial estates, have vacancies in excess of 10%. It is expected that due to proposed redevelopments, and new Local Plan policies encouraging employment led redevelopment in some of these areas, that this overall rate will decrease in coming years. New surveys of industrial estates will be needed to ascertain this in the coming year.

#### Town centres

Objective / Policy	Indicator LOI BD1	Target	On Target
SP10	Total amount of additional town centre floorspace (A Use Classes)	Delivery of at least 24,000 net floorspace to 2026	

3.3.7 There was a net gain of retail floorspace this year, compared to the small losses in recent years. This is primarily down to the completion of a large supermarket on the Hornsey Depot site. Over the Plan period to date (2011 – 2018) 26,581m<sup>2</sup> of new retail floorspace has been delivered. The majority of this has come forward in the Tottenham area of the Former GLS site and as part of the Hale Village and Tottenham F.C redevelopments, including a large format supermarket in the area.

**Table 3.14: Change in A Class Floorspace - Completions**

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18

<b>Change in Floorspace (Completions)</b>	2,086	153	-2,643	23,601	-50	-48	3,482
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Objective / Policy	Indicator LOI xx	Target	On Target
SP10	Loss of Office (B1a) via prior approvals	N/A	N/A

3.3.8 Prior Approvals were granted that will result in a loss of 1,723m<sup>2</sup> of Office Space on 8 schemes within the monitoring period. Should all these be built out, this will yield 51 residential units. During the monitoring year 8 prior approval for office to residential and education conversions completed. This resulted in the loss of 1,172m<sup>2</sup> of office floorspace and the creation of 20 residential units.

Objective / Policy	Indicator LOI 1	Target	On Target
SP10	Percentage Vacancy Rates in Town Centres	No more than 10% over more than two monitoring periods	

3.3.9 Vacancy rates can be used as an indicator of the health of a town centre. Government planning guidance suggests that vacant property data should help to inform strategic decisions on the role and function of town centres. For instance, persistently high vacancy rates may signal the need for more flexible approaches to development, such as allowing for a greater diversification of uses or other targeted measures to ensure town centre vitality.

3.3.10 Haringey's town centre vacancy rates have decreased in recent years. When surveys were carried out in 2013, the overall local vacancy rate was 7%. Today the average is 4.2% which has remained lower than the national (14%) and London (9%) averages. The proportion of non-retail uses in Haringey's town centres is broadly consistent with local targets, which suggests that planning policies are supporting an appropriate balance of uses. However, in this last monitoring period vacancy rates have remained just above the maximum level sought in Seven Sisters, and so the Council will need to assess whether any measures are necessary to try and address the increase in vacancy rates. Town centres will continue to be regularly surveyed to ensure up-to-date evidence is available to inform planning decisions. In the last monitoring period a Business Improvement District has been improved for Wood Green. In future AMR's the progress of the BID will be reported in regards to its key activities and achievements.

3.3.11 To support the growth and regeneration of Tottenham, the Local Plan designated a new District Centre at Tottenham Hale. This is consistent with the London Plan (2015) which indicates there is scope for this change to Haringey's town centre hierarchy. The Plan policy is supported by new technical evidence assessing the impact of the new designation on other town centres. No frontages have yet been designated within this new centre however. This is dependent upon certain strategic sites being redeveloped to provide new commercial and retail floorspace.

**Table 3.15: Vacancy Rates in Haringey Town Centres**

Town Centre	2015/16	2016/17	2017/18
Wood Green	4.71%	3.92%	5.42%
Crouch End	1.59%	3.98%	1.99%
Bruce Grove / Tottenham High Road	6.02%	10.53%	9.80%
Green Lanes	4.27%	4.27%	3.05%
Muswell Hill	2.5%	2.5%	3.00%
West Green Road / Seven Sisters	7.3%	11.03%	10.20%
Finsbury Park (part)	0%	0%	0%
Tottenham Hale	0%	0%	0%

### Managing the Retail Offer and overconcentration of uses

Objective / Policy	Indicator LOI 1	Target	On Target
SP10	Proportion of Non A1 Uses in Town Centres	No more than 35% within Primary Shopping Frontages and 50% in Secondary Frontages	

3.3.12 With regards to Primary retail frontages, with the exception of Wood Green, most centres are at or just above the threshold. This mirrors the previous year's figures with little change in any centre. Within Crouch End this is reflective of a high number of independent cafes and restaurants, and also a large number of estate agents. Within Tottenham High Road a range of estate agents and sui generis uses, such as Nail Salons and Laundrettes, has increased the proportion to just over 44%. It should be noted that with Permitted Development rights, A1 use classes can now change to A2 without Planning Permission, and A3 and D2 subject to Prior Approval, and so to a degree, the Council has lost a degree of control over changes of use. These figures also reflect the evolving natures of town centres away from predominantly comparison retailing centres and towards leisure and cultural destinations. The Local Plan Policies take this into account, and allow for exceedences of these policy limits where a proposed use would contribute to a centres vitality and viability. These limits should therefore not be seen in isolation as to a town centre's health, but more as a guide as to the amount of core retailing that exists within each centre and it's likely trade draw. As Wood Green's figure is significantly below the other centre's this reflects upon it's Metropolitan status and draw of trade from a wider catchment which attracts more comparison and larger scale retailers, rather than leisure, and other town centre uses.

**Table 3.16: Percentage of Primary and Secondary Frontages in Non-Retail Use**

Town Centre	% Non-Retail Primary Frontage	% Non-Retail Secondary Frontage
Wood Green	21.47%	56.12%
Crouch End	43.75%	53.72%
Bruce Grove / Tottenham High Road	44.74%	37.50%
Green Lanes	43.17%	44%

Muswell Hill	36.54%	43.16%
West Green Road / Seven Sisters	33.3%	35.53%
Finsbury Park (part)	100%*	66.67%
Tottenham Hale	No frontages designated	No frontages designated

*\*It should be noted that within the small part of Finsbury Park district centre that lies within Haringey, only 3 units are designated as Primary Frontage. This figure is therefore disregarded with regards to monitoring the performance of the centre given this.*

Objective / Policy	Indicator LOI 1	Target	On Target
SP10 (and later DM46/47)	Proportion of betting shops and hot food takeaways as proportion of centre frontages	Monitoring to ensure no overconcentration	

3.3.13 As noted in previous AMR reports, managing clusters of negative uses (particularly betting shops, pay day loan shops and hot food takeaways) has emerged as an important local issue which planning policy can play a positive role in helping to address. The Development Management DPD now includes policies which seek to ensure Haringey's town centres retain their vitality and viability by protecting against the overconcentration of these types of uses. Implementation of the policy will be considered in future monitoring reports, having regard to the current baseline position presented in this AMR.

3.3.14 The policy approach in the Development Management DPD was established following independent public examination of the Local Plan. Whilst the Council had prepared local technical evidence linking the overconcentration of betting shops and takeaways to public health outcomes, the Planning Inspector considered that the most appropriate approach for managing clusters of uses should be on the basis of town centre vitality and viability.

3.3.15 Within Haringey's District and Metropolitan Centres there is overall a fairly low concentration of such uses, especially in Crouch End and Muswell Hill. Whilst the figure is 16.6% for Finsbury Park, this is because only a small proportion of the overall centre lies within Haringey, which centres on the bowling alley and station, where it is to be expected that there would be a high number of takeaways. It is therefore evident that the proliferation of takeaways, and betting shops to an extent, is often outside of town centres, and within other smaller non-designated centres and local shopping parades. This report in future will therefore look to commence monitoring of such uses within non-designated centres.

**Table 3.17: Proportion of Hot Food Takeaways and Betting Shops within Town Centres**

Town Centre	No. Hot Food Takeaways % of Total	No. Betting Shops % of Total Frontage
Wood Green	12 (3.6%)	8 (2.4%)
Crouch End	2 (0.8%)	3(1%)
Bruce Grove / Tottenham High Road	5 (3.75%)	5 (3.75%)
Green Lanes	4 (2.4%)	6 (3.65%)
Muswell Hill	1 (0.5%)	2 (1%)



West Green Road / Seven Sisters	6 (4.3%)	3 (2.1%)
Finsbury Park (part)	5 (16.6%)	0
Tottenham Hale	0	0

### 3.4 Environmental sustainability

3.4.1 This part of the AMR covers environmental sustainability topics, focussing on open space and biodiversity as well as climate change adaptation and mitigation, including waste management and carbon reduction. Overall, the indicators help to assess the Council's performance in managing its environmental resources and tackling the challenge of climate change.

*The following section responds mainly to **Corporate Plan Priority 3** and its focus on improving the environment, including parks and open spaces, to help make Haringey a point of destination where people will want to live and work.*

#### Open space

3.4.2 Haringey has a good amount of open space compared to other London boroughs, with open space making up more than a quarter of its total area.

3.4.3 There are 17 areas designated as Metropolitan Open Land (MOL) which help to shape the physical character of the borough. The Lea Valley also makes a key contribution, particularly with Metropolitan Green Belt, as well as other parks, recreation grounds and green open spaces which are of significant amenity value. In addition, the Borough has three rivers: the River Lee, New River and the Moselle Brook.

Objective / Policy	Indicator COI E2	Target	On Target
SP13	Loss and addition of areas of open space by category	No net loss of any areas of open space	

3.4.4 There was no net loss of designated open spaces in the reporting period.

Objective / Policy	Indicator SEI 8	Target	On Target
SP13	Number of Parks maintained to Green Flag Standard	Maintain the 20 Parks at Green Flag standard	

3.4.5 The Green Flag award and Community Green Flag award recognises high quality green spaces managed by Councils and voluntary and community groups. There are four community gardens in Haringey with Green Flag status: The Gardens' Community Garden, Living Under One Sun Community Allotment, Lordship Community Woodland and Hornsey Church Yard. There are 22 parks maintained to Green Flag Standard.

Objective / Policy	Indicator LOI 10	Target	On Target
SP13	Number of Green Grid Infrastructure Projects completed or underway	As expected within the Infrastructure Delivery Plan	

3.4.6 Haringey's Local Plan documents give effect to the Mayor's All London Green Grid, with policies setting out how the Green Grid will be delivered locally across the Borough. This includes new policies both within the Development Management DPD and the Tottenham Area Action Plan.

3.4.7 The Highgate Neighbourhood Plan, which was adopted on 20<sup>th</sup> July 2017, has designated a number of Local Green Spaces which are given the same policy protection as Metropolitan Green Belt as set out in the NPPF. In Haringey these LGS include land at Southwood Lane Wood, Park House Passage, Peace Park, Highgate Allotments, Shepherd's Hill Railway Gardens Allotments and Aylmer Allotments.

#### Nature conservation

3.4.8 Although Haringey is a highly urbanised borough, it supports a variety of habitats providing significant benefits for wildlife and people.

3.4.9 In terms of nature conservation designations, the Borough supports 60 Sites of Importance for Nature Conservation (SINCs) which are given protection through planning policy. This is made up of five sites of Metropolitan importance, 9 of Borough Grade I importance, 13 of Borough Grade II and 32 of Local importance.

Objective / Policy	Indicator COI E2	Target	On Target
SP13	Loss or addition of Sites of Importance for Nature Conservation	No loss of any of the Borough's 60 SINCS Identify 3 New Nature Reserves	

3.4.10 Haringey currently supports 5 Local Nature Reserves: Alexandra Palace & Park, Coldfall Wood, Parkland Walk, Railway Fields and Queens Wood. These statutory sites are protected by an Act of Parliament and have been chosen by the council in consultation with English Nature. Alexandra Palace & Park and Coldfall Wood were designated in 2013.

3.4.11 There are 27 allotments in Haringey that are managed by Haringey Council, a further three allotment sites are managed by others. The list of allotments can be found online at the Council's website using the following [link](#).

3.4.12 The Lee Valley Regional Park is an especially significant ecological asset, providing SSI's, as well as a Special Protection Area and Ramsar site, the latter two being identified habitats of international importance. It is imperative that the ecological value of these sites continues to be considered in plan making or on individual planning applications, whether through Habitats Regulations Assessment or Environmental Impact Assessments, as appropriate. The Development Management DPD and Tottenham AAP now set out further requirements to ensure their protection.



- 3.4.13 Within the Borough, there was no identified loss of designated Metropolitan Open Land, Significant Local Open Space, SINC, allotments or green chains in the monitoring period.
- 3.4.14 A London Wildlife Sites Board (LWSB) has been established at the regional level to provide support and guidance on the selection of SINC's in London boroughs and will help to inform decisions for a change in site status.

#### Waste management

- 3.4.15 Haringey is committed to the sustainable management of waste, in line with national and regional policy, through prioritising waste reduction, re-use and recycling.
- 3.4.16 The responsible authority for the disposal and treatment of waste generated in Haringey is the North London Waste Authority (NLWA). It receives and manages the disposal of waste from the 7 constituent North London boroughs, as well as making arrangements for the recycling collected by all but one of the boroughs. Waste management monitoring information for this AMR is drawn from NLWA Annual Strategy Monitoring Reports which can be accessed online using this link: [North London Waste Authority](#). **These reports are published in November.**

Objective / Policy	Indicator COI W2	Target	On Target
SP6	Reduce Municipal Waste sent to landfill to 15% of arising	Reduction to 15% of waste arising	

- 3.4.17 Local authority collected waste (previously termed municipal waste) includes all waste collected for recycling, composting, recovery and disposal from households in the North London area by the boroughs in their capacity as waste collection authorities. The NLWA Monitoring Data shows that in the year 2017/18, 9.5% of waste arising was sent to landfill, an improvement on the 2015/16 figure of 13%. This means the target is currently being met.

Objective / Policy	Indicator COI W2	Target	On Target
SP6	Amount of municipal waste recycled and composted	50% of municipal waste recycled and composted by 2020	

- 3.4.18 Household recycling rates in Haringey have shown improvement in recent years, with a high of 37% of household waste recycled or composted in 2014/15, which was up from 21% in 2006/07. However, the most recent data shows a slight decline with the last three monitoring years down to 32% in 2015/16, 36.1% in 2016/17 and 33.2% in 2017/18. The NLWA are working with partners to address this shortfall.
- 3.4.19 Notably 100% of residents from the constituent NLWA boroughs continued to receive a door-to-door or communal recycling service.
- 3.4.20 Haringey's Development Management DPD helps give effect to Policy SP6 and includes policies to ensure that all new development contributes to sustainable

waste management, where appropriate.

Objective / Policy	Indicator LOI 21-26	Target	On Target
SP6	Safeguarding and delivery of sufficient waste management sites within North London to meet the North London Waste Plan apportionment targets	All sites identified within Haringey for waste management purposes safeguarded or under development for waste management purposes	

- 3.4.21 As noted previously in this AMR, Haringey is working jointly with other North London boroughs in the preparation of the North London Waste Plan which is scheduled for Pre-Submission consultation from January 2019. This document will ensure North London provides sufficient capacity to manage waste generated in North London, including the achievement of recycling targets.
- 3.4.22 Haringey's adopted Local Plan safeguards existing waste sites with licenced waste capacity as set out in Policy SA4 of the Site Allocations DPD.

### Water management

- 3.4.23 Like most London boroughs Haringey has areas that are at risk of flooding. This is in part owing to the watercourses in the Borough, including the River Lee, Pymmes Brook and Moselle Brook. According to the Environment Agency, approximately 9% of land in Haringey has a 1 in 100 year probability of flooding from rivers.
- 3.4.24 Haringey's Strategic Policies Local Plan seeks to respond to the challenges posed by flooding and water management. This is particularly in light of increased flood risk due to anticipated changes in the climate. Haringey's new Local Plan documents include further detailed policies which will help give effect to these strategic objectives and ensure that flood risk is appropriately considered in all development proposals.
- 3.4.25 Haringey's Strategic Flood Risk Assessment has identified surface water run-off as the greatest risk to the Borough with regard to flooding. Surface water management is therefore a key priority area for local planning policy. The Council, in association with other North London boroughs in the Drain London sub-region, has prepared a Surface Water Management Plan (SWMP) to identify issues with drainage networks and the effects of new development. The SWMP identifies 9 Critical Drainage Areas in the Borough at risk of surface water flooding, and sets the basis for bespoke water management policy approaches and projects in these areas.
- 3.4.26 The Flood and Water Management Act 2010 ('the Act') identifies the Haringey as a Lead Local Flood Authority (LLFA) with responsibility for discharging flood risk management functions. Updates to the Act introduced in April 2015, requires the LLFA to provide technical assessments as a consultee to the Local Planning Authority.
- 3.4.27 The Water Framework Directive (WFD) also requires the Haringey to have regard to water quality in relation to watercourses (including ordinary watercourses) and the

potential to impact on current water quality status or potential of achieving good quality status in the future

- 3.4.28 The Council has prepared a [Local Sustainable Drainage Systems Guide](#) which provides more locally specific approaches than currently set out in the national non-statutory standards published by the Department for Environment, Food and Rural affairs. Work on these local standards completed in the 2015/16 reporting year.

*The following section responds to **Corporate Plan Priority 4** and the objective to manage the impact of growth by reducing carbon emissions across the Borough.*

#### Carbon management

- 3.4.29 Carbon management information is regularly published in Haringey's Annual Carbon Report, which can be accessed online using this link: [Annual Carbon Report](#). The AMR signposts key information relevant to the Local Plan monitoring framework whereas the Carbon Report sets out the full complement of information on carbon monitoring, including details of local projects and initiatives.

Objective / Policy	Indicator COI 16	Target	On Target
SP4	Per capita carbon dioxide emissions in the Borough	Reduce by 40% on the 2005 baseline by 2020	

- 3.4.30 The latest data on carbon emissions was [published in June 2018](#) by the Government Department of Energy and Climate Change and covers the years 2005-2016. During this period, Haringey's carbon emissions decreased from 4.6 tonnes per capita to 2.7 tonnes per capita, a 40% decrease (In 2017 it was 2.8 tonnes so there has been a 0.1 tonne reduction this year). This is aligned with the 28% decrease recorded by our neighbouring boroughs and across the UK, while there has been a 30% reduction seen in Greater London. The City of London saw the largest overall decrease in emissions since 2005, at 48%. Haringey has the third lowest emissions in the group comprising Haringey and our six neighbouring boroughs, and the third lowest level of emissions of any Inner London borough.

- 3.4.31 Haringey's Local Plan sets policies to ensure that new development proposals meet, and seek to exceed, the minimum required reductions in carbon emissions. It also aims to enable more options for developers to deliver energy efficient buildings, such as by facilitating decentralised energy network development in key growth locations (including Tottenham Hale, North Tottenham and Wood Green), providing a platform to both inform and assist in the delivery of the Council's Decentralised Energy Master Plans.

Objective / Policy	Indicator LOI 14	Target	On Target
SP4	Delivery of decentralised energy/district heating networks	Delivery of 2 heating networks by 2026	

- 3.4.32 Policy 5.5 of the London Plan, sets the strategic direction and local requirements to identify areas suitable for district energy. Policy 5.5 is used alongside policy 5 .6 which expects that major development is designed to deliver district energy networks. Together these policies will support the delivery of District Energy Networks in Haringey.
- 3.4.33 By the end of 2016 the Council has worked with partners to deliver 3 technical and feasibility assessments for Wood Green, Tottenham Hale and North Tottenham. Wood Green and Tottenham are now undergoing further assessment.
- 3.4.34 In January 2017, Cabinet approved the North Tottenham business case for the North Tottenham district energy network. This will serve the redevelopment of High Road West, Tottenham Hotspurs and Northumberland Park. This will be a special purpose vehicle (SPV) owned by the Council which will provide these sites space heating and hot water loads from a single energy centre. The energy centre will be located on the High Road West site.

**Figure 2: The stages of District Energy Networks in Haringey.**



### 3.5 Design and conservation

*The following section responds to **Corporate Plan Priority 3 and Priority 5** which reflect the aim of strengthening communities by creating and preserving high quality built environments.*

#### Haringey’s Quality Review Panel

Objective / Policy	Indicator LOI 57	Target	On Target
SP11	Number of major applications considered by the Quality Review Panel	No target	N/A

- 3.5.1 Design review by independent experts is recognised as an important part of the pre-application process, specifically in the National Planning Policy Framework (NPPF) para. 62. Haringey set up its Quality Review Panel (QRP) in March 2015, and has been referring proposals to the Panel for review at least monthly ever since. The QRP is established in accordance with “Design Review – Principles and Practice” by Design Council CABI (revised edition, now with the Landscape Institute, Royal Town Planning Institute and Royal Institute of British Architects, 2013), adopting its ten “essentials”; Independent, Expert, Multidisciplinary, Accountable, Transparent, Proportionate, Timely, Advisory, Objective and Accessible.
- 3.5.2 To that end, an independent chair was appointed following soundings, and membership was advertised and appointed by the chair based on merit, in

consultation with senior Councillors and Officers. The QRP builds upon the previous Haringey Design Panel, set up in 2005, but meets during the day rather than the evening; the Council provides site visits and payment to panel members; presenting schemes now paying a fee to appear at the Panel.

- 3.5.3 The Chair reports QRP advice to both the applicant and Haringey's Planning Officers. As before, once the proposal becomes a live planning application, the Panel report is included in the consultation documents, the case officer reports on how the proposal was received, and any changes been made since then.

#### Design Awards

- 3.5.4 The Haringey Design Awards is one of the ways in which the Council seeks to encourage good quality design of buildings and neighbourhoods. The Awards recognise excellence in design in developments across the borough. The first Haringey Design Awards were held in 2004, and they have subsequently been held every four years; in 2008, 2012 and most recently in 2016. The next awards will be held in October 2018, and the winners will be reported in the next AMR.

#### Haringey Development Charter

- 3.5.5 The Development Management DPD establishes the Haringey Development Charter as part of Policy DM1. This sets out criteria which development proposals will be expected to meet and reinforces the Council's commitment to design excellence and aims to promote high quality and sustainable development. The Development Charter represents the core set of questions the Council poses to all applicants to demonstrate their understanding and appreciation of the site's context and to robustly justify their design rationale.
- 3.5.6 An Urban Characterisation Study (UCS) (2015) and a Tall Building Location Validation Study (2015) have been prepared as evidence to support the Local Plan. In addition to informing plan preparation, the studies will function as a key reference documents to assist the Council and the public in delivering high quality development that is sensitive to Haringey's local character, including the many unique aspects of the urban fabric.

#### Strategic views

Objective / Policy	Indicator HE1	Target	On Target
SP11	Applications granted adversely affecting a protected strategically important or local view	None	

- 3.5.7 In Haringey, the view of St Paul's Cathedral and the City from Alexandra Palace is identified in the London Plan and the London View Management Framework as a strategically important view.
- 3.5.8 The Council seeks to promote this view and protect it against the harmful impact of development from proposals which fall within the boundaries several identified zones, which are set out in the table below.

**Table 3.18: Haringey Strategic View Corridor**

Zone	Description
Viewing corridor	Direct view from Alexandra Palace to St Paul's Cathedral
Wider setting	Area immediately surrounding the viewing corridor affecting its setting
Mid-ground	High ridge area where higher development may be visible from the viewpoint
Foreground	Open landscape with sloping park

3.5.9 The Council will continue to seek the protection of strategic views when considering planning applications. No applications were approved that harmed this view in 2017/18.

3.5.10 Haringey's Development Management DPD sets out policies to protect identified locally significant views and vistas, as per policy DM5. There was one applications approved which would negatively affect these views in 2017/18. This was on the Chocolate Factory Site in Wood Green Planning Reference HGY/2017/3020. This development would partially obscure a locally significant view of Alexandra Palace from Lordship Recreation Ground. However it was found that the harm would be less than substantial and the other benefits of this proposed development would outweigh this limited harm to the protected view.

### Historic Environment

3.5.11 Haringey has a rich and diverse local heritage. The Historic Environment Record consists of:

- 286<sup>1</sup> Statutory Listed Buildings of Architectural or Historic Interest
- Over 1150 Locally Listed Buildings of Merit
- 28 Conservation Areas
- 2 English Heritage Registered Parks & Gardens of Special Historic Interest
- 34 Local Historic Green Spaces
- 23 Designated Sites of Industrial Heritage Interest
- 22 Architectural Priority Areas

Objective / Policy	Indicator LOI 60	Target	On Target
SP11	Change in the number of statutory listed buildings	No reduction in the number of listed buildings	

3.5.12 The Church of St John the Baptist (1939) was added to the Statutory List in January 2018 bringing the total number of Statutory Listed Buildings and Structures in Haringey to 286.

<sup>1</sup> The statutory List is administered by Historic England, who currently hold 282 List entries in Haringey. Some List entries held by Historic England cover more than one building. Haringey's previously published figure (471) reflected the number of individual buildings covered by these Listings. For clarity, consistency, and ease of monitoring we are aligning our approach with Historic England.



3.5.13 The Council is currently undertaking a comprehensive review of the 1150 buildings and structures on the Local List.

3.5.14 Designation was removed from the former South Tottenham Conservation Area in June 2017 following a comprehensive appraisal and review of the Conservation Areas making up the Tottenham High Road Historic Corridor.

Objective / Policy	Indicator LOI 59	Target	On Target
SP12	Number of Conservation Area Appraisal and Conservation Management Plans (CAAMS) completed	100% of Conservation Areas to have a CAAMS in place by 2020	

3.5.15 Haringey currently has 14 adopted Conservation Area Character Appraisals which have been performing well. The Council has a programme for preparing appraisals for all of the conservation areas across the Borough.

3.5.16 In November 2016 the Council consulted on six draft Conservation Area Appraisal and Management Plans covering the Tottenham High Road Historic Corridor. Final versions were prepared taking account of feedback received, and these were adopted in June 2017. The documents set out what makes each Conservation Area special, and include proposals for how the Conservation Areas will be managed in the future. Following the adoption of the 6 conservation area appraisals and management plans for the Tottenham High Road Historic Corridor, 2017/18 has seen work commence on a further 7 appraisals: Tower Gardens; Peabody Cottages; Trinity Gardens; Wood Green Common; Bowes Park; Muswell Hill; & Fortis Green. The draft appraisals and management plans for these conservation areas will be reported to Regulatory Committee later in the year for review and endorsement for public consultation.

3.5.17 Additional controls are applied to applications within certain conservation areas in the form of Article 4 Directions. There are currently 4 conservation areas covered by Article 4 Directions: Rookfield, Tower Gardens, Noel Park and Peabody Cottages. However, recent enforcement cases have identified that these Article 4 Directions may be out-of-date and will require reviewing and updating as soon as possible. Ideally, any update to the Article 4 Directions should be informed by an up-to-date conservation area appraisal and management plan.

### Heritage Led Regeneration

Objective / Policy	Indicator LOI 61	Target	On Target
SP12	Number of buildings, structures and conservation areas on the Historic England 'Heritage at Risk' Register	Reduce to 0 by 2026	

3.5.18 In Haringey, there are currently 17 buildings and historic structures and 5 conservation areas on the English Heritage at Risk Register (2016). The drinking

fountain and cattle trough in Wood Green has been removed from the At Risk Register following comprehensive renovation works.

### 3.6 Sustainable transport

*The following section responds to **Corporate Plan Priority 3** which reflects the objective to encourage more sustainable modes of transport, including cycling and walking.*

3.6.1 Haringey's Local Plan seeks to promote more sustainable travel, in line with higher level policy, ensuring that all development appropriately exploits opportunities to encourage modal shift away from private vehicles towards greater use of public transport and active travel, including walking and cycling.

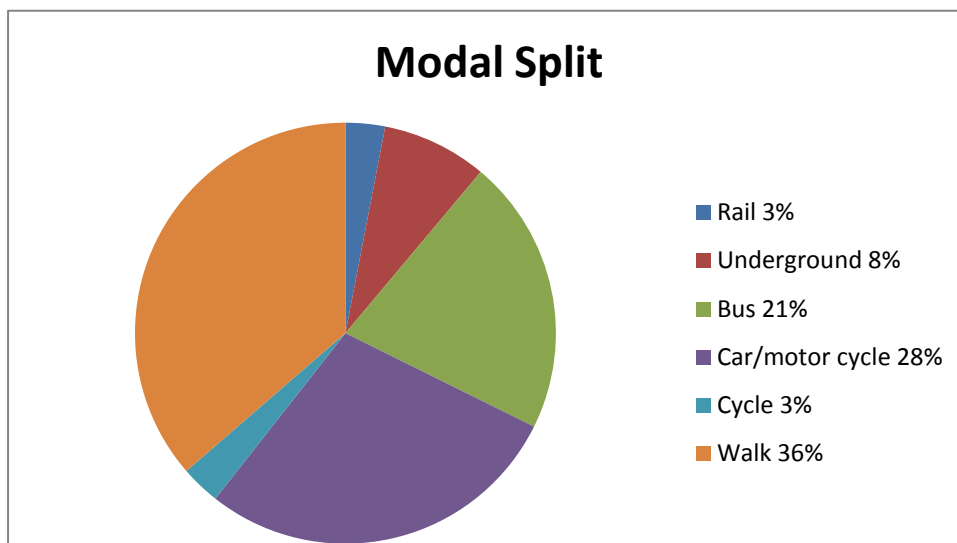
#### Transport modes

Objective / Policy	Indicator LOI 376	Target	On Target
SP7	Proportion of trips made by methods other than car where origin is in Haringey	Less than the national average	

3.6.2 The graph below shows the Modal split by main mode for journeys commencing in the Borough (7 days a week average) 2013/14 to 2016/17. There is a significant amount of trips made by walking, with just under 30% of trips made by private car or bike. This is significantly lower than the national average and reflects the Borough's highly accessible and urban nature. It is expected the proportion of journeys made by car will continue to decrease as more car-free developments are constructed and as transport connections are improved, notably through new cycling infrastructure and the delivery of crossrail through the Borough.

#### Figure 3: Transport Modal Split





### Travel plans

3.6.3 School Travel Plans and Personal Travel Plans both support parents, pupils and individuals to travel more sustainably, including to cycle. There are currently 67 schools with a School Travel Plan and the number continues to rise every year from 65 in the previous monitoring period.

### Cycling Infrastructure

#### Parking

Objective / Policy	Indicator LOI 31	Target	On Target
SP7	Number of off-street and on-street public cycle parking spaces	Increase year on year	

3.6.4 In the reporting year, a total of 24 'Sheffield' cycle stands and 19 "Bikehangars" were installed across the Borough providing space for 138 bikes compared with 22 in the previous year giving a significant increase in cycle parking. Each Bikehangar provides secure parking for residents, with spaces for six bikes, and occupies less than one car parking space. Residents pay a small annual charge to LBH to use Bikehangars. Each facility is installed on a trial basis, and made permanent if successful. When the first four Bikehangars were provided, all the parking spaces were rented out within a week.

### Cycle route improvements

3.6.5 As part of the Borough Cycling programme, Haringey has worked together with the Haringey Cycling Campaign (HCC) to identify improvements aimed at making the borough roads more permeable and safer for cyclists.

3.6.6 In 2016/17 work continued on delivering new quietways for bikes including 2 way cycling on one way roads on Tottenham Lane, and additional improvements in More sustainable vehicle use – Car clubs and electric vehicles

Objective / Policy	Indicator LOI 33	Target	On Target
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SP7	Number of Car Club Bays across the Borough	80 bays delivered by 2026	
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- 3.6.7 Haringey's on street car club network continues to grow in popularity and is the largest and most successful outer London borough car club network. The borough continues to enjoy strong membership growth, which is now over 5800 (14% up on October 14). Utilisation continues to perform well, with cars on average being used for 8.6hrs each day (this is good for an outer borough).
- 3.6.8 There are currently 75 car club bays in operation in the Borough and the Council is in the process of completing a multi operators contract for additional bays and the statutory consultations for the proposed car club bays for the new operators is completed. There will be a total of 39 new car club bays to be installed.
- 3.6.9 Haringey is also part of the DriveNow – floating service. This was launched in Dec 2014, 'floating' service (one way journeys) in 4 boroughs - Haringey, Hackney, Islington and Waltham Forest. It is a floating model, vehicles do not need to be picked up or returned to a specific parking space. It has a fleet of 250 vehicles across the 4 boroughs operational area, includes 50 BMW i3 electric vehicles

#### Electric vehicle charging facilities

Objective / Policy	Indicator LOI 34	Target	On Target
SP7	Number of electric vehicle charging points on and off street	Increase year on year	

- 3.6.10 The council has a policy to promote the uptake of electric vehicles through the implementation of charging infrastructure in off street in public car parks and on street parking. We have 16 charging points in the Borough, the same as the previous year providing access to 21 charging bays, on street and in car parks and all the charging points are part of the Source London network which provides its members with access to over 1,400 charging points across London.
- 3.6.11 The Council has commissioned consultants to explore options for Street Lamp column electric charging points and a trail is about to commenced with an initial installation of 8 to 9 charging points.

#### Strategic Transport Infrastructure

*The following section responds to **Corporate Plan Priority 3 and Priority 4** which reflect the objective to enable sustainable growth by delivering infrastructure, including transport infrastructure.*

#### Local Implementation Plan

Objective / Policy	Indicator LOI 10	Target	On Target
SP7	Delivery of Infrastructure Projects in line with the LIP	As set out in the LIP	

- 3.6.12 The Local Implementation Plan (LIP) forms the basis for the Council's transport projects and programmes to be pursued over the next 20 years and represents a significant annual investment programme that reflects the transport needs and aspirations of Haringey's residents and businesses.
- 3.6.13 TFL allocated £1.9m Local Implementation Plan (LIP) funding for transport projects in December 2017 for delivery in 2018/19. This will help fund the planning and delivery of cycle routes and improving walking in the borough through the development of a cycling and walking action plan. A priority project underway this financial year is the implementation of a LIP funded major project around White Hart Lane station to increase capacity in anticipation of Tottenham Stadium re-opening to accommodate the additional journeys forecast.
- 3.6.14 The next LIP submission which is for three years from 2019/20 to 2021/22 is now being produced. The LIP will need to be submitted to TFL for approval in February 2019. Following approval, these funds will provide more investment for a range of transport projects and programmes. The amount available has yet to be announced by TFL.

**Table 3.19: LIP Funding Investment**

Funding	Programme	£m
External Investment	LIP Corridors and Neighbourhoods	£1.940
	TfL Cycling Programme	£0.145
	TfL Bus Services	£0.440
	TfL Structures	£3.939
	<b>Subtotal of TfL funding</b>	<b>£7.172</b>
Council Investment	Local Transport Fund	£0.100
	Supporting Measures (Smarter Travel, Safety)	£0.350
	Road Maintenance	£0.440
	Major Schemes (White Hart Lane)	£0.264
	Bus Stop Accessibility	£0.035
	Footpath and Carriageway Improvements	£3.000
	Road Safety and Structures	£0.150
	Street Lighting	£1.000
	Flood Water Management	£0.200
	Parking Plan	£0.300
	<b>Subtotal of Council investment</b>	<b>£4.650</b>
<b>S106 Planning Obligations</b>		<b>£0.629</b>
<b>S278 Highways Obligations</b>		<b>£2.503</b>
<b>Total</b>		<b>£14.613</b>

- 3.6.15 A new Transport Strategy which was adopted in March 2018. The new strategy outlines the overarching transport policy for the borough over the next 10 years. The strategy supports the council's planning service, the delivery of regeneration and will help secure vital investment to improve Haringey's transport system, in particular to enable more people to walk and cycle.
- 3.6.16 Further work undertaken in 2017/18 includes setting up a car club contract, managing car sharing initiatives and point to point car hire; supporting the use of electric vehicles, installing electric charging infrastructure and working with Transport for London (TFL) to develop a rapid electric charging network within the borough; and introducing a future dockless bike sharing scheme in the borough.

### **Crossrail 2**

- 3.6.17 Crossrail 2 is a proposed new railway line serving London and the South East, linking Surrey to Hertfordshire via Central London destinations. In Haringey, the new railway is proposed to serve stations on two branches. There are two route options between the proposed Crossrail 2 stations at Seven Sisters and New Southgate.
- 3.6.18 On the north-eastern branch, Crossrail 2 would serve Tottenham Hale and Northumberland Park stations on the existing National Rail network running towards Broxbourne. This option would provide linkages to the Upper Lee Valley, supporting delivery of new housing and employment.
- 3.6.19 On the north-western branch, Crossrail 2 would serve stations at Seven Sisters and either Turnpike Lane and Alexandra Palace or Wood Green via new underground running tunnels towards New Southgate.
- 3.6.20 Haringey's Local Plan provides sufficient flexibility to assist in facilitating delivery of the Crossrail 2 route options, ensuring this strategic infrastructure can be appropriately implemented to support growth and enhance sustainable transport options in the Borough. Crossrail 2, if approved, will transform access and capacity across much of the Borough and work continues with all parties to promote its introduction.

### **Tottenham Hale Station**

- 3.6.21 The Tottenham Hale station redevelopment is scheduled for completion in 2018 and includes an Access for All funded (Department for Transport) bridge, interchange improvements, doubling ticket office capacity, improving pedestrian access from the east, provision of step free access (with lifts large enough to accommodate bicycles) and surface level access improvements.

### **Rail Investment and Improvement**

- 3.6.22 Electrification of the Barking Gospel Oak line commenced in the summer of 2016 with 4-car electric trains schedule to be in operation from 2018.
- 3.6.23 Following the transfer in May 2015 of the Liverpool St to Enfield, Cheshunt, &

Chingford lines to TfL and operated as part of the Overground network, new trains are expected from 2018.

- 3.6.24 The Council are also working with Enfield, TfL/GLA and the rail operators on the implementation of a 3<sup>rd</sup> track between Tottenham Hale and Angel Road. This investment will allow higher service frequencies at Northumberland Park supporting our growth ambitions for North Tottenham. The enhancements are due to complete in December 2018.

### Community and Leisure Infrastructure

Objective / Policy	Indicator LOI 74/80	Target	On Target
SP15/16	Retention of Community Uses	No net loss of community facilities unless justified	

- 3.6.25 There was an additional 5,338 m2 of floorspace approved this monitoring year (net), the majority of which was for a new 25 consultation room GP surgery on the High Rd in Bruce Grove, and the refurbishment of Hornsey Town Hall. In terms of completed floorspace 2017/18 saw 8,651m2 (net) additional D1/D2 floorspace built out including a substantial proportion at Highgate Junior School and the Channing School for new educational accommodation.

**Table 3.20: Net Losses/Gains for Use Class D1 and D2 Based on Permissions**

Use Class	Floorspace m2						2017/18
	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	
<b>D1</b>	1,966	3,976	-740	374	8,586	10,842	613
<b>D2</b>	47,780	949	1,481	138	901	81,990	4,725
<b>Total</b>	49,746	4,925	741	512	9,487	92,832	5,338

### 3.7 Infrastructure funding and delivery

*The following section responds to **Corporate Plan Priority 4** which emphasises the role of Community Infrastructure Levy funding and Section 106 agreements to ensure growth is appropriately supported with infrastructure.*

- 3.7.1 It is important that existing communities and new development are appropriately supported by infrastructure, community facilities and services. The Council expects developers to contribute to the reasonable costs of new infrastructure made necessary by their development proposals.

#### Community Infrastructure Levy

- 3.7.2 The Mayor's Community Infrastructure Levy (CIL) was introduced in 2012 to help finance Crossrail. CIL charging rates vary across London in accordance with the three different charging zones set out in the Mayor's Charging Schedule. Haringey falls within Zone 2. This means that the CIL rate for Haringey has been set at the

mid-rate for London, at £35/m<sup>2</sup> on all new qualifying floorspace, excluding health and education floorspace (alongside standard exemptions for affordable housing and charitable developments).

- 3.7.3 The Council collects CIL on behalf of the London Mayor. In 2017/18 the amount of CIL collected was £890,240 which was up significantly down £3,957,496 the previous year.

**Table 3.21: Mayoral CIL Receipts in Haringey**

Year	Amount Collected (Minus Administration Fee)
2012/13	£95,642
2013/14	£473,320
2014/15	£342,785
2015/16	£2,602,303
2016/17	£3,957,496
2017/18	£890,240

- 3.7.4 The Community Infrastructure Levy Regulations 2012 (as amended) allow local authorities to introduce a CIL and to charge a tariff on new development to help pay for supporting infrastructure. The CIL generally replaces Section 106 contributions, except in relation to affordable housing and on site mitigation measures.

- 3.7.5 Haringey's CIL was adopted by a decision of Full Council on 21 July 2014. It has been implemented from 01 November 2014, with all applications for qualifying development decided on or after this date liable to pay the levy.

- 3.7.6 Haringey's CIL sets out differential charging rates for residential development (including student accommodation) across three defined zones in the borough. For qualifying supermarket and retail warehousing developments, there is no differential charging and single rates apply across the borough. There are nil rates for office, industrial, warehousing and defined small scale retail development, as well as for health and educational uses.

**Table 3.22: Haringey CIL Collected and Liability Notices Issued**

CIL Area (Ward)	LBH CIL Collected 1 <sup>st</sup> November 2014 to June 2018 (Neighbourhood Portion)	CIL Liability Notices Issued as at June 2018 (Neighbourhood Portion)
Alexandra	114,121.05 (17,118.16)	430,140.95 (64,521.14)
Bounds Green	278,440.68 (41,766.10)	1,014,301.85 (152,145.28)

Bruce Grove	6,941.97 (1,041.29)	46,415.97 (6,962.40)
Crouch End	256,690.90 (64,172.72)	3,266,512.58 (816,628.15)
Fortis Green	494,374.60 (74,156.19)	4,119,657.87 (617,948.68)
Harringay	1,621,746.15 (243,261.93)	3,137,888.41 (470,683.26)
Highgate	966,352.92 (241,588.22)	6,329,530.69 (1,582,382.67)
Hornsey	185,846.64 (27,876.99)	2,212,218.11 (331,832.72)
Muswell Hill	352,706.28 (52,905.94)	1,396,260.94 (209,439.14)
Noel Park	41,198.29 (6,179.74)	300,367.12 (45,055.07)
Northumberland Park	9,119.49 (1,367.93)	31,399.96 (4,709.99)
Seven Sisters	972.98 (145.95)	146,455.38 (21,968.31)
St. Ann's	3,376.32 (506.44)	305,578.98 (45,836.85)
Stroud Green	4,556.68 (683.50)	729,946.63 (109,491.99)
Tottenham Green	146,023.18	467,923.47

	(21,903.48)	(70,188.52)
Tottenham Hale	15,168.34	706,892.00
	(2,275.25)	(106,033.80)
West Green	31,816.35	282,662.66
	(4,772.45)	(42,399.40)
White Hart Lane	6,654.75	446,772.33
	(998.21)	(67,015.85)
Woodside	325,744.71	781,377.96
	(48,861.71)	(117,206.69)
Totals	4,861,852.28	26,152,303.86
	(851,582.20)	(4,882,449.91)

3.7.7 This is the third full monitoring year where CIL has been in effect, and so this data is still new to the AMR. To date [£4.8m](#) has been collected for Haringey's CIL which will help fund projects identified in the published Regulation 123 list.

3.7.8 Haringey's CIL is underpinned by a viability appraisal which has informed the setting of rates across the Borough. Further viability testing may be undertaken in the future in order to assess any change in circumstance, which might suggest that current CIL rates require reviewing.

### Planning Obligations

3.7.9 The Council uses planning obligations (sometimes known as legal agreements or Section 106 agreements), where appropriate, to influence the nature of a development or to mitigate its potential effects.

3.7.10 The Council seeks to ensure that S106 agreements are only entered into where planning obligations cannot be used to overcome issues associated with a proposed development. Applications are assessed individually and on their own merits in order to determine if planning obligations are needed, and if so, the matters they should address.

3.7.11 Planning contributions remain an important tool to ensure adequate provision of infrastructure across the Borough, particularly for affordable housing, as noted above. However due to changes in national legislation, uptake of S106 funding will be more limited in the future, as the focus on provision of strategic infrastructure has shifted to Haringey's CIL. Affordable housing and site specific infrastructure still come under S106 negotiations.



- 3.7.12 In 2017/18, the Council secured over £3.2 million in Section 106 funds. This is similar to previous years and is likely to be the case in future years, as noted above, due to the introduction of the Haringey CIL, which is replacing many S106 Planning Obligations.
- 3.7.13 When planning permission is granted, applicants/developers are required to commence their development within a specified expiry date<sup>4</sup> (normally 3 years), failing which the permission shall have no effect. Planning obligation contributions or physical benefits are usually triggered when development commences or when the new development is occupied.
- 3.7.14 The table below shows the comparison of S106 contributions negotiated, and the actual contributions received and spent from signed S106 agreements within the past 7 financial years.

**Table 3.23: S106 Negotiated, Received, and Spent in the Past 7 Years (£m)**

Obligation Type	Negotiated (2011-2018)	Received (2011 – 2018)	Total Spent (2011-2018)	Actual Received (includes money agreed prior to 2011)	Actual Spent (Includes money agreed prior to 2011)
Admin & Monitoring	579,277.95	269,602.30	16,583.91	319,262.69	710,972.63
Education Pool	14,914,367.53	3,916,504.23	2,534,697.14	6,072,856.35	4,777,708.14
Open Space	4,793,845.28	599,791.95	61,200.00	505,791.95	165,671.05
Heartlands & Wood Green	80,000.00	80,000.00	80,000.00	80,000.00	
Environment – Site Specific	6,289,353.00	1,780,635.00	1,633,000.00	1,868,387.00	1,892,072.00
Traffic Mgt Order Amendment / CPZ	1,377,311.84	312,623.24	106,900.00	318,263.24	70,650.00
Highways	8,671,475.77	3,810,380.81	3,224,173.29	3,805,088.52	4,433,888.95
Misc – Spurs	735,000.00	-	-	-	-
Employment / Local Labour	2,352,998.71	918,863.68	559,854.00	913,523.68	559,854.00

Public Art	5,000.00	5,000.00	-	5,000.00	
Healthcare	500,000.00	-	-	-	-
Traders Financial Assistance (Wards Cnr)	144,300.00	-	-	-	-
West Green Rd Improvement Fund (Wards Cnr)	150,000.00	-	-	-	-
Off-site Affordable Housing	9,383,946.52	2,310,317.72	1,747,854.52	2,533,059.49	2,004,462.19
Travel Plan	407,000.00	80,234.00	-	51,234.00	
Carbon Offsetting	1,171,511.40	137,752.00	-	137,752.00	
S278				369,147.17	
Indexation				11,412.44	
Finance Team					68,114.08
	<b>51,555,570.00</b>	<b>14,221,704.93</b>	<b>9,964,262.86</b>	<b>16,990,778.53</b>	<b>14,683,393.04</b>

3.7.15 The spending of S106 funds during the period 2011 to 2018 is outlined in column 4 of the table above. The vast majority has been on Education, reflecting the recent School expansion programme and on Highways improvements to help cater for new development and site specific environmental mitigations.

#### Infrastructure Delivery Plan (IDP)

3.7.16 The Infrastructure Delivery Plan (IDP) is a document that supports Haringey's Local Plan. It identifies the service areas where investment will be needed to meet the additional demand from population and housing growth over the plan period. It also sets the basis for policies for developer contributions to meet future need and highlights, where applicable, gaps in existing provision to form a platform for future investment, project delivery and funding bids.

3.7.17 The IDP is a working document that is reviewed periodically so that the Council can monitor progress on infrastructure delivery and have in place an up-to-date schedule of infrastructure requirements. The original IDP was prepared to support

Haringey's submission Core Strategy (now Strategic Policies) DPD. Since then it has been subject in several partial reviews, with the last being in July 2016 to support the examination of the Local Plan.

- 3.7.18 The Council has also helped to inform the Upper Lea Valley Development Infrastructure Study (2015), covering the London Plan's Upper Lee Valley Opportunity Area Framework, including parts of North Tottenham and Tottenham Hale. The study aims to identify the gap between the cost of infrastructure required in the Upper Lee Valley and the funding that is currently secured in order to inform future considerations for delivering the planned growth in the area.

## 4 Development management performance

*The following section responds to **Corporate Plan Priority 4** which emphasises the Council's role in enabling growth through timely planning decisions, and where the planning service is measured as a 'top quartile' service for speed, cost and quality.*

### 4.1 Planning applications

4.1.1 In 2017/18 the Council decided 3,404 planning applications consisting of 32 major applications, 606 minor applications, 1,197 householder and other applications.

Objective / Policy	Indicator LOI 82-84	Target	On Target
SP17	Percentage of Planning Applications determined within target timeframe	65% of Major Applications within 13 weeks 65% of Minor Applications determined within 8 weeks 80% of other applications determined within 8 weeks	

Performance has been maintained at 100% and is top quartile in London for

4.1.2 Major Applications. The Council's performance for Minor applications has improved and is top quartile in London at 98%. Other applications have also improved and are now also top quartile in London at 99%. Performance has improved even further in the latter part of the year and it is expected to be top quartile in all categories in the next financial year.

4.1.3 In 2017/18 a total of 32 major applications were decided compared to 35 in the previous financial year. It is expected that this figure will increase in the coming years. The average time of decision has increased from 185 to 233 days between these time periods, however all of these have been subject to planning performance agreements / extensions of time which are mutually agreed with applicants and encouraged in national guidance.

4.1.4 In 2017/18 606 Minor applications were decided which is a 9% increase on the 544 Minor applications decided during 2016/17. There is also a significant reduction in average decision time from 93 days to 68 days. During 2017/18, 1197 Other applications were also decided which is a 28% decrease on the 1671 Other applications decided during 16/17. The average decision time has reduced from 66 days to 57 days.

4.1.5 Performance on validation has increased from an average of 7 to 9 days, however this is a product of the Systems thinking approach where there is a delay before validation rather than before decision as reported in last year's AMR.

### 4.2 Planning appeals

4.2.1 Planning appeals are conducted by the Planning Inspectorate, an independent

national body which is separate from the Council. An applicant whose planning application has been refused by the Council has the right to make an appeal to the Inspectorate within six months of the application decision date.

Objective / Policy	Indicator LOI 82-84	Target	On Target
SP17	Number of applications allowed on appeal		

4.2.2 In 2017/18, there were a total of 99 appeals on refusals decided by the Planning Inspectorate, with 39 appeals allowed (39.3%) and 60 appeals dismissed (60.7%). The proportion of appeals allowed in Haringey was a slight increase on the previous year (30.7%).

### 4.3 Enforcement

4.3.1 Enforcement of planning rules plays a role in delivering policy objectives. The Council is committed to reversing and preventing unauthorised uses and non-permitted development.

4.3.2 Performance over the monitoring period and since is:

- Complaints received 2017/18 - 843
- Enforcement notices served 2016/17 – 76

4.3.3 Improvement of the planning enforcement team is ongoing and performance has improved significantly over the year with notifications of decisions within the 8 week at 92%.

4.3.4 Further improvement of the Enforcement Service includes a plan to, amongst other things, make the service self-financing through proceeding with Proceeds of Crime Act (POCA) cases. These will be taken forward in the next financial year. The other key tenant of pursuing POCA is to reduce re-offending and also act as a deterrent to would be offenders.

## 5 Appendices

### Appendix A: 5-year housing land supply

5.1.1 Paragraph 47 of the National Planning Policy Framework (NPPF) requires local planning authorities to:

*“Identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.”*

5.1.2 To be considered 'deliverable' sites should be:

- available now;
- offer a suitable location for development now; and
- be achievable with a realistic prospect that viable housing development will be delivered on the site within five years.

5.1.3 The NPPF confirms that sites with planning permission should be considered deliverable until permission expires. Haringey's 5YHLS includes net additional dwellings at deliverable sites for the five-year period between April 2018 and March 2023. The Council has identified sites which meet these requirements and these include:

5.1.4 All sites for housing units under construction as at 31/03/2018 which are expected to complete within the specified five-year period (these developments include new build, changes of use to housing units and conversions);

5.1.5 All sites with planning permission where construction has not yet started as at 31/03/2018 which are expected to complete within the specified five-year period (these developments include new build, changes of use to housing units and conversions);

5.1.6 Sites where permission has been granted, subject to legal agreement, as at 31/03/2018 which are expected to complete within the five-year period and those with outline permissions;

5.1.7 Deliverable sites (i.e. without planning permission as at 31/03/2018 but where pre-application discussions have been held or masterplans prepared and consulted upon) likely to complete within the five-year period.

5.1.8 The Council's strategic housing target increased from 820 net additional homes per annum to 1,502 new homes from 1<sup>st</sup> April 2015 following the adoption of new targets in the London Plan (2015) as amended with alterations. As such the housing target is set at 10,374 net additional units covering the five-year period from April 2017 to March 2022. This is composed of the constituent parts below.

5 years of 1,502 (7,510)

+ 1,135 (existing shortfall)

+20% (1,729)

5.1.9 The supply of new homes to be delivered between April 2018 and March 2023 is calculated at 10,644 net additional units. Overall, Haringey has a supply of housing land over the next five years to meet 5.13 years of its annualized housing target.

**Table A1: Haringey 5YHLS 2018 – 2023**

Sites within the Five Year Housing Supply	Total units	(2018/19 – 2022/23)
<b>Sites with Planning Permission – COMMENCED ON SITE</b>		
Clarendon Square (SA22) (HGY/2009/0503 & HGY/)	1,080	510
624 Tottenham High Road (HGY2009/1532 & HGY/2015/3102)	42	12
Apex House (SS6) (HGY/2015/2915)	163	163
Hale Wharf (TH9) (HGY/2016/1719)	505	505
Keston Centre (SA59) (HGY/2016/3309)	126	126
North of Hornsey Rail Depot (SA17) (HGY/2016/1573)	174	174
St Lukes Woodside House, N10 3JA (SA50) (HGY/2013/2379 & HGY/2016/0242 & HGY/2016/2106)	159	48
St Ann's Police Station (HGY/2015/3729)	28	8
500 White Hart Lane (HGY/2016/0828)	145	145
Hawes & Curtis (SA26) (HGY/2016/1807)	133	133
7 Bruce Grove N17 6RA (HGY/2012/0563)	13	13
5 Bruce Grove (HGY/2014/1041)	13	13
2 Chestnut Rd (HGY/2013/0155)	64	64
168 Park View Road, London N17 9BL (HGY/2015/3398)	12	12
191-201 Archway Rd (HGY/2015/2517)	21	21
Mono House, 50 - 56 Lawrence Road (SS2) (HGY/2016/2824)	47	47
255 Lordship Lane, N17 (HGY/2015/2321)	32	32
159 Tottenham Lane (HGY/2014/0484)	18	18
Cambridge House, 109 Mayes Road (HGY/2015/2994)	19	19
Zenith House, 69 Lawrence Road, N15 (HGY/2017/0981)	29	29
Small sites under construction	196	196
<b>SUB_TOTALS</b>		<b>2,288</b>
<b>Sites with Planning Permission – NOT COMMENCED ON SITE</b>		
Hale Village Tower (HGY/2006/1177)	253	253
Ward's Corner (HGY/2012/0915) (SS3)	163	163
St Ann's Hospital (SA28) (HGY/2014/1691)	470	470

Imperial House, Willoughby Lane (HGY/2015/0134) Prior Approval	40	40
Tottenham Hotspur Stadium (HGY/2015/3000)	580	580
Hornsey Town Hall (SA48) (HGY/2010/0500 & HGY/2017/2220)	146	146
1 Station Square (part TH4) (HGY/2016/3932)	128	128
67 Lawrence Road (SS2) (HGY/2016/1212)	76	76
45-63 Lawrence Road (SS2) (HGY/2016/1213)	80	80
Monument Way (TH10) (HGY/2016/2184)	54	54
Coppets Wood Hospital (SA54) (HGY/2016/3482)	80	80
Templeton Hall and Garages, 52 Templeton Road (HGY/2016/2621)	11	11
Land east of Cross Lane (HGY/2016/0086) Appeal	69	69
52-68 Stamford Road, N15 (HGY/2017/0426)	48	48
640-656 High Road, N17 (HGY/2017/1054)	33	33
163 Tottenham Lane, N8 (HGY/2017/2001)	24	24
Omega Works, Heritage Road, N14 (HGY/2016/3604)	13	13
Gisburn Mansions, Tottenham Lane, N8 (HGY/2017/0698)	12	12
1 <sup>st</sup> & 2 <sup>nd</sup> Floors, 522-528 High Road, N17 (HGY/2017/3176)	11	11
Small sites not started	371	278
<b>SUB_TOTALS</b>		<b>2,569</b>
<b>Deliverable Sites</b>		
Wood Green Cultural Centre (South) (SA19)	355	355
Clarendon Gateway (SA21) Part	195	100
Station Interchange (TH2)	138	138
Station Square West (TH4)	142	142
Station Square North (TH5)	213	213
Ashley Road South (TH6)	444	444
Ashley Road North (TH7)	147	147
Welbourne Centre (TH10)	244	244
High Road West (NT5) Part	1,200	600
Arena Design Centre (SA30)	40	40
Crusader Industrial Estate (SA31)	64	64
Omega Works (SA32)	30	30
Vale/Eade Roads (SA33)	101	101
Overbury & Eade Roads (SA34)	141	141
Lawrence Rd Phase 2 (SS2)	178	178
Tottenham Police Station & Reynardson Court (TG3)	30	30
Bruce Grove Station (BG2)	11	11
Gonnermann Antiques (SA39)	37	37
Cranwood Care Home (SA51)	35	35
Park Grove & Durnsford Road (SA56)	160	160
LBH Civic Centre (SA5)	108	108
Green Ridings House (SA6)	106	106
16-54 Wood Green High Road (SA14)	334	334
L/B Westbury & Whymark Avenues (SA15)	20	20
L/A Coronation Sidings (SA25)	87	87
18-20 Stroud Green (SSA37)	63	63
460-470 Archway Road (SA38)	72	72
72-96 Park Road & Lynton Road (SA49)	41	41
Gourley Triangle (SS4) Part	191	60
North of White Hart Lane (NT6)	100	100
Fountayne Road (TH11)	113	113



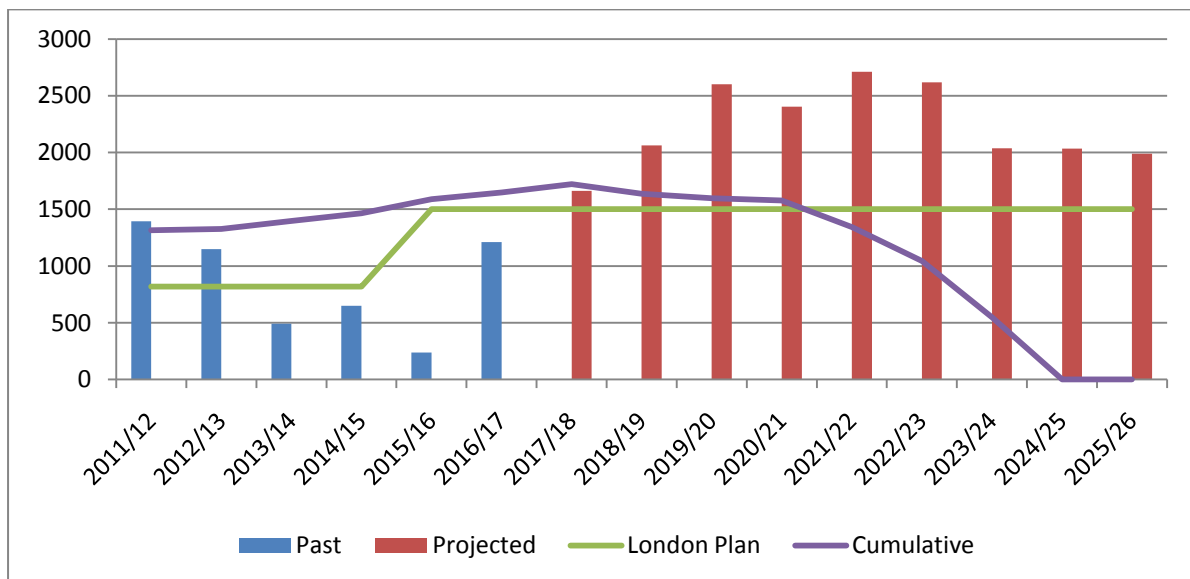
Herbert Road (TH12)	66	66
Constable Crescent (TH13)	66	66
Red House, West Green Rd (SA57)	28	28
St John's Church N17	32	32
7—72 Shepherds Hill, N6	19	19
52-68 Stamford Road	45	45
Kwikfit, 163 Tottenham Lane	26	26
Haringey Professional Development Centre (SA58)	49	49
Small Sites	1,142	1,142
<b>SUB_TOTALS</b>		<b>5,787</b>
<b>TOTALS</b>		<b>10,644</b>

**5.2 Appendix B: Housing Trajectory**

B1. Further to a Five Year housing land supply, Paragraph 47 of the National Planning Policy Framework (NPPF) requires local planning authorities to, ‘for market and affordable housing, illustrate the expected rate of housing delivery through a housing trajectory for the plan period’. The housing trajectory is set out in the figure below.

**Table B1: Housing Trajectory**

Year	Past completions	Projected completions	London Plan target	Cumulative adjusted target
2011/12	1410		820	1314
2012/13	1290		820	1316
2013/14	501		820	1383
2014/15	640		820	1451
2015/16	660		1502	1530
2016/17	774		1502	1614
2017/18	1210		1502	1518
2018/19		1662	1502	1795
2019/20		2063	1502	1599
2020/21		2601	1502	1398
2021/22		2403	1502	1147
2022/23		2712	1502	626
2023/24		2619	1502	0
2024/25		2575	1502	0
2025/26		2486	1502	0



**Report for:** Cabinet – 13<sup>th</sup> November 2018

**Title:** Ultra-Low Emission Vehicle Action Plan

**Report authorised by :** Helen Fisher, Interim Director of Housing, Regeneration, and Planning

**Lead Officer:** Zahrah Ali – Ultra-Low Emission Vehicle Officer / 020 8489 4509 / [Zahrah.Ali@haringey.gov.uk](mailto:Zahrah.Ali@haringey.gov.uk)

**Ward(s) affected:** All

**Report for Key/  
Non Key Decision: Key decision**

## **1. Describe the issue under consideration**

- 1.1. Cabinet is asked to approve the Draft Ultra-Low Emission Vehicle Action Plan (2018-2028) and for it to go out for a two month public consultation. This Draft Action Plan sets out the borough's vision, aims and objectives for the next 10 years to increase the uptake of ultra-low emission vehicles. It directly supports the overarching Haringey Transport Strategy, and feeds into Haringey's Zero Carbon by 2050 work and emerging Air Quality Action Plan 2019-2023. The Ultra-Low Emission Vehicle Action Plan will be the first of its kind for Haringey Council.
- 1.2. The vision of the Draft Action Plan is to facilitate the transition towards an ultra-low emission vehicle Haringey. Through providing infrastructure, education and advice, the intention is to improve local air quality and deliver the Council's climate change ambitions.
- 1.3. Following Cabinet on 13<sup>th</sup> November 2018, the Draft Action Plan should go out for public consultation. Carbon Management and relevant service areas will review comments from public consultation. The Action Plan will be revised accordingly and published.

## **2. Cabinet Member Introduction (Councillor Hearn, Cabinet Member for Environment)**

- 2.1 I am proud to introduce Haringey's first Ultra-Low Emission Vehicle Action Plan. The Council are committed to improving the quality of life for all residents in the borough. Haringey are taking action to improve air quality, reduce noise pollution and greenhouse gas emissions, and promote public health. We are supporting the uptake of electric and other ultra-low emission vehicles in the borough. Climate change is a threat to all nations of the world. We have no alternative but to act now for the benefit of future generations. Having clean transport technologies enables us to do this.

- 2.2 We are promoting walking and cycling as our preferred transport choice, but some of our transport needs will only be delivered by vehicles. We want these vehicles to be the least polluting as possible. The Council has been working on supporting electric vehicle uptake for some years, responding to the local demand. In 2014, there were 94 electric vehicles in Haringey, in 2017 there were 225, and by 2020 we expect approximately 1000 electric vehicles in Haringey. To support these users the Council will soon have installed 35 standard charging points and 6 rapid charging points across the borough.
- 2.3 We want to implement and encourage innovative solutions to enable people and businesses to switch to this cleaner future. We are engaging with local businesses, developing Wood Green into a 'Neighbourhood of the Future', and working with academia and start-ups to show support for innovative solutions. Our aim is to ensure that the take up of this technology remains high across the community. This Action Plan sets the Council's policy position on ultra-low emission vehicles and will monitor our performance in delivering this.
- 2.4 Haringey is a vibrant and diverse borough. We have a wide array of communities which means we have over 100 languages spoken in the borough. We are home to many LGBT people; 21 percent of our population is under 16 and 12 percent over 60; 14 percent are disabled people. Equality, diversity and inclusion is at the heart of what we do. We want to ensure everyone can be a part of this transition and that it is accessible to all in our community.
- 2.5 Together we can address the challenge of stopping climate change. The introduction of the inner London Ultra Low Emission Zone, the Mayor's targets for air quality, and the banning of all diesel and petrol sales post 2040 are part of making that change. We aim to break down the barriers to electric vehicle uptake and ensure residents and businesses are ready for a positive shift to clean transport. We owe it to our children and our children's children to take this action now.

### **3. Recommendations**

- 3.1. It is recommended that Cabinet:
- i) approves the Draft Action Plan;
  - ii) agrees that the Draft Action Plan be published for public consultation; and
  - iii) following public consultation, gives delegated authority to the Director of Housing, Regeneration and Planning to sign off the Final Action Plan, which will be amended based on public consultation.

### **4. Reasons for decision**

- 4.1. By developing an Action Plan, the borough can have a co-ordinated approach to future proofing the borough ahead of a growth in electric vehicles. In light of

the Ultra-Low Emission Zone expanding to inner London in 2021, residents and businesses with the most polluting vehicles will incur a daily charge. The Council needs to steer the transition to ultra-low emission vehicles to be ahead of technology developments and regional/national policy developments on air pollution and climate change.

4.2. The Draft Action Plan sets out the following objectives:

(a) Increase public awareness of ultra-low emission vehicles and charging technology through campaigns and education

As ultra-low emission vehicles are not yet widespread, there are many questions and doubt surrounding the switch to electric vehicles. Campaigns and events, amongst other communicative mediums, are an important way to directly engage with potential users and to help alleviate any concerns they may have. Utilising the extensive research into attitudes and behaviours surrounding electric vehicle adoption can aid how we target potential users to alleviate barriers.

(b) For the Council fleets to lead by example and have an all ultra-low emission fleet by 2030

It is imperative that the Council takes action with their own fleets and seeks to phase out the use of traditional combustion vehicles where possible. This aligns with the emerging Air Quality Action Plan 2019-2023. This shows the residents and businesses in the borough that the Council also take responsibility for emissions and will tackle them head on. Electric cars have a significantly lower running cost than traditional combustion vehicles and therefore, electrifying the Council fleet would induce cost savings to the Council in the long term.

(c) To collaborate with partners to ensure all commercial fleets operating in the borough are ultra-low emission vehicles by 2040

Tackling private-car use and the Council fleet alone is insufficient to achieve a significant decrease in transport-related emissions and the shift in private car use should filter into other aspects of the borough's transport. Therefore, working with a wide range of partners (e.g. bus operators, local businesses and small- and medium-sized enterprises, service stations, taxis and private-hire vehicles, car clubs and canal boats) allows us to realise emissions benefits in all sectors of road transport, as well as including our waterways.

(d) To develop an electric vehicle charging network in line with expected demand over the next 10 years

Transport for London have predicted the number of electric vehicle registrations for all London boroughs. These scenarios cover expected levels of demand in 2020 and 2025, with both a baseline scenario and high uptake scenario. In the '2020 high uptake' scenario, all wards will have at least 25 electric vehicles, with some wards having at least 50, and others with at least 75. We expect there to be 3 number of users per on-street charging point, and therefore most wards require at least 8 number of charging points, with some wards needing 16 and others requiring 25.

(e) To be a leader in innovation for carbon-friendly and cost-efficient charging technology

We want the borough to be a test-bed for new and upcoming charging technologies which lead to carbon-friendly modes of transport, as well as to keep charging cost-efficient to users.

- 4.3 In order to test and refine the Action Plan, and promote its 'ownership' in the wider Haringey Community, it is proposed that the Draft Action Plan be published for a period of public consultation. Following that consultation, it is proposed that the Director of Housing, Regeneration and Planning be given delegated authority to approve the Final Action Plan which will be amended on the basis of public consultation.

## 5. Alternative options considered

### 5.1. Do nothing

The Action Plan would not be developed and published. This is not an option as the overarching Haringey's Transport Strategy (2018-2028) has committed the Council to deliver a sustainable transport action plan with the Ultra-Low Emission Vehicle Action Plan directly supporting Outcome 3 of the Transport Strategy. This would compromise the reputation of the Council. Furthermore, under 'do nothing', the Council would:

- A. have no coherent strategy to navigate the shift to electric vehicles, causing Haringey to fall behind regional and UK progress
- B. not have a plan to support the national government and regional government programmes to deliver ultra-low emission vehicles
- C. not a planned approach to mitigate the negative impacts of the Ultra-Low Emission Zone on residents and businesses
- D. miss an opportunity to generate income from charging infrastructure

### 5.2. Propose an Action Plan of narrower scope and ambition

An Action Plan of this nature is not common to local councils. To pursue this narrower, less ambitious approach would risk reducing Haringey's ability to drive ultra-low emission vehicle uptake and mitigate transport-related emissions. Some councils have an 'Electric Vehicle Charging Point Delivery Plan' however, Haringey's Draft Action Plan goes into greater detail and encompasses a wider scope (e.g. electrifying the private sector, incorporating vehicles on our waterways, public education and awareness of electric vehicles, and set timeframes within which we want to achieve our objectives).

### 5.3 Not consult on the Draft Action Plan

A lack of public consultation would mean local views are neglected in development of this plan, especially when it is an issue that will affect all residents and business (e.g. the introduction of an Ultra-Low Emission Zone).

## 6. Background information

- 6.1. Air pollution is increasingly high on the political agenda due to concerns about the impacts of high levels of toxic air on public health. The transport sector is also the biggest emitter of greenhouse gas emissions in the UK. Therefore, ultra-low emission vehicles are a viable solution which will help alleviate both environmental issues.

- 6.2. The need to tackle air pollution and climate change has been echoed through many regional and national documents:
  - 6.2.1. Air Quality Strategy (Department for Environment, Food and Rural Affairs, 2007). The strategy describes the Local Air Quality Management regime that has been established, whereby every authority has to carry out regular reviews and assessments of air quality in its area to identify whether the objectives have been, or will be, achieved at relevant locations, by the applicable date. If this is not the case, the authority must declare an Air Quality Management Area, and prepare an action plan which identifies appropriate measures that will be introduced in pursuit of the objectives.
  - 6.2.2. Government Air Quality Plan: UK plan for tackling roadside nitrogen dioxide concentrations 2017. This is a statutory air quality plan for nitrogen dioxide, setting out how the UK will be reducing roadside nitrogen dioxide concentrations.
  - 6.2.3. The Draft New London Plan 2017 which includes Policy T2: Healthy Streets – improving health and reducing health inequalities, vehicle emissions and noise.
  - 6.2.4. The Mayor’s Transport Strategy 2018, which includes Policy 6 on air quality, Policy 7 on zero carbon, and Policy 9 – Climate change
  - 6.2.5. The Mayor’s Air Quality Strategy, 2010
- 6.3. The Council has also made a number of local commitments in this field:
  - A. Haringey’s Manifesto – Haringey Zero by 2050
  - B. Haringey’s Air Quality Action Plan 2019-2023 (emerging)
  - C. Wood Green Area Action Plan (2017, emerging)
  - D. Borough Plan (2018, emerging)
- 6.4. Relevant service areas have been consulted in the development of the Draft Action Plan. Comments from these service areas have been incorporated.
- 6.5. Following the Cabinet meeting on 13<sup>th</sup> November 2018, the Draft Action Plan will go out for public consultation between November 2018 and January 2019. The consultation will be held online on the Council’s website. Comments will be tracked and can be directly responded to.
- 6.6. The Action Plan will be presented through information sessions to relevant interest groups in the borough:
  - A. Haringey Climate Forum (The Community Energy Lab, Muswell Hill Sustainability Group, EN10ERGY, Friends of the Earth Tottenham and Wood Green, Living Under One Sun, and the Highgate Society)
  - B. Haringey Transport Forum
  - C. As well as low income groups in the community and small and medium sized enterprises.
- 6.7. Transport for London and the Greater London Authority will also be consulted, as will car manufacturers and existing electric vehicle networks.



6.8 Individual comments will be managed by the Carbon Management team, which will consult relevant service areas in responding to comments and revising the Action Plan.

## **7. Contribution to strategic outcomes**

7.1. The benefits of ultra-low emission vehicles crosscut many sectors, most notably air pollution, climate change, public health and economic growth. This Action Plan contributes to priorities across the Council's draft Borough Plan for 2019-23, most notably Priority 3 (Place).

## **8. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)**

### **8.1. Finance**

8.1.1. The report requests Cabinet to approve the draft action plan and for the Council to engage in public consultation.

8.1.2. The Draft Action plan proposes a number of actions to achieve the objectives as set out in 4.3-4.8 above.

8.1.3. The Council has secured a number of revenue and capital stream, which fund the delivery of the objectives. Funding streams include:

- a. The Council: relevant service area budgets and Section 106 agreements
- b. Transport for London (Go Ultra Low City Scheme, Neighbourhoods of the Future, Local Implementation Plan),
- c. private operators,
- d. the commercial sector
- e. Private developers.

8.1.4. After Consultation, many of the actions will require Cabinet approval and will therefore be subject to individual financial appraisals.

8.1.5. The cost of the consultation will be met from the Carbon Management budget.

### **8.2. Procurement**

8.2.1. Having read the report it is the view of Strategic Procurement that the emissions reductions target is both a laudable and achievable project. Strategic Procurement is fully supportive of, and aligned with, the project to reduce emissions across the Borough of Haringey. Currently, there is not a definitive Procurement strategy in place that we can go through. It is assumed that a procurement strategy will be developed in the near future. Furthermore, the new strategy will facilitate the improvement of the quality of air within Haringey [and beyond]. Clearly, Strategic Procurement will look to work with all salient stakeholders to deliver this aspiration.

### **8.3. Legal**



8.3.1. There are no specific legal implications arising out of this report other than as referenced in the Action Plan. All initiatives and projects carried out will need to comply with domestic and European legislation.

**8.4. Equality – Hugh Smith, Policy and Equalities Officer**

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

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

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

8.4.3. This decision relates to Haringey Council's Transport Strategy, which was approved by Cabinet in March 2018 and was accompanied by an Equalities Impact Assessment, which is accessible at [this link](#).

8.4.4. The objectives of the Ultra-Low Emission Vehicle Action Plan are:

- A. Develop an electric vehicle charging network in line with expected demand over the next 10 years
- B. For the Council fleets to lead by example on ultra-low emission vehicles
- C. To be a leader in innovation for carbon-friendly and cost-efficient charging technology
- D. To collaborate with partners to ensure all commercial fleets operating in the borough are ultra-low emission vehicles by 2040
- E. Increase public awareness of ultra-low emission vehicles and charging technology through campaigns and education

8.4.5. Provision of electric vehicle charging infrastructure is intended to increase uptake among Haringey residents of low emission vehicles and thereby have a positive impact on air quality. Due to unequal concentrations of air pollutants in the borough, air pollution is known to disproportionately affect black, Asian and ethnic minority residents and members of minority religious groups. In addition, children and young people, older people, pregnant women, and individuals with disabilities and long-term health conditions are known to be disproportionately affected by air pollution. The action plan takes into consideration the needs of individuals with disabilities and parents with young children by committing to accessible charging infrastructure. The action plan will therefore help address known inequalities and benefit individuals and groups with protected characteristics.

8.4.6. The action plan takes into consideration Transport for London's modelling for demand for ultra-low emission vehicles. It is anticipated that demand for ultra-low emission vehicles will be highest in Alexandra, Highgate, Crouch End, and

Muswell Hill wards. It is notable that these wards have higher proportions of residents over the age of 65 than the Haringey average. Provision of ultra-low emission vehicle charging infrastructure therefore provides a low-emission travel option for residents who may be less able to walk or cycle.

- 8.4.7. The Ultra Low Emission Zone will impose financial penalties on non-compliant vehicles to improve air quality. In 2021, the Ultra-Low Emission Zone will expand to inner London up to the North and South Circular roads for cars and vans, which includes Haringey. Once in force, the drivers of the most polluting cars and vans will have to pay an extra £12.50 to enter the Ultra-Low Emission Zone. Ultra-low emission vehicles will be exempt from these charges. Households on low incomes are most likely to own the vehicles that will be subject to the ultra-low emission zone charge, as these tend to be older vehicles. It can be inferred that black, Asian and ethnic minority households, those from minority religious or faith groups, lone parent households, and those with disabilities are more likely to own vehicles that will be subject to the Ultra-Low Emission Zone charge as these households tend to have low incomes. Provision of ultra-low emission vehicle infrastructure and efforts to raise awareness of ultra-low emission vehicles and charging technology will therefore help to enable residents with protected characteristics to avoid being subject to the Ultra-Low Emission Zone charge and will therefore mitigate a potential inequality arising from the implementation of the Ultra-Low Emission Zone.

**9. Use of Appendices**

- 9.1. Ultra-Low Emission Vehicle Action Plan

**10. Local Government (Access to Information) Act 1985**

- 10.1. Haringey Transport Strategy 2018-2028:

A. [https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey\\_transport\\_strategy\\_2018.pdf](https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_transport_strategy_2018.pdf)

# Ultra Low Emission Vehicle Action Plan 2018 – 2028

Supporting Haringey's Transport Strategy 2018-2028

London Borough of Haringey

V1 – September 2018

## Foreword from Councillor Kirsten Hearn

I am proud to introduce Haringey's first Ultra-Low Emission Vehicle Action Plan. The Council are committed to improving the quality of life for all residents in the borough. Haringey are taking action to improve air quality, reduce noise pollution and greenhouse gas emissions, and promote public health. We are supporting the uptake of electric and other ultra-low emission vehicles in the borough. Climate change is a threat to all nations of the world. We have no alternative but to act now for the benefit of future generations. Having clean transport technologies enables us to do this.

We are promoting walking and cycling as our preferred transport choice, but some of our transport needs will only be delivered by vehicles. We want these vehicles to be the least polluting as possible. The Council has been working on supporting electric vehicle uptake for some years, responding to the local demand. In 2014, there were 94 electric vehicles in Haringey, in 2017 there were 225, and by 2020 we expect approximately 1000 electric vehicles in Haringey. To support these users the Council will soon have installed 35 standard charging points and 6 rapid charging points across the borough.

We want to implement and encourage innovative solutions to enable people and businesses to switch to this cleaner future. We are engaging with local businesses, developing Wood Green into a 'Neighbourhood of the Future', and working with academia and start-ups to show support for innovative solutions. Our aim is to ensure that the take up of this technology remains high across the community. This Action Plan sets the Council's policy position on ultra-low emission vehicles and will monitor our performance in delivering this.

Haringey is a vibrant and diverse borough. We have a wide array of communities which means we have over 100 languages spoken in the borough. We are home to many LGBT people; 21 percent of our population is under 16 and 12 percent over 60; 14 percent are disabled people. Equality, diversity and inclusion is at the heart of what we do. We want to ensure everyone can be a part of this transition and that it is accessible to all in our community.

Together we can address the challenge of stopping climate change. The introduction of the inner London Ultra Low Emission Zone, the Mayor's targets for air quality, and the banning of all diesel and petrol sales post 2040 are part of making that change. We aim to break down the barriers to electric vehicle uptake and ensure residents and businesses are ready for a positive shift to clean transport. We owe it to our children and our children's children to take this action now.

I welcome your views on this Action Plan.

## Glossary of terms

AP	Action plan
AQAP	Air quality action plan
EV	Electric vehicle
GHG	Greenhouse gas
LBOH	London Borough of Haringey
LIP	Local Implementation Plan
MTS	Mayor's Transport Strategy
NO <sub>x</sub>	Nitrogen oxides
PM	Particulate matter
SME	Small and medium-sized enterprise
TfL	Transport for London
ULEV	Ultra-low emission vehicle
ULEZ	Ultra-low emission zone

## Contents

Foreword from Councillor Kirsten Hearn.....	2
Glossary of terms .....	3
Introduction .....	5
Background .....	6
Air pollution .....	6
Climate change.....	8
Policy context.....	9
National context.....	9
London context .....	9
Haringey context.....	12
The demand for Ultra Low Emission Vehicles.....	15
Electric vehicles.....	15
National context.....	15
Haringey context.....	16
The demand for electric vehicle charging infrastructure .....	17
Vehicle sectors .....	18
Objectives and actions .....	21
Objective 1: Increase public awareness of ultra-low emission vehicles, their benefits and charging technology through public campaigns and education.....	22
Objective 2: For the Council fleet to lead by example and have an all ultra-low emission fleet by 2030 .....	24
Objective 3: Collaboration with partners to ensure all commercial fleets operating in the borough use only ultra-low emission vehicles by 2040.....	25
Objective 4: To develop an electric vehicle charging network in line with expected demand over the next 10 years .....	28
Objective 5: To be a leader in innovation for carbon-friendly and cost-efficient charging technology .....	31
Monitoring and review .....	33

## Introduction

This Action Plan sets the vision and objectives to deliver Haringey's ultra-low emission vehicle network for the next 10 years. This Plan is a result of collaboration between the Council's services, Transport for London, London Councils, the Greater London Authority and car suppliers - demonstrating the holistic and strategic approach undertaken.

This Action Plan supports Outcome 3 of Haringey's overarching Transport Strategy of 'An improved air quality and a reduction in carbon emissions from transport.' The Council aim to have a complementary suite of sustainable travel modes operating in the borough. Along with increasing walking and cycling, and use of public transport, ultra-low emission vehicles are encouraged where the private car is still in use.

This Action Plan relates to, and should be read alongside Haringey's Transport Strategy<sup>1</sup>, Air Quality Action Plan<sup>2</sup> and Annual Carbon<sup>3</sup> reports. These documents go into greater detail of the wider

### Vision of the Action Plan

To facilitate the transition towards an ultra-low emission Haringey. Through providing infrastructure, education and advice, we will improve local air quality and deliver our climate change ambitions.

context.

Key objectives are:

1. Increase public awareness of ultra-low emission vehicles, their benefits and charging technology through public campaigns and education
2. For the Council fleet to lead by example and have an all ultra-low emission fleet by 2030
3. Collaboration with partners to ensure all commercial fleets operating in the borough use only ultra-low emission vehicles by 2040
4. To develop an electric vehicle charging network in line with expected demand over the next 10 years
5. To be a leader in innovation for carbon-friendly and cost-efficient charging technology

Within the scope of the Action Plan, nitrogen oxides (NOx), particulate matter (PM) and greenhouse gas (GHG) emissions – carbon dioxide (CO<sub>2</sub>) – are included. Whilst the former two are air pollutants and lead to wider environmental problems such as acid rain, it is their local effects on public health the Council are most concerned with. The Council are focusing on the latter GHG emissions in efforts to be a low carbon borough and contribute to regional and national efforts to achieve climate ambitions. As the Action Plan tackles vehicular emissions, cars, buses, private-hire vehicles, heavy goods vehicles and canal boats are included.

Introducing this Action Plan for the first time recognises the growth in ultra-low emission vehicles (ULEVs) and demonstrates Haringey's commitment to staying in-line with regional and national progress, as well as being at the forefront by leading by example. This Action Plan commits the Council to improving health outcomes in the borough whilst supporting the overarching Haringey Transport Strategy in targeting reductions in vehicle emissions. This will be achieved by accelerating the uptake of cleaner vehicles and technologies that are capable of improving air quality and health and finally, contribute to sustainable growth as part of the transition to a low emission economy.

<sup>1</sup> [Haringey Transport Strategy, 2018](#)

<sup>2</sup> [Haringey Air Quality Action Plan 2010 – 2018](#)

<sup>3</sup> [Haringey Council website – Reducing CO<sub>2</sub> emissions](#)

## Background

### Air pollution

The need for ultra-low emission vehicles (ULEVs) has been heightened due to increasing concern over the dangerous levels of air pollution in London and the wider climatic impacts from the transport sector. Concentrations of nitrogen oxides (NO<sub>x</sub>) and particulate matter (PM) have continued to exceed the healthy limit prescribed by the World Health Organisation. London exceeds the annual limit every year, and some roads consistently surpass the yearly limit in January alone. Dangerously high levels of air pollution have a significant impact on personal health and wellbeing. It is estimated that each year 9 000 lives are shortened in London because of toxic local air.<sup>4</sup> The design of London's streetscape also traps the air pollution as high-rise buildings prevent the air to freely circulate and disperse.

Transport for London (TfL) has set ambitious targets in 'An Ultra Low Emission Vehicle Delivery Plan for London'<sup>5</sup> but lacks a local action plan in this work. This Action Plan sets out the Council's position and how our community can have confidence in the delivery of infrastructure that will enable the switch to cleaner, more cost effective modes of transport. It sets what the Council and wider community can do to ensure the borough realises its ULEV vision.

Haringey, like most other London boroughs and urban areas, experiences poor air quality, with the main contributor being road traffic. Since 2001, Haringey has been an Air Quality Management Area (AQMA) for nitrogen dioxide (NO<sub>2</sub>) and PM. The dominant source of NO<sub>x</sub> emissions in Haringey is from road transport, making up to more than 50 per cent of emissions, as shown in Figure 1. This trend is not dissimilar to that of PM; levels of both in Haringey are much greater than in London as a

**Nitrogen oxides - NO<sub>x</sub>**

All combustion processes produce nitrogen oxides (NO<sub>x</sub>). In London, road transport and heating systems are the main sources of these emissions. NO<sub>x</sub> is primarily made up of two pollutants: nitrogen oxide (NO) and nitrogen dioxide (NO<sub>2</sub>).

NO<sub>x</sub> mainly affects respiratory conditions causing inflammation of the airways at high levels. Long-term exposure can decrease lung function, increase the risk of respiratory conditions and increases the response to allergens.

**Particulate matter - PM<sub>10</sub> and PM<sub>2.5</sub>**

Particulate matter (PM) is a complex mix of non-gaseous material of varied chemical composition. It is categorised by the size of the particle. The smaller the particles, the deeper they can penetrate into the respiratory system and the more hazardous they are to breathe. Fine particles can be carried deep into the lungs where they can cause inflammation and a worsening of heart and lung diseases.

Most PM emissions in London are caused by road traffic, with exhaust emissions and tyre and brake wear being the main sources. Other sources include construction sites, wood burning stoves, accidental fires and burning of waste.

whole, shown in Figure 2 and 3.

Addressing the major source of air pollution is the most effective approach to alleviating air pollution and its knock-on impacts. It delivers benefits in other areas such as health and wellbeing of our community, as well as reduced noise pollution, wider climate commitments, economic benefits to the user and strengthening of national energy security.

<sup>4</sup> [London Environment Strategy, 2018](#)

<sup>5</sup> [An Ultra Low Emission Vehicle Delivery Plan for London, 2016](#)



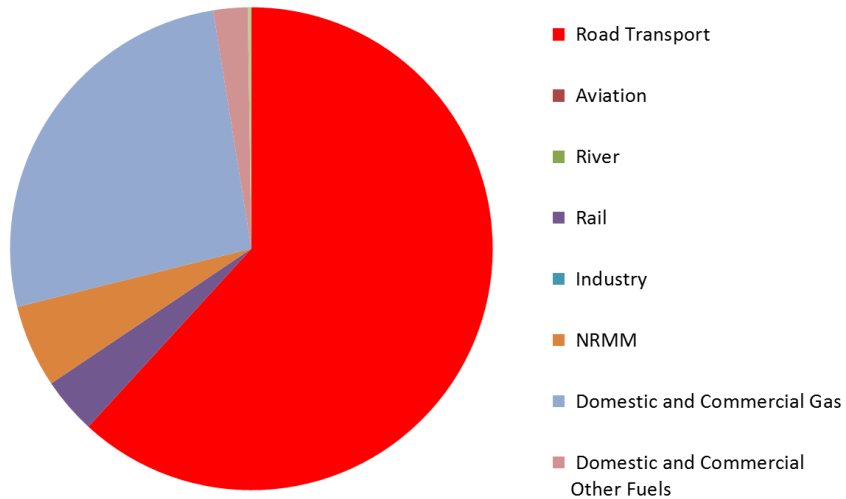


Figure 1. NOx emission sources in Haringey, 2017

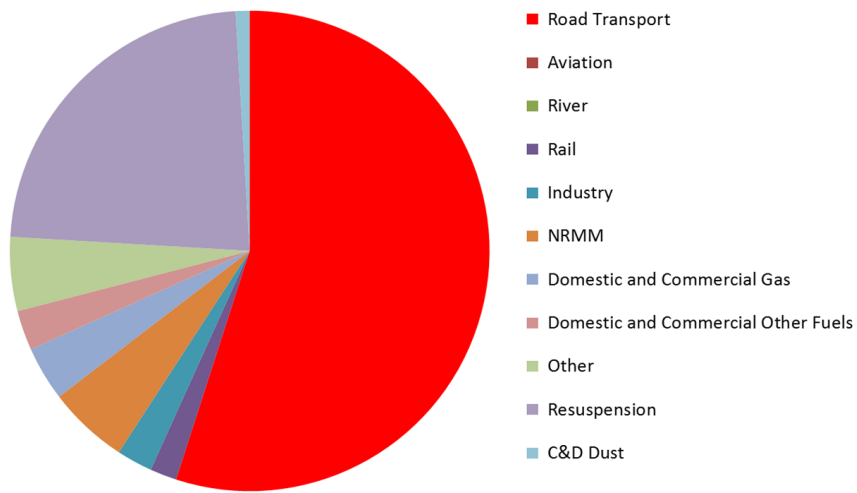


Figure 2. PM10 emission sources in Haringey, 2014

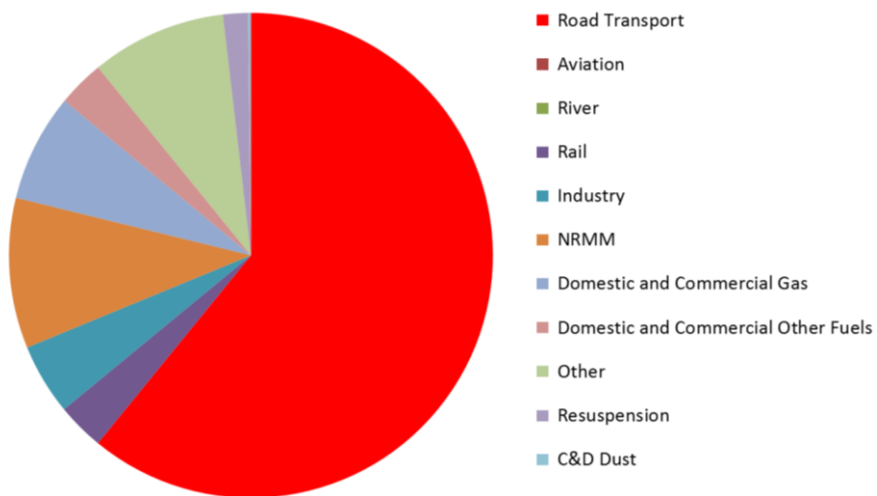


Figure 3. PM2.5 emission sources in Haringey, 2016

The Council has already taken strides in tackling local air pollution, with NO<sub>x</sub> and PM both decreasing between 2011 and 2017. The Council use a combination of highly accurate continuous monitoring stations at two locations (one roadside on Tottenham High Road and one background in Priory Park, Crouch End) and indicative diffusion tubes at 13 locations. In 2017, levels of NO<sub>2</sub> decreased at our continuous roadside monitoring locations. With the exception of one diffusion tube site, all other sites showed a decrease in NO<sub>2</sub> compared to 2016, showing steady and continued progress.

Monitoring PM<sub>10</sub> ceased in 2014 and for PM<sub>2.5</sub> in 2016. Overall, monitoring for PM<sub>10</sub> across London shows that the current objective values are largely met. The information on air quality in London can be found in our Air Quality Annual Summary Reports.

### Climate change

The transport sector is the largest contributor to UK's greenhouse gas (GHG) emissions, being responsible for 26 per cent of total emissions.<sup>6</sup> Whilst the UK has seen a decline in overall emissions, this is largely from the rapid decarbonisation of the power sector. The transport sector however, is the only sector to fail at curbing emissions and instead, emissions from this sector continue to rise. Road transport in particular, makes up the majority of transport-related emissions.

London transport planning over the past decade has focused on reducing car use through encouraging the use of low carbon, sustainable transport, which have induced a modal shift. This has had a positive impact as public and active transport now account for 64 per cent of all one-way commuter movements in London, up 10.4 per cent between 2000 and 2015.<sup>7</sup>

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<sup>6</sup> [Business Green, 2018](#)

<sup>7</sup> [IPPR, 2017](#)

## Policy context

### National context

#### **UK's Air Quality Plan: UK plan for tackling roadside nitrogen dioxide concentrations, 2017<sup>8</sup>**

This plan sets out the Government's aims and objectives to alleviate excessive air pollution across the UK. This provides local authorities with a £255 m Implementation Fund, available to support local authorities to prepare their plans and deliver targeted action to improve air quality.

#### **Climate Change Act, 2008<sup>9</sup>**

The UK Government is legally mandated by the Climate Change Act 2008 to reduce emissions by at least 80 per cent lower than the 1990 baseline by 2050. It ascribes carbon budgets for each sector, in which the Committee on Climate Change advise on and update for every five-year period.

#### **Clean Growth Strategy, 2017<sup>10</sup>**

This strategy prioritises accelerating the shift to low carbon transport. Key steps include:

- Ending the sale of new conventional petrol and diesel cars and vans by 2040
- Investing £1 billion to support the take-up of ULEVs, including helping consumers to overcome the upfront cost of an electric vehicle (EV)
- Accelerate the uptake of low emission taxis and buses

### London context

#### **Draft New London Plan, 2017<sup>11</sup>**

The Mayor of London is keen to tackle GHG emissions, which is reflected in the emerging New London Plan (2017). Specific policies on providing electric vehicle charging infrastructure are highlighted:

Policy T6.1 Residential parking: All residential car parking spaces must provide infrastructure for electric or ULEVs. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

Policy T6.2 Office parking: Operational parking requirements should be considered on a case-by-case basis. All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces.

Policy T6.4 Hotel and leisure uses parking: All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces.

#### **Mayor's Transport Strategy, 2018<sup>12</sup>**

There are three central themes to this strategy: healthy streets and healthy people; a good public transport experience; and new homes and jobs. The Healthy Streets concept, as shown in Figure 4, has been introduced to the Mayor's Transport Strategy as streets make up to 80 per cent of the city's public space. Of the ten components that make up the Healthy Streets agenda, two relate directly to ULEVs: improving air quality and reducing traffic noise. The uptake of ULEVs would contribute to achieving both of these goals.

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<sup>8</sup> [DEFRA, 2017](#)

<sup>9</sup> [Climate Change Act, 2008](#)

<sup>10</sup> [Clean Growth Strategy, 2017](#)

<sup>11</sup> [Draft New London Plan, 2017](#)

<sup>12</sup> [Mayor's Transport Strategy, 2018](#)



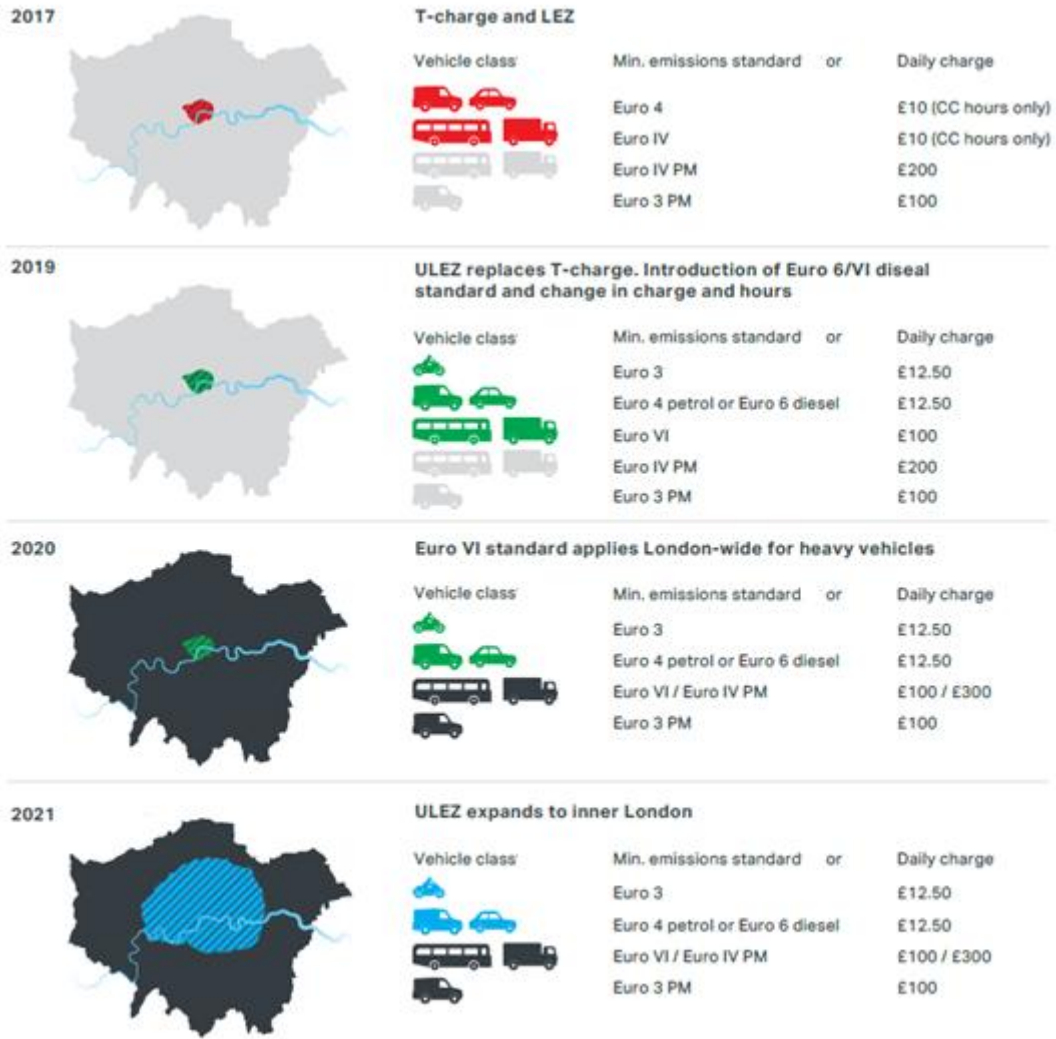
Figure 4. Mayor's Transport Strategy - Healthy Streets Concept

The Mayor's aims for London's vehicle emissions are:

- For all taxis and private-hire vehicles to be zero emission capable by 2033
- For all buses to be zero emission by 2037 and to introduce low emission bus zones
- For all new road vehicles driven in London to be zero emission by 2040
- For London's entire transport system to be zero emission by 2050
- Introduce the Ultra-Low Emission Zone (ULEZ) for central London in 2019 and expand to North and South Circular roads in 2020, including Haringey.

The central and inner London ULEZ, both shown in Figure 5 and Figure 6, will impose financial penalties on non-compliant vehicles to improve air quality. It will place a daily charge on the most polluting vehicles to enter Central London from April 2019, on top of the Congestion Charge. In 2020, the ULEZ will expand to London-wide for heavy goods vehicles (HGVs) which includes buses, coaches and lorries; and inner London up to the North and South Circular roads in 2021 for cars and vans – which includes Haringey. Once in force, the drivers of the most polluting cars and vans will have to pay an extra £12.50 (on top of the Congestion Charge) to enter London. Buses, coaches and HGVs will be charged £100 per day. ULEVs will be exempt from these charges.<sup>13</sup>

<sup>13</sup> [TfL, 2018](#)



Note: In hatched areas, standards indicated by both colours apply

Figure 5. The central and inner London Ultra-Low Emission Zone and financial penalties for different vehicle sectors.

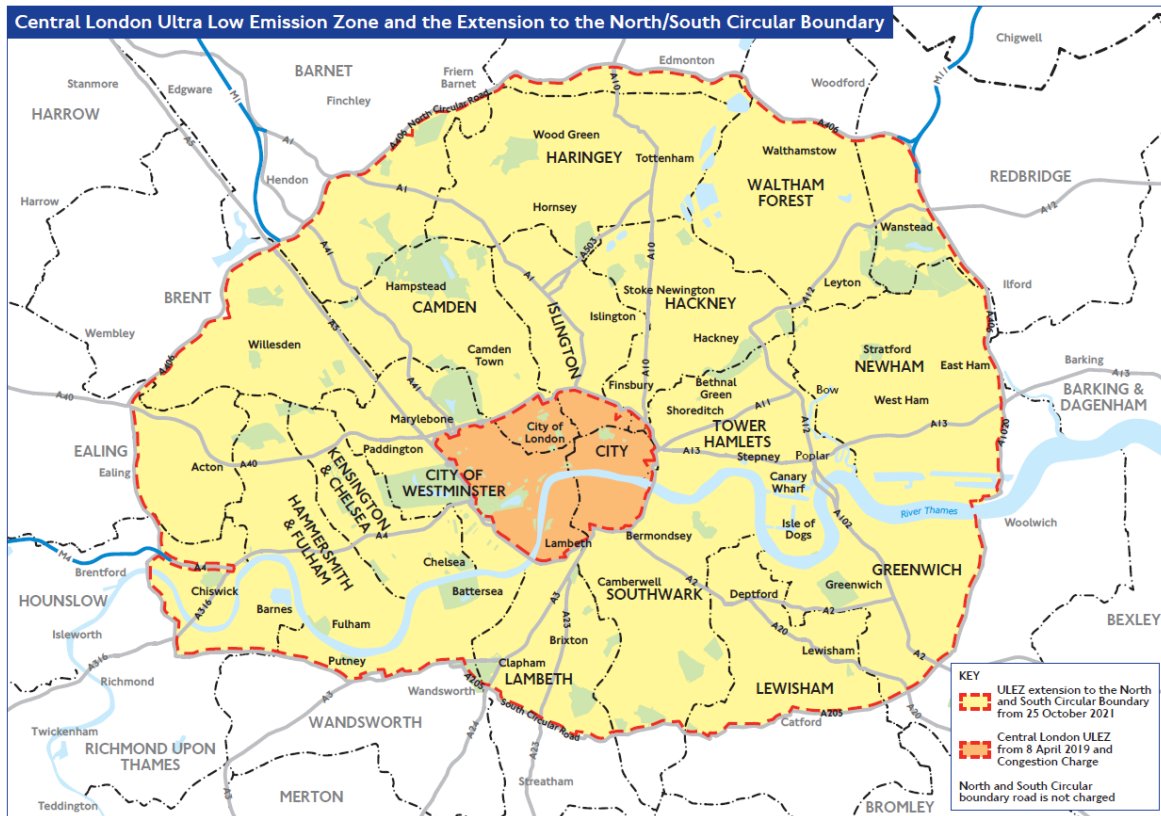


Figure 6. Map of central (orange) and inner (yellow) London Ultra-Low Emission Zone. This shows that all of Haringey's roads will be covered by the ULEZ from Oct 2021

### London Environment Strategy<sup>14</sup>

The Mayor is taking steps for London to be a zero carbon city by 2050, with energy efficient buildings, clean transport and clean energy. Decarbonisation will have to be realised across all sectors. To meet this ambition, the transport sector will have to cut its emissions by 72 per cent by 2050. Efforts to tackle non-road emissions such as from our waterways are also included.

### Haringey context

#### Haringey Transport Strategy 2018-2028<sup>15</sup>

Adopted in March 2018, this strategy defines our vision as 'to deliver a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all.' The vision will be achieved through four outcomes:

- A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions
- Active travel the default choice, with more people choosing to travel by walking or cycling
- An improved air quality and a reduction in carbon emissions from transport
- A well maintained road network that is less congested and safer

#### Haringey Air Quality Action Plan 2018-2023<sup>16</sup>

As part of the Mayor's Air Quality Action Fund, air quality action plans (AQAP) focusing on tackling air pollution in local boroughs have been funded. This Action Plan will work in conjunction with the

<sup>14</sup> [London Environment Strategy, 2018](#)

<sup>15</sup> [Haringey Transport Strategy, 2018](#)

<sup>16</sup> [Haringey Air Quality Action Plan, 2010 - 2018](#)



AQAP. The AQAP aims to reduce levels of NO<sub>x</sub> and PM whereas this Action Plan seeks to increase the proportion of ULEVs in the borough, which will in turn reduce NO<sub>x</sub>. Specific objectives that this Action Plan will support in the AQAP are:

- **Public health and awareness raising:** increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution
- **Borough fleet actions:** our fleet includes light and heavy-duty diesel-fuelled vehicles such as maintenance vans and parks vehicles with high primary NO<sub>2</sub> emissions. Tackling our own fleet means we will be leading by example;
- **Cleaner transport:** road transport is the main source of air pollution in London. We need to incentivise a change to walking, cycling, public transport and ultra-low emission vehicles (such as electric) as far as possible.

### Haringey 40:20 and Zero Carbon Haringey

The Council has committed to cutting the Borough's carbon emissions by 40 per cent by 2020 and 100 per cent by 2050. We have achieved a 29 per cent reduction in emissions between 2005 and 2015.<sup>17</sup> However, when taking into account Haringey's population growth, our emissions per head of population have already reduced by 40 per cent.

We have already taken strides in tackling emissions; in the domestic, industrial and commercial sector, and transport sector. All sectors saw a decrease in emissions between 2005 and 2015 however, the proportion contribution has not changed. Transport emissions accounted for 23 per cent of Haringey's total emissions in 2015, as shown in Figure 7. Haringey's transport emissions have decreased by 20 per cent between 2005 and 2015. This has been achieved despite an increase in the number of passenger vehicles on the road and the vehicle kilometres travelled during the same period.<sup>18</sup>

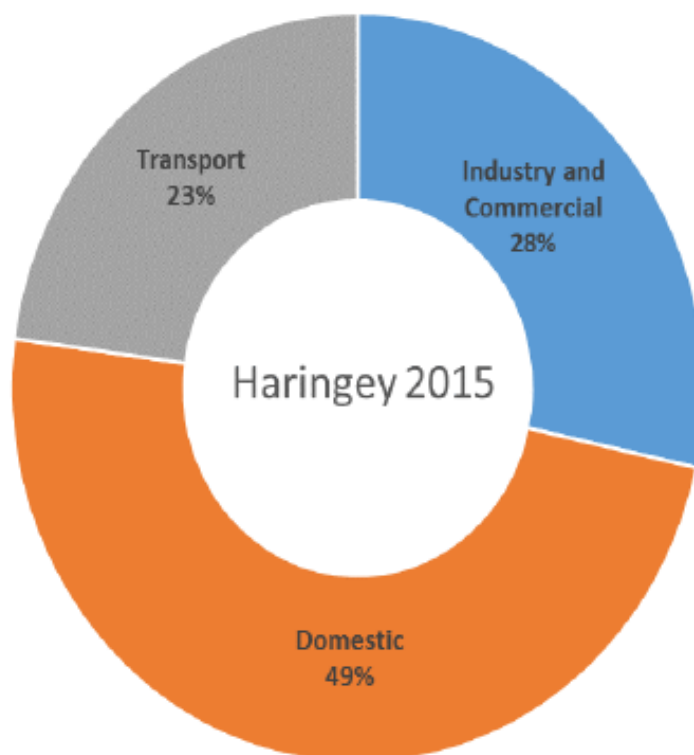


Figure 7. Haringey greenhouse gas emission sources in 2015.

<sup>17</sup> [Haringey Annual Carbon Report, 2017](#)

<sup>18</sup> [Haringey Annual Carbon Report, 2017](#)

'Zero Carbon Haringey' is the latest iteration in the Council's efforts to achieve zero emissions by the year 2050. It commits the Council to reducing emissions across all sectors: energy, workplaces, homes and transport. Key transport measures that this Action Plan will support are:

- Programme to incentivise move to low and zero emission vehicles by residents and businesses
- Expand provision and accessibility of EV charging infrastructure

The route map to 2050 has been delivered by Ove Arup and Stage 1 reports (The Direction of Travel<sup>19</sup> and Technical Report<sup>20</sup>) comprise this scoping stage which assess Haringey's progress to date, and how we need to scale up key actions to achieve our ambition. The Council are currently working with Arup to deliver Stage 2 of the project, which is to detail the broad themes of activities with actions.

### **Wood Green Area Action Plan (emerging)<sup>21</sup>**

This Plan will establish the statutory basis for determining planning applications in Haringey. Once adopted, it will form part of the Haringey Local Plan. Within this document, Wood Green prescribes all new developments to provide 100 per cent active charging points on all new parking spaces delivered.

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<sup>19</sup> [Haringey Direction of Travel, 2018](#)

<sup>20</sup> [Haringey Technical Report, 2018](#)

<sup>21</sup> [Wood Green Area Action Plan, 2017](#)



## The demand for Ultra Low Emission Vehicles

Alleviating the impacts of traditional combustion vehicles will increase quality of life. An alternative to conventional vehicles are ULEVs. ULEV is a term to describe any vehicle that uses low carbon technologies, emits less than 75 g of CO<sub>2</sub>/km from the tailpipe, and is capable of operating in zero tailpipe emission mode for at least 10 miles.<sup>22</sup> Various technologies are considered ULEV: EVs, plug-in hybrids, and hydrogen fuel cell vehicles. Under the central and inner London ULEZ, daily charges for vehicles are determined by its impact on air quality. European emissions standards are a set of regulations, which define acceptable limits for exhaust emissions of vehicles sold in the European Union. The aim of Euro emissions standards is to reduce the levels of harmful exhaust emissions. Petrol and diesel engines produce different types of emissions and are therefore subject to different standards. Furthermore, the age of a vehicle determines its emissions standards. The standards for the ULEZ charging system are:

- Euro 3 for motorcycles, mopeds, motorised tricycles and quadricycles
- Euro 4 for petrol cars, vans, minibuses and other specialist vehicles
- Euro 6 for diesel cars, vans and minibuses and other specialist vehicles
- Euro 6 for lorries, buses and coaches and other specialist heavy vehicles<sup>23</sup>

To reduce the levels of air pollutants the Government has pushed hard on the uptake of ULEVs. These efforts have been through education and awareness, and grants for charging points and new EVs bought. A combination of more public on-street charging points available and policy interventions has resulted in an increase in the uptake of ULEV growth across the UK with over 30 000 ULEV purchases in the UK to date. In 2018, London has seen five times the number of EV registrations than in 2012.<sup>24</sup>

### Electric vehicles

EVs have gained momentum due to their low tailpipe emissions and their applicability in the passenger car sector.

They present environmental and health benefits to the local community, as well as economic benefits to the user. Cost savings to residents and businesses are materialised through cheaper 'fuel' and less maintenance. This is because:

- The battery, motor, and associated electronics require little to no regular maintenance;
- There are fewer fluids to change;
- Brake wear is significantly reduced due to regenerative braking; and
- There are far fewer moving parts relative to a conventional gasoline engine.<sup>25</sup>

Furthermore, economic incentives to an EV owner includes exemption from congestion charges and the upcoming ULEZ and inner London ULEZ being introduced by the Mayor of London.

A large uptake in EVs would significantly decrease NO<sub>x</sub> emissions. However, PM is generated from breaking of the car and friction caused between tyres and the road. Therefore, EVs do not help alleviate PM. PM from canal boats is generated from burning wood for fuel as well as the use of diesel engines and therefore electric engines would tackle PM from waterways.

### National context

There has been a tremendous growth in EVs in the UK. Rapid developments in battery technology, coupled with policy support and political will to tackle emissions in the transport sector, have supported the growth of EV demand. These technologies are advancing at a rapid rate, driving up-front costs of these vehicles down and making them increasingly accessible. Grants are available

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<sup>22</sup> [SMMT, 2018](#)

<sup>23</sup> [TfL, 2018](#)

<sup>24</sup> Department for Transport, Vehicle Licensing Statistics: Table VEH0131

<sup>25</sup> Edinburgh – Electric Vehicle Action Plan

from the Government to alleviate some of the upfront costs. There are also grants available to residents, workplaces and the Council to alleviate some of the costs of installing a charging point.

### Haringey context

Haringey is also seeing a steady growth in EVs, in line with regional and national development. In 2014 there were 94 EV registrations.<sup>26</sup> In 2017 there were 225, representing a 140 per cent growth in just three years. This trend is predicted to continue up to 2020 and beyond, with every ward having at least 25 EVs, and some having at least 75.<sup>27</sup> The number of charging points is also steadily growing, corresponding to the number of EVs on the road. In 2008/9, 12 charging points were installed. In 2018, the Council agreed another 35 electric vehicle charging points (EVCPs), replacing the majority of the first EVCPs and installing new ones. In addition, the amount of electricity used at charging locations has also been increasing substantially, parallel to a growing number of EV users. Locations of all charging points, old and new, are shown in Table 1. Old EVCPs are being replaced by new ones as technology has improved since the installation of the first EVCPs in the borough. Upgrades to technology include double-headed charging points, which can serve two cars at one time.

Table 1. List of confirmed electric vehicle charging points in Haringey as of October 2018.

Road name	Type of technology	Location	No. of EVCPs/bays
Waldeck Road, N15	7 kW (standard)	Eastside, at the side of no. 133 Langham Road	4
Buckingham Road, N22	7 kW (standard)	Opposite no. 3 and 4	3
Lansdowne Road, N17	7 kW (standard)	Outside BronHill Terrace	3
Stanhope Road, N6	7 kW (standard)	Outside no. 23	3
Rutland Gardens, N4	7 kW (standard)	Southside, outside no. 2	2
Talbot Road, N15	7 kW (standard)	Eastside, at the side of no. 37 Broad Lane	3
Lawrence Road, N15	7 kW (standard)	Westside, opposite Studio 28	3
Priory Road, N8	7 kW (standard)	North side, opposite no. 151 and 153	3
The Avenue, N8	7 kW (standard)	Southside, near the junction with Alexandra Road	3
Tintern Road, N22	7 kW (standard)	Eastside, near the junction with Lordship Lane	3
Hillfield Park, N10	7 kW (standard)	Southside, at the side of no. 80 Muswell Hill Broadway	3
High Road, N22 (A105)	22 kW (fast)	Outside no. 16-20	2
West Green Road, N15	7 kW (standard)	No. 1-20 Barker House	3
A10	50 kW (rapid)	North of The Roundway	1

<sup>26</sup> OLEV data

<sup>27</sup> TfL, MOSA data

The increase in number of EVCPs in the borough is a reflection of growing EV demand. Demand in Haringey has grown in the past few years and is expected to continue beyond 2020 and 2025 (Figure 8). TfL has

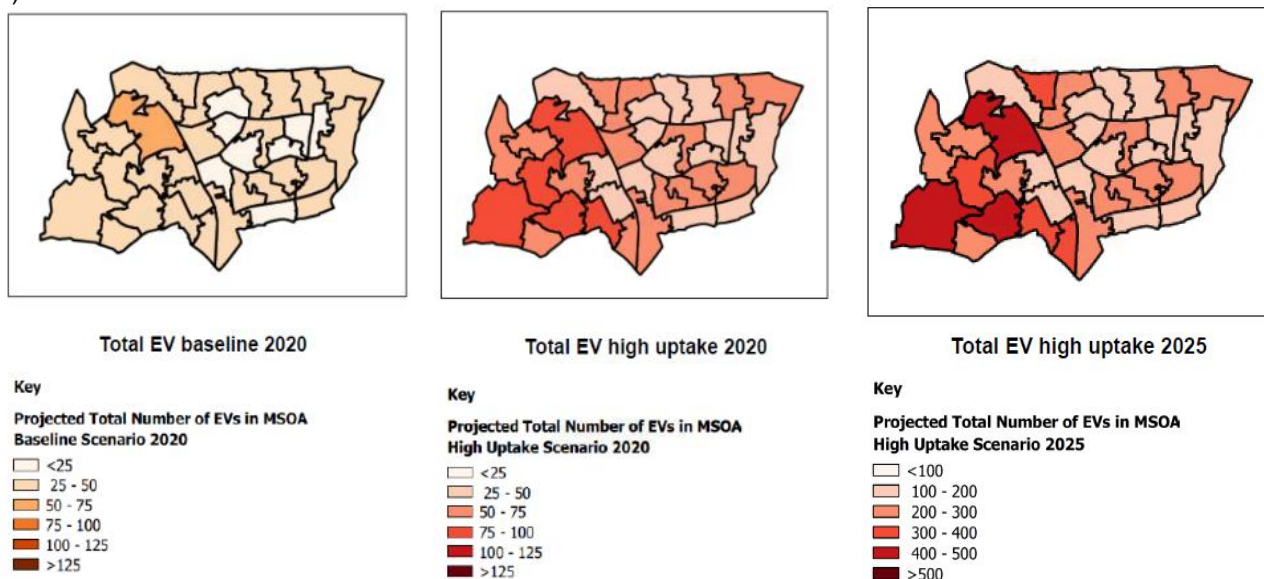


Figure 8. Expected demand of electric vehicles (TfL, 2015)

modelled scenarios of predicted uptake of EVs by 2020 and 2025, based on an average (baseline) scenario and a high scenario.

This expected rise in demand is a strong impetus for the Council to provide sufficient infrastructure to accommodate and support the shift to EVs. It is necessary to future-proof the borough if either the baseline or the high uptake scenarios occur.

In the 'Total EV high uptake 2020' scenario, each ward will have at least 25 EVs, and in other wards, more than 50 or 75. Most users are expected to recharge at the home or close to the home. This means that where there are private driveways vehicle owners will install charging points on their property. However, as around two-thirds of Londoners do not have access to driveways or off-street parking facilities, significant on-street charging infrastructure will have to be made available for EV users.

On average, there are 3 users for every on-street charging point (in residential areas) and therefore each ward will require on average at least 8 public charging points, leading to 152 charging points across the borough. The scenarios rest on strong policy interventions from both central and local government. Interventions such as the central and inner London ULEZ could bring the reality closer.

## The demand for electric vehicle charging infrastructure

### Charging technologies

Getting the infrastructure for low emission vehicles right is integral to facilitating a greater take up of EVs, as range anxiety is the most commonly cited reason dissuading potential EV users. Enabling a well-connected, up-to-date network of EVCPs can encourage potential EV users to make the switch. Having a range of charging technologies in the mix suits different users and their needs, as well as different journey types.

Charging points are primarily defined by the power (in kW) that they can produce and the speed they are capable of charging an EV. There are three main EV charging speeds:

- 3 kW: suited for overnight residential charging as a full charge would take 7-8 hours. Residential could include in homes for a single user, or on-street charging on residential roads.

- 7 – 22 kW: a full charge would take between 3 to 4 hours, meaning three or four users a day could have a full charge. These EVCPs are most common on-street or in public car parks, as well as at supermarkets and workplaces.
- 22 – 50 kW: rapid chargers suit the needs of users who need to charge their car quickly and because their cars are typically in use for many hours in the day. For example, taxis, commercial vehicles or company cars. It can give an 80 per cent charge in 20-30 minutes, allowing a greater number of charges per day. Due to their size and visual impact, they are mostly suited to off-street locations such as carparks and service stations.
  - Rapid chargers are already being deployed across the borough. The Council have proposed three locations for rapid charging: Gladstone Avenue (taxi rank) and two others in carparks.
  - TfL have their own rapid charging scheme whereby they plan to install 300 rapid chargers over London by 2020. One of these is already in Haringey – on the A10 – and TfL plan a further two in Crouch End. Private companies procured by TfL are delivering these rapid chargers and a rental income is delivered to the Council for the space.
- Lamp column charging: adapting existing street furniture to accommodate charging facilities reduces street clutter. The Council is investigating a trial of lamp column charging in 20 locations, with two chargers at each location. During the trial, we will monitor both electricity usage and comments for residents to gather information in order to revise or expand the trial.

### Smart-capability

All new charging points in the borough will also be smart-capable, which is legally mandated in the Automated and Electric Vehicles Act 2018. A smart charger means it can receive, process and react to information or signals, such as adjusting the rate of charge or discharge; transmit, monitor and record information such as energy consumption data; comply with requirements around security; and be accessed remotely. Smart charging will be especially important to relieve added pressure to the grid; if the majority of EV users charge their cars after returning from work (during 4 – 6 pm) this could add stress to local distribution networks. Smart chargers can distribute when cars are charging (when left plugged in), and shift charging to times with lower electricity demand, thereby alleviating the risk of power shortages in local areas.

### Active spaces versus passive provision

Active spaces are fully wired and connected, ready to use, charging points at parking spaces. Passive provision requires the necessary underlying infrastructure (e.g. capacity in the connection to the local electricity distribution network and electricity distribution board, as well as cabling to parking spaces) to ensure simple installation and activation of a charging point at a future date.<sup>28</sup> These standards should not exclude parking spaces for Blue Badge holders.

## Vehicle sectors

### Residential Vehicles

New registrations of plug-in cars rose from 3 500 in 2013 to more than 135 000 by the end of January 2018.<sup>29</sup> The shift to EVs will be further encouraged/accelerated by:

- The government's announcement of the end to sales of gas and diesel cars and vans by 2040 (July 2017).<sup>30</sup>
- Almost all major vehicle manufacturers are bringing EVs to market with some announcing the complete phase out of conventional car manufacturing (e.g. all new cars launched by Volvo from 2019 onwards will be partially or completely battery powered).<sup>31</sup>

<sup>28</sup> [TfL, 2018](#)

<sup>29</sup> [Next Green Car, 2018](#)

<sup>30</sup> [The Guardian, 2017](#)

### Taxis and private-hire vehicles

In 2017, London's black cabs announced that they would be going electric – transitioning to London's Electric Vehicle Company (LEVC). All new taxis bought from 2018 onwards are now zero-emission capable.

### Electric buses

London's bus fleet is the cleanest in the UK, with all vehicles meeting or exceeding the Euro 4 emission standard for NO<sub>2</sub> and PM. A significant proportion of the oldest buses in the fleet have been upgraded and TfL are now promoting the hybrid buses as the automatic choice for London by working with bus manufacturers to bring the cost of hybrid buses in line with standard diesel counterparts.

Haringey hosts two Low Emission Bus Zones (High Road to Green Lanes and Edmonton to Seven Sisters), as shown in Figure 9. The buses on these routes are a combination of hybrid and clean buses that meet Euro 4 standards. These buses will travel further past these routes, extending benefits to the wider community and area.

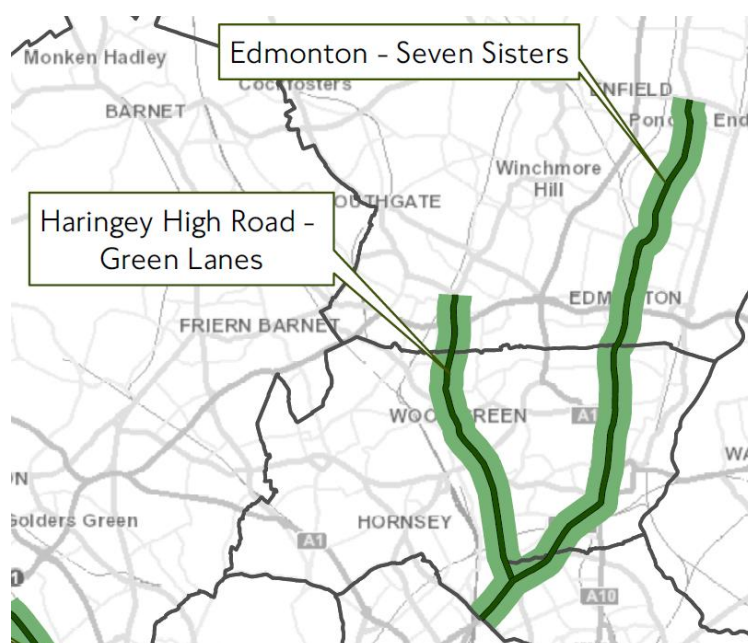


Figure 9. Low Emission Bus Zone routes in Haringey

### Council fleets

All vehicles in Council ownership are compliant with the requirements of the Low Emission Zone. The Council owned vehicle fleet has diminished due to outsourcing, with only a handful of Council owned vehicles remaining. Currently, the Council owns two EVs which are available for staff use.

### Business vehicles

Commercial vehicles, including those that are in use most of the day, will produce significantly more emissions than a passenger car. It is therefore integral to support businesses to make their fleets more carbon and air quality friendly.

### Canal boats

<sup>31</sup> [CityMetric, 2017](#)

There are approximately 80 permanently moored canal boats in Haringey's stretch of the River Lea. Whilst they comprise a small percentage of Haringey's total fleets, they represent a small but significant proportion of vehicular emissions.

## Objectives and actions

Outlined below is the scope of Action Plan and how its proposals will be measured in terms of cost, impact and timescales.

### Scope

Within the Action Plan, the Council will target different vehicle sectors to ensure there is a greater proportion of ULEVs across all vehicle types, including private cars, SMEs, commercial fleets, buses, taxis, car clubs, and canal boats.

### Cost

The cost of each action is as follows:

- £ = less than £10,000
- ££ = between £10,000 and £50,000
- £££ = above £50,000

Actions are funded through various means:

- The Council: relevant service area budgets and Section 106 agreements
- External parties: Transport for London (Go Ultra Low City Scheme, Neighbourhoods of the Future, Local Implementation Plan), private operators, the commercial sector and developers.

Haringey's Local Implementation Plan is currently being developed which will further allocate budget for different projects.

External parties will fund electric vehicle charging infrastructure, and this will generate income to the Council through the leasing of our public highways.

### Impact

The impact of the action is measured in terms of how the action will lead to a greater uptake of ULEVs in the borough:

- High = contributes significantly to achievement and success of the objective
- Medium = somewhat contributes to the achievement and success of the objective
- Low = contributes a little to the achievement of the objective

### Timescale

The time to deliver the action is categorised by:

- Immediately = an action that can be implemented on as soon as the Action Plan is adopted
- Short term = actions that can be implemented within 1-2 years
- Medium term = actions that can be implemented within 2-5 years
- Long term = actions that can be implemented after 6+ years



## Objective 1: Increase public awareness of ultra-low emission vehicles, their benefits and charging technology through public campaigns and education

Through previous engagement activities conducted by the Council, it has been observed that many people are willing to buy an EV, but there remain questions to be answered or myths to be busted. Having an open dialogue on EV technology, charging and how adopting an EV would differ to a traditional combustion engine can help alleviate some doubts people have. The Council has conducted a series of education and engagement events, including:

- Test drives in Wood Green, allowing the local community to drive an EV for a period of time
- Longer test drives for residents and businesses to gauge whether and which EV is best suited to their needs
- Using a dongle in a traditional combustion car which collects data on driving patterns and can therefore be used to recommend which EV is best suited to the user.

The Council wants to continue and expand its educational activities, to reach a wider range of people. For example, communication with parents of schools would help parents understand the harm air pollution around schools cause to children, who are the most vulnerable to high levels of air pollution.

### Objective 1: Increase public awareness of ultra-low emission vehicles, their benefits and charging technology through public campaigns and education

Action ID	Action	Description	Responsibility	Cost (£/££/£££)	Impact (L/M/H)	Timescale for implementation (S/M/L)	How implementation is monitored
1	Create promotional material on ultra-low emission vehicles and disseminate across the borough.	This material will be for various mediums: online and physical e.g. an article in the Council newsletter.  This will include advertising the Government's grant schemes available.	Haringey Council (Carbon Management, Communications)	£  Funded through Transport for London – Neighbourhoods of the Future	Low	Short	Adverts disseminated across the Council's channels.
2	Make residents aware of their nearest charging point.	Upload a map of the borough's charging points to the Council website, alongside promoting use of a charging point locating app or website.	Haringey Council (Carbon Management, Communications)	£  Funded through Carbon Management budget	Medium	Short	Number of people asking for their nearest charging point reduced.
3	Host events open to the public to promote electric vehicles.	Work with partners to deliver these such as Nissan for test drives.  Make aware the benefits of an ultra-low emission vehicle. Including economic benefits to the user, public health and local air pollution advantages.	Haringey Council (Carbon Management, Communications)	£  Funded through Carbon Management budget	Medium	Short	Two events per year held.
4	Issue a series of Planning Advice Notes for	This guidance aims to make the process of installing charging points easier for	Haringey Council (Carbon Management, Planning)	£  Funded through Transport for	Low	Short	Guidance uploaded to Council website.



	installing electric vehicle charging points for different user groups.	developers, highway engineers, residents and businesses.		London 'Neighbourhoods of the Future: Wood Green'			
5	Lead a media campaign aimed at changing boating culture.  Share good practice to help boaters avoid diesel engines.	Through articles in the local press, which are known to be read by boaters.  Promote and support blogs, vlogs and podcasts on the Council's social media platforms.  The content of this would include helping boaters avoid diesel engine through better design, maintenance and planning of time.	Haringey Council (Carbon Management, Communications)  Partners (Canal and River Trust)	£  Funded through Carbon Management budget and Canal and River Trust	Low	Short	Media campaign completed.
6	Raise awareness through our social media platforms and hold open sessions on the inner London ULEZ.	Communicate the impact of the ULEZ and the options residents have to circumnavigate daily charges.	Haringey Council (Carbon Management, Communications)	£  Funded through Transport for London – Neighbourhoods of the Future	Medium	Short	Social media platforms utilised to convey messages on the ULEZ.  At least 1 open house session on the ULEZ for residents and 1 for businesses.
7	To lobby for a single universal connection for all vehicles.	Work with Office for Low Emission Vehicles to mandate a universal connection.	Haringey Council (Carbon Management)	£  Funded through Carbon Management budget	Low	Short	Continued dialogue with Government bodies and EV manufacturers.

## Objective 2: For the Council fleet to lead by example and have an all ultra-low emission fleet by 2030

The Council aims to lead by example and electrify its fleet, which encompasses a wide range of vehicles. The Council's fleet is currently undergoing a review in able to determine where electric vehicles are best suited, and to what timescales this could be achieved.

The up-front cost of EVs is coming down, and by 2030, these could be cost-comparable to that of a traditional combustion vehicle. Furthermore, EVs are cheaper to run in the long-term, and this price parity could be achieved earlier as the up-front cost of the vehicle decreases. Therefore, electrifying the Council fleet would save the Council in running costs.

Objective 2 aligns with Haringey's Air Quality Action Plan, and further information is referenced in that document.

Objective 2: For the Council fleet to lead by example in ultra-low emission vehicles and an all ultra-low emission fleet by 2030							
Action ID	Action	Description	Responsibility	Cost (£/££/£££)	Impact (L/M/H)	Timescale for implementation (S/M/L)	How implementation is monitored
8	Increase the number of electric, hydrogen, hybrid and cleaner vehicles in the boroughs' fleet	Review Council fleet to identify possible vehicles that could be replaced by cleaner vehicles	Haringey Council (Client and Commissioning, Pollution Team, Procurement, Transport Planning)	Unknown  Further work to analyse cost savings to Council (cost of vehicles and running costs)	Low	Short to medium	Number of ULEVs in Council fleet  Review and investigation outcomes.
9	Review use of staff car club cars and investigate viability of buying more	The Council can use two electric hybrid Toyota Prius vehicles, provided by Zipcar	Haringey Council (Client and Commissioning, Pollution Team, Procurement, Transport Planning)	Unknown  Further work to analyse cost savings to Council (cost of vehicles and running costs)	Low	Short to medium	Review and investigation outcomes.
10	Review Staff Travel Plan and staff travel payments to incentivise use of cleaner vehicles	Investigate tax benefits of electric vehicles – consider incorporation in travel plan	Haringey Council (Client and Commissioning, Pollution Team, Procurement, Transport Planning)	Unknown  Further work to analyse cost savings to Council (cost of vehicles and running costs)	Low	Short to medium	Review and investigation outcomes.
11	Increase the number of ULEVs in partner fleets through procurement process	Work with Veolia, passenger transport and other partners  To incentivise providers to use ULEVs	Haringey Council (Client and Commissioning, Pollution Team, Procurement, Transport Planning)	£	Medium	Short to medium	Number of ULEVs in partner fleets.

### Objective 3: Collaboration with partners to ensure all commercial fleets operating in the borough use only ultra-low emission vehicles by 2040

Collaborating with partners will be important to encourage the public sector and private developers to provide EV charging infrastructure.

Different vehicle sectors to target/collaborate with include:

#### Buses

- Whilst buses operate separately to the Council, we can still work closely with bus fleet operators to ensure there is a smooth transition in the electrification of buses – in line with the Mayor of London's ambitions.
- TfL and bus operators are working closely to deliver electric buses and routes. There are currently five routes that have fully electric buses, with two more to electrify in 2018.
- Haringey hosts two of twelve Low Emission Bus Zones. Only hybrid or zero-emission double decker buses have been procured from 2018 onwards.

#### Taxis and private hire vehicles

- In line with the Mayor of London's ambition to electrify the taxi fleet, the Council aims to also work with taxis to identify strategic locations to deploy rapid charging infrastructure. As the new electric taxis are only zero emission capable (they have a battery range of 70 miles, before switching to a petrol engine, which can go up to 400 miles), having a hub of rapid chargers in strategic locations will encourage taxi drivers to operate in electric rather than petrol.

#### Car clubs

- Car clubs provide an alternative to car ownership. The Council is working with Car clubs to decrease the number of privately owned cars in the borough. Electric car club fleets serve both the purpose of reducing the number of cars in the borough, but also decreasing emissions through less number of cars, and having them be electric.
- The Council will give prioritisation for car clubs which operate ULEVs within their fleet in Haringey. Any new permits will prioritise ULEVs. Furthermore, when existing permits for fleets are up for renewal it is expected that fleet operators will increase the number of ULEVs within their fleet. This will be enforced where the Council or its providers have installed EVCPs in bays.

#### Businesses

- The Council will work with businesses in Wood Green's Business Improvement District, Crouch End's Liveable Neighbourhood scheme, as well as make efforts with SMEs across the borough. We will also seek to install charging points on our industrial land for the use of businesses.

#### Service stations, meanwhile spaces and car parks

- Utilising meanwhile spaces and implementing EVCPs provides a good alternative to off-street parking. Users can leave their cars parked overnight in a nearby carpark.
- Service stations are gearing up for the switch to electric powertrains and are increasingly implementing EVCPs on their forecourts.
- Support the planning process for installing EVCPs in service stations and private car parks.

#### Objective 3: Collaboration with partners to ensure all commercial fleets operating in the borough use only ultra-low emission vehicles by 2040

Action ID	Action	Description	Responsibility	Cost (£/££/£££)	Impact (L/M/H)	Timescale for implementation (S/M/L)	How implementation is monitored
12	Car clubs:	The Council will give prioritisation	Haringey Council	£	Medium	Long	By 2020 - at least 50% of all permits

	Prescribe a timeline whereby any car clubs operating in the borough will have to have a percentage of their fleets ULEV.	for car clubs, which operate ULEVs within their fleet in Haringey. Any new permits will be prioritising ULEVs. Furthermore, when existing permits for fleets are up for renewal it is expected that fleet operators will increase the number of ULEVs within their fleet. This will be enforced where the Council or its providers have installed Electric Vehicle Charging Points into bays.	(Carbon Management, Transport Planning, Operations)	Funded through Transport for London - Local Implementation Plan			given out to car clubs will be for ULEVs. By 2023 - at least 70% of all permits given out to car clubs will be for ULEVs. By 2026 - at least 90% of all permits given out to car clubs will be for ULEVs. By 2030 - 100% of permits given out to car clubs will be for ULEVs.
13	Car clubs:  Work with car clubs to identify opportunities to access charging points.	Investigate designating bays for electric car clubs.	Haringey Council (Carbon Management, Operations)	£  Funded through Transport for London – Local Implementation Plan  Infrastructure funded by car clubs	Low	Medium	Investigation complete.
14	Buses:  Investigate potential locations for bus recharging hubs, electric bus needs, and electric bus charging patterns.	Work with bus operators to deliver electric bus routes and support vehicles.	Haringey Council (Carbon Management)  Partners (UK Power Networks, Arriva, Transport for London)	£££  Funded through Transport for London (joint work between UKPN and Transport for London)	High	Medium	Investigation complete.
15	Taxis and private hire vehicles:  Install rapid charging points in suitable locations for use of this sector.	To encourage taxi and private hire vehicles to shift to an ultra-low emission vehicle	Haringey Council (Carbon Management, Operations)  Partners (TfL, LEVC)	£££  Funded through Transport for London	Medium	Medium	Number of rapid charging units available for taxis and private-hire vehicles.
16	Service stations:  Work with service stations to identify opportunities and deliver public charging points.	Service stations are a good location for rapid charging points as it would mimic current refuelling behaviours.	Haringey Council (Carbon Management, Planning, Development Management)	£  Funded through commercial sector	High	Medium	Number of planning applications with electric vehicle charge points at service stations approved.
17	Canal boats:	Look for	Haringey	£	Low	Medium	Number of

	Support the transfer to cleaner technologies.	opportunities to achieve scrappage schemes, or through bulk buying environmentally friendly products that could be offered at a discount to boaters, thus designing out emissions. Work with partners.	Council (Carbon Management)  Partners (Canal and River Trust)	Funded through Carbon Management budget and Canal and River Trust			permanently moored canal boats in Haringey that have switched to cleaner technologies.
18	SMEs:  Develop a package of measures to support SMEs to switch to electric vehicles.	Work with Wood Green Business Improvement District and Crouch End Liveable Neighbourhoods.  Provide business advice note on EVs and charging infrastructure.  Conduct EV trials for the use of businesses.  Install charging points on Council industrial land.  Source funding to support SMEs switch to cleaner technologies.	Haringey Council (Carbon Management, Economic Development, Property)	£££  Funded through Carbon Management budget and Transport for London - Neighbourhoods of the Future	High	Medium	Number of SMEs with electric fleets.
19	Work with the biggest commercial fleet operators in the borough.	The Council will identify the top 10 biggest fleet operators based in Haringey. We will work with them to phase out conventional fleets.	Haringey Council (Carbon Management, Economic Development)	£  Funded through Carbon Management budget	High	Medium	Number of top 10 largest commercial fleets with electric fleets.

### Objective 4: To develop an electric vehicle charging network in line with expected demand over the next 10 years

A network of well-located EVCPs, encompassing a diverse range of technologies, overcomes range anxiety and people's doubts over if they will be able to charge their car or not. This instils faith in current EV users and will help to encourage those considering an EV to make the switch.

Objective 4: To develop an electric vehicle charging network in line with expected demand over the next 10 years							
Action ID	Action Description	Further Information	Responsibility	Cost (£/££/£££)	Impact (H/M/L)	Timescale for implementation (S/M/L)	How implementation is monitored
20	Deliver charging infrastructure in line with electric vehicle registrations in the borough and TfL electric vehicle demand data.	Work with TfL and charging point companies to identify hotspots and EV growth rates to be able to allocate EVCPs accordingly.	Haringey Council (Carbon Management, Operations)  Partners (Transport for London)	£££  Funded through Transport for London - Go Ultra Low City Scheme and Local Implementation Plan, operators, commercial sector, S106 agreements	High	Medium	Review Transport for London's predictions in 5 years.  Have a publically accessible charging point no more than a 5-minute walk away from an EV user. For Blue Badge holders this would be as close as possible.
21	Deliver on-street charging points in residential areas for those without private parking facilities.	A range of on-street charging is needed so residents without off-street parking can charge their cars with ease.	Haringey Council (Carbon Management, Operations)	£££  Funded through Transport for London: Go Ultra Low City Scheme and Local Implementation Plan, operators, S106 agreements	High	Medium	Number of on-street electric vehicle charging points.
22	Have a webpage on the Council website for residents to request an electric vehicle charging point.	Allowing residents to request an EVCP near their home allows the Council to collect data on where hubs of EV demand are.	Haringey Council (Carbon Management)	£  Funded through Carbon Management budget	Low	Short	Webpage completed.
23	Deliver 3 rapid charging units in suitable locations in short term and deploy more in line with demand	Rapid charging is ideal for fleets that need to be on the move. Rapid charging units will allow businesses to charge their fleets with confidence that their fleets will not be recharging for	Haringey Council (Carbon Management, Planning, Development Control, Operations)  Partners (Transport for London)	£££  Funded through Transport for London – Go Ultra Low City Scheme and operators	Medium	Short-medium	Number of rapid charging hubs.

		too long.					
24	To open up the tender process to many suppliers to ensure best-value charging for users is achieved.	Having a range of charging operators allows for competition and better prices to the customer.	Haringey Council (Carbon Management)	£ Funded through Transport Planning budget	Low	Short	Number of charging point operators in tender process.
25	Ensure that new developments deliver the required number of recharging points in line with policy.	Policy requires that 40% of all new parking spaces having recharging infrastructure in place. In Wood Green this is 100%.	Haringey Council (Planning)	£ Funded by developers.  If policy requirements are not fulfilled, charging points will be installed in the vicinity, funded through S106 agreements	Medium	Immediately	Number of electric vehicle charging points.
26	Prioritise electric vehicle charging bays when delivering new parking bays on the public highway and public car parks.	All new parking bays will be electric where possible, and will come with standard chargers at the minimum.	Haringey Council (Operations, Planning)	£ Funded through Carbon Management budget	Medium	Long	Number of electric vehicle charging bays.
27	Ensure every new charging point in the borough is smart-capable.	This is in line with OLEV's Automated and Electric Vehicle Act 2018, which legally mandates all new chargers are smart.	Haringey Council (Planning, Operations)	£ Funded through private operators	Low	Immediately	Percentage of new points that are smart-capable.
28	Minimise impact on the streetscape when installing charging points.	Ensure there is less street clutter through integrated feeder pillars.  Charging points should not impede the footway and should ensure there is clear access for wheelchair users and pushchairs. Where necessary and feasible, charging points will be installed on the carriageway.  For rapid charging points,	Haringey Council (Operations, Planning)	£ Funded through Operations budget	Low	Short	A minimum of 1.8 m wide space on the footway is maintained.

		the Council will first seek to install them in car parks, and if not possible, then build out the footway to ensure accessibility of the streetscape is maintained.					
29	Ensure there is adequate electricity supply to support electric vehicle charging points and charging needs.	Work with UK Power Networks to understand the electricity infrastructure network in the borough.	Haringey Council (Carbon Management)  Partners (UK Power Networks)	££  Funded through Carbon Management budget	Low	Short	No power shortages due to too many EVCPs.
30	Investigate the potential of towpath charging infrastructure for canal boats.	There is a lack of charging infrastructure for canal boats, inhibiting the shift to electric engines.  Work with partners to identify electricity needs and infrastructure.	Haringey Council (Carbon Management)  Partners (UK Power Networks, Canal and River Trust)	£  Funded through Carbon Management, Air Quality and Canal and River Trust	Low	Short	Analyses of towpath infrastructure complete.
31	Review planning policy with ambition to move to 100% active across the borough in all new developments.	Where not feasible or viable, the Council will seek to claim remuneration and re-invest it into electric vehicle infrastructure through Section 106.	Haringey Council (Carbon Management, Planning)	£  Funded through Carbon Management budget	High	Long	Review and consultation on this policy.
32	Ensure all charging points are income generating and low-cost to the Council.	Income generated will be reinvested into sustainable transport schemes.	Haringey Council (Carbon Management, Operations)	Income-generating	Low	Short	Added economic benefit to Council.



### Objective 5: To be a leader in innovation for carbon-friendly and cost-efficient charging technology

Haringey Council is committed to staying up-to-date with carbon-friendly and cost-efficient technology. Technologies such as lamp column charging provide an alternative to EVCPs. Lamp columns are easy to retrofit and already have the electricity capacity available to charge an EV. The Council is trialling lamp column charging in suitable wards to gather how best to roll this out across the borough.

While there is a move towards the development of wireless or induction charging, the technology is not yet mature enough for the Council to be confident in it and roll it out across the borough. Induction charging is less efficient as it incurs a 10 per cent energy loss during energy transfer.

Objective 5: To be a leader in innovation for carbon-friendly and cost-efficient charging technology							
Action ID	Action	Description	Responsibility	Cost (£/££/£££)	Impact (L/M/H)	Timescale for implementation (S/M/L)	How implementation will be monitored
33	Retrofit or replace existing electrical street furniture to accommodate charging, including 2 lamp column chargers at 10 locations.	Lamp column charging provides immediate access to the electricity supply. The Council will conduct a lamp column charging trial.  This will be trialled in a suitable ward over a period of 1 year with aim to further adapt existing street infrastructure and to reduce localised parking pressures, depending on results.	Haringey Council (Carbon Management, Operations)	£  Funded through Transport for London - Go Ultra Low City Scheme and Local Implementation Plan	Medium	Short	Number of street furniture retrofitted or replaced.  20 lamp column chargers delivered.
34	Install a solar-powered charging station.	To encourage the relationship between low carbon power and clean transport for public awareness.	Haringey Council (Carbon Management, Planning, Wood Green Regeneration, Tottenham Regeneration)	£££  Funded through Transport for London - Neighbourhoods of the Future: Wood Green	High	Short	1 solar canopy charging station installed in the borough.
35	Investigate the hydrogen refuelling needs and opportunities to deliver this infrastructure.	Research shows hydrogen fuel is most suited to power heavy-duty vehicles due to power needs and range. This action seeks to identify the opportunities and requirements to develop a hydrogen-refuelling network.  Work with our contractor fleets to identify if hydrogen vehicles are	Haringey Council (Carbon Management)	££  Funded through Carbon Management budget	Low	Short-Medium	Investigation and report complete.

		necessary, and what their needs are.  Keep up-to-date with research, academia and technology to stay ahead of hydrogen developments.					
36	Investigate the potential for a North London hydrogen depot on industrial land in the borough.	Conduct a feasibility assessment and develop a business case.	Haringey Council (Carbon Management)  Partners (North London Transport Partnership, Transport for London)	£  Funded through Carbon Management budget	Low	Medium	Investigation complete.
37	Trial a new and emerging charging technology.	This could be either on the public highway or in private car parks and could include vehicle to grid technology.	Haringey Council (Carbon Management, Operations, Economic Development)	Unknown  Funding options: Transport for London – Go Ultra Low City Scheme/Local Implementation Plan; OLEV; private operators	Unknown	Medium	Trial and analysis of at least one new technology complete.

## Monitoring and review

The Action Plan will be reviewed and assessed on an annual basis. This is to ensure that the Council is still on the right track to deliver a borough with clean transport options, as well as to re-align with regional and national progress on ULEVs.

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**Report for:** Cabinet – 13 November 2018

**Title:** Determination of the Council's School Admission Arrangements for the academic year 2020/21 – Consultation

**Report authorised by:** Eveleen Riordan, Assistant Director, Schools and Learning

**Lead Officer:** Carlo Kodsi, ext. 1823, [carlo.kodsi@haringey.gov.uk](mailto:carlo.kodsi@haringey.gov.uk)

**Ward(s) affected:** All

**Report for Key/  
Non Key Decision:** Key

## 1. Describe the issue under consideration

1.1 This report and the attached appendices set out:

- The proposed admission arrangements for entry to school in the academic year 2020/21 for Haringey's community and voluntary controlled (VC), nursery, infant, junior, primary, secondary and sixth form settings.
- The proposal to reduce the published admission number (PAN) for Welbourne and Tiverton Primary Schools by one form of entry (1FE) – 30 Reception pupils each from September 2020 as part of the community and voluntary controlled (VC) schools' published admission arrangements.
- Haringey's proposed scheme for in-year admission for the academic year 2020/21. In-year admission relates to applications which are received at any point throughout the year other than for reception or secondary school transfer.
- Haringey's proposed In-Year Fair Access Protocol (IYFAP) for the year starting 1 March 2019 which all Haringey schools and academies must follow.
- The co-ordinated scheme<sup>1</sup> for the admission of children to maintained primary and secondary schools and academies for the 2020/21 year of entry.

## 2. Cabinet Member Introduction

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<sup>1</sup> The scheme which each Local Authority is required to formulate in accordance with the School Admissions (Admission Arrangements and Co-ordination of Admission Arrangements) Regulations 2012, for co-ordinating arrangements for the admission of children to maintained primary and secondary schools and academies. The co-ordinated scheme has been successful in meeting its main aim of eliminating or greatly reducing multiple offers of school places.

- 2.1 All schools must have admission arrangements that clearly set out how children will be admitted, including the criteria that will be applied if there are more applications than places at the school. Admission arrangements are proposed and determined by admission authorities. The local authority is the admission authority for the borough's community and VC schools.
- 2.2 Every local authority must also publish a co-ordinated scheme which sets out the procedures all schools and academies must follow to co-ordinate the admission process for the reception and secondary transfer admissions round to ensure that all residents are offered a school place.
- 2.3 This report seeks Cabinet approval to commence a six week period of statutory consultation. The details of what is being consulted on is set out in paragraph 3 below.

### **3. Recommendations**

#### **3.1 Cabinet is asked to:**

- 3.1.1 Agree to consult on the proposed admission arrangements, including the proposed in-year admissions scheme for the academic year 2020/21;
- 3.1.2 Agree to consult on the proposed IYFAP which, if agreed at Cabinet in February 2019, would be come into force from 1 March 2019;
- 3.1.3 Agree that the co-ordinated scheme for the admission of children to maintained primary and secondary schools as set out in Appendices 2 and 3 of this report can be published on the Haringey website on 1 January 2019.
- 3.1.4 Note the proposal to reduce the PAN for Welbourne and Tiverton Primary Schools by one form of entry (1FE) – 30 Reception pupils each from September 2020 as part of the community and voluntary controlled (VC) schools' published admission arrangements.
- 3.1.5 Note that consultation on the proposed admission arrangements is scheduled to take place between 26 November 2018 and 7 January 2019;
- 3.1.6 Note that following the consultation, a report will be prepared summarising the representations received from the consultation and a decision on the final admission arrangements and the In-Year Fair Access Protocol will be taken by Cabinet in February 2019.

#### **4. Reasons for decision**

- 4.1 **Why do we consult?** - This report and the consultation that will flow from it *if* the report's recommendations are agreed will ensure that our proposed admission arrangements for 2020/21 are consulted upon and the co-ordinated scheme is set in accordance with the mandatory provisions of the School Admissions Code 2014.
- 4.2 The School Admissions Code (2014) requires all admission authorities to publicly consult on their admission arrangements where changes are being

proposed. The Code stipulates that if no changes are made to admission arrangements, they must be consulted on at least once every 7 years.

- 4.3 We consult on our admission arrangements annually irrespective of whether or not there is a proposed change to the arrangements. This is to ensure transparency and openness on the contents of our arrangements and to allow parents, carers and other stakeholders who might not previously been interested in admission arrangements (perhaps because they didn't have a child of school age) to make a representation which can then be considered as part of the determination of the arrangements.
- 4.4 **What is the change and potential risk to the arrangements being consulted on for 2020 entry?** - Para 3.1 above sets out that we are proposing to reduce the PAN for Welbourne and Tiverton Primary Schools by one form of entry (1FE) – 30 Reception pupils each from September 2020. The School Admissions Code (2014) sets out the requirement for all admission authorities to undertake statutory consultation where they propose a decrease to the PAN of a school.
- 4.5 Tiverton Primary is a community school located at Pulford Road, London N15 6SP and sits within planning area 3 (see map of planning areas on page 7 below). The school normally admits 2 classes (60 Reception pupils) per year. However, due to a decrease in the demand for school places, we are proposing to reduce the school's PAN to 60 for the 2020/21 academic year.
- 4.6 Welbourne Primary is a community school located at Stainby Road, London N15 4EA and sits within planning area 4 (see map of planning areas on page 7 below). The school normally admits 3 classes (90 Reception pupils) per year. However, due to a decrease in the demand for school places, we are proposing to reduce the school's PAN to 60 for the 2020/21 academic year.
- 4.7 Planning areas 3 and 4 in which these schools are located show the most significant surplus of places. Both Tiverton and Welbourne Primary schools have vacancies across all year groups and our projections show that demand is likely to continue to decrease. Current school roll projections for planning area 3 (where Tiverton is located) suggest a surplus of school places of between 1-2 forms of entry between now and 2026/27. Current school roll projections for planning area 4 (where Welbourne is located) suggest a surplus of school places of between 3-4 forms of entry between now and 2021/22.
- 4.8 Approval was sought from the Schools Adjudicator for a temporary reduction in PAN for Tiverton Primary School for entry in September 2018. A reduction by 1 form of entry was agreed and it is likely that a similar request will be made for entry in September 2019 due to the lack of demand. Our projections show that demand is likely to continue to decline and the school will struggle to fill beyond 1 form of entry.
- 4.9 Welbourne Primary School has the highest number of vacancies across all year groups compared to other schools in Planning Area 4. It is likely that this will have had a ripple effect locally as falling demand is rarely evidenced at just one school but is often felt across several. A benefit of planning places judiciously is

that it keeps rolls relatively buoyant across and beyond any planning area as surplus places are reduced.

- 4.10 We are proposing to reduce the number of available places at these schools to enable them to operate more efficiently and cost effectively. The proposed reduction of PANs for these schools will allow better alignment of PANs with actual number of pupils on roll, leading to cost savings.
- 4.11 Consulting on our admission arrangements for entry in September 2020 gives these schools sufficient time to review their internal structure so that any potential impact on staff reorganisation can be minimized. It will allow the school leadership teams in offering a more accurate number of places and also help with long term planning.
- 4.12 Equality consideration was given to the selection of these specific schools for a reduction in PANs to help frame any potential impact on protected groups. Our proposal will not adversely impact on families trying to access their local school with high quality provision. A projected surplus of school places in the planning areas where these schools are located means that we expect sufficient places to still be available for local children if the PANs are reduced at Welbourne and Tiverton Primary School for entry in September 2020.
- 4.13 All local schools are rated 'Good' or 'Outstanding' by Ofsted and are able to support children with a wide range of abilities, special needs, disabilities and learning difficulties, from able, gifted and talented pupils to those with multiple and significant disabilities, medical conditions and learning difficulties. Welbourne and Tiverton do not offer any specific provision that is not provided elsewhere and we believe that the needs of the community can be met at other local schools and this will be tested during the consultation process. We will closely monitor the number of primary applications received at the time and in the event there is an increase in demand for primary school places and additional places are required, these schools can revert to their original PAN.

## **5. Background information**

- 5.1 Following many years of rising demand due to the growth in Haringey's population, the Council are now in a position of needing to reduce capacity as a result of a flattening birth rates and a higher than projected increase in out-migration. This has contributed to a higher than necessary level of surplus places in some educational planning areas where supply is predicted to outstrip demand by more than 2 forms of entry in some planning areas, including the planning areas where these schools are located.
- 5.2 A large portion of funding received by schools is directly related to the number of pupils attending the school. Too many vacancies in schools mean that schools will not receive the maximum revenue possible.
- 5.3 A surplus of more than 2% across our school estate is not recommended as it can lead to financial pressures within schools. Schools running class sizes below 24 pupils may become financially unsustainable in the long-term as they may not be able to fund a classroom teacher. We are therefore proposing to



reduce the number of available places at Tiverton and Welbourne Primary Schools to enable them to operate more efficiently and cost effectively.

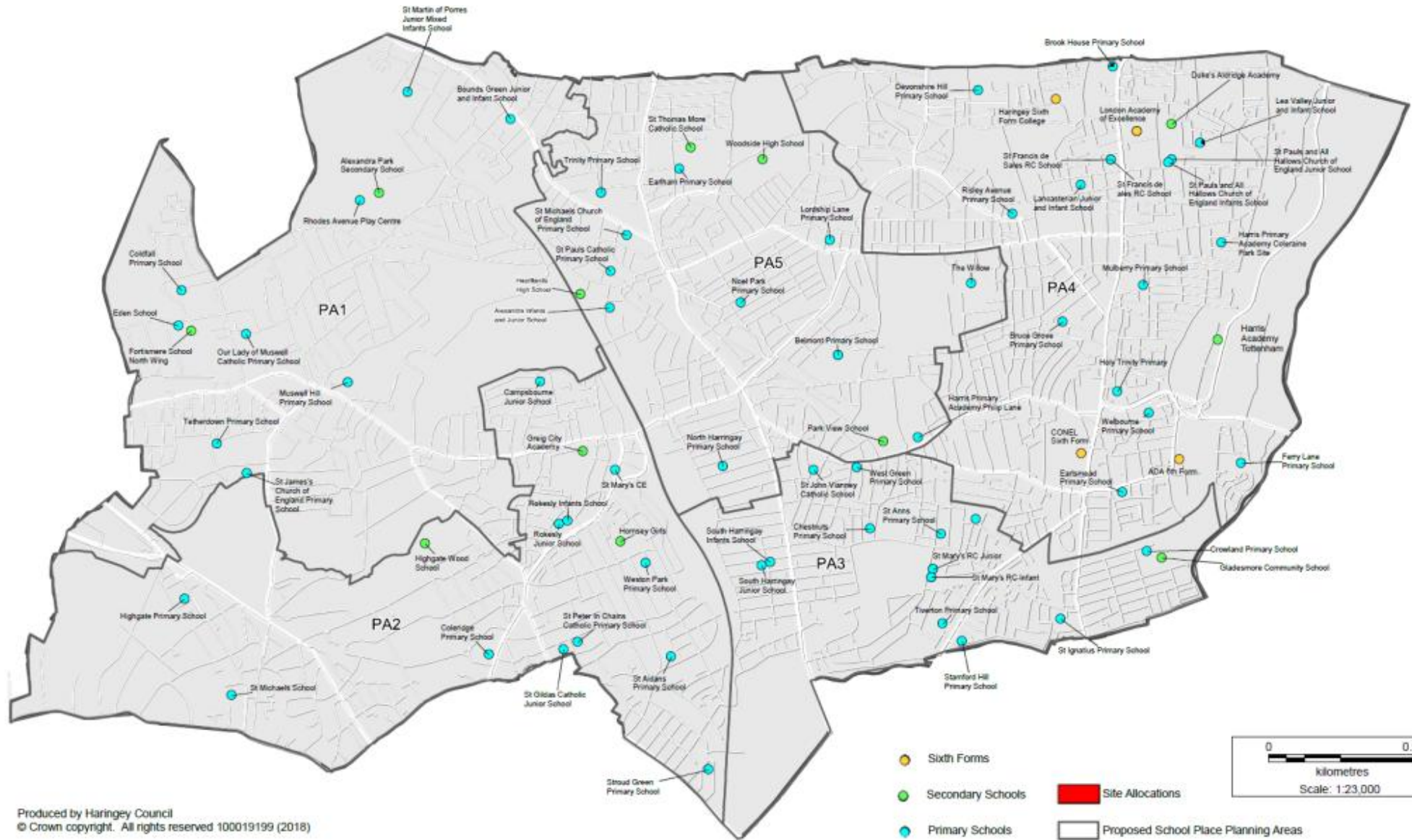
- 5.4 The high number of vacancies (224) in the Reception year group at the beginning of the 2018/19 academic year across many schools in Haringey is indicative of the projected decrease in demand for Reception places. This has been an ongoing trend across many London authorities, including neighbouring boroughs and is forecasted to continue over the next few years. We expect sufficient places to still be available for local children if the PANs are reduced at Welbourne and Tiverton Primary Schools for entry in September 2020.
- 5.5 This change seeks to assist the school governing bodies to plan for long-term stability, a consistent structure and a sustainable financial position, providing a secure foundation for high quality educational outcomes for all pupils.
- 5.6 We have written to the London Diocesan Board for Schools and to our Academy/Free schools setting out the fall in demand and the need to rationalise the number of schools available. We expect that our Church of England and Catholic schools *may* also be seeking to reduce capacity to match actual and projected rolls (one Church of England School has already reduced capacity), and that our Academy/Free schools will be looking at their own capacity too.
- 5.7 **What is the potential risk?** The proposed reduction in PAN at these schools *may* disadvantage a small number of families by limiting the number of places that can be offered to local residents. However, we expect that there will be sufficient places at other local schools. As set out above, in the event there is an increase in demand for primary school places and additional places are required, these schools will revert to their original PAN.
- 5.8 An Equalities Impact Assessment (EqIA) will form an important part of the consultation and will seek to ascertain whether the proposed reduction in PAN *could* have an impact on protected groups and whether there are steps that can and/or should be taken to mitigate against such an impact.

## 6. Alternative options considered

- 6.1 We are required by the School Admissions Code 2014 (para 1.42 – 1.45 of the Code) to consult on our admission arrangements between 1 October and 31 January each year for a minimum period of six weeks. Last year, the consultation on the proposed admission arrangements for community and voluntary controlled (VC) schools included a proposal to introduce an additional oversubscription criteria for children of staff to follow after the sibling criterion. Cabinet agreed to the proposal in February last year which means the children of staff criterion will come into effect from September 2019.
- 6.2 This year we are not proposing a change to the oversubscription criterion for community and VC schools. While there are other ways admission arrangements can influence the allocation of school places set out in the Schools Admissions Code 2014 (e.g. designated catchment areas, identified feeder schools or giving priority in our oversubscription criteria to children eligible for the early years premium/ pupil premium) no alternative option is being considered at the time of writing this report.



# Map of Haringey Planning Areas



## 7. Consultation and determination of admission arrangements

- 7.1 Ensuring there is a transparent and objective school admissions process is a statutory and integral part of the Council's work. Oversubscription criteria must be reasonable, clear, objective, procedurally fair, and comply with all relevant legislation, including equalities legislation. Admission authorities must ensure that their arrangements will not disadvantage unfairly, either directly or indirectly, a child from a particular social or racial group, or a child with a disability or special educational needs, and that other policies around school uniform or school trips do not discourage parents from applying for a place for their child.
- 7.2 The Council is the admission authority for community and voluntary controlled (VC) schools within the borough and is therefore responsible for determining the admission arrangements for these schools.
- 7.3 Academies, foundation schools and voluntary aided (VA) schools are their own admissions authority; they must consult on and then determine their own admissions arrangements by 28 February 2018. The Council has a statutory duty to monitor the arrangements determined by own admitting authority schools to ensure compliance with the School Admissions Code 2014. This report does **not** deal with admission arrangements for any academies, foundation or voluntary aided schools.
- 7.4 All schools must have admission arrangements that clearly set out how children will be admitted, including the criteria that will be applied if there are more applications than places at the school.
- 7.5 Admission authorities are responsible for admissions and must act in accordance with the School Admissions Code (2014), the School Admission Appeals Code (2012), other laws relating to admissions, and relevant human rights and equalities legislation.
- Oversubscription criteria
- 7.6 The admission authority for the school must set out in their arrangements the criteria against which places will be allocated at the school when there are more applications than places and the order in which the criteria will be applied.
- 7.7 Oversubscription criteria must be reasonable, clear, objective, procedurally fair, and comply with all relevant legislation, including equalities legislation.
- 7.8 Admission authorities must ensure that their arrangements will not disadvantage unfairly, either directly or indirectly, a child from a particular social or racial group, or a child with a disability or special educational needs, and that other policies around school uniform or school trips do not discourage parents from applying for a place for their child.
- 7.9 Admission arrangements must include an effective, clear and fair tie-breaker to decide between two applications that cannot otherwise be separated.

In Year Fair Access Protocol (IYFAP)

- 7.10 An In-Year Fair Access Protocol (IYFAP) has been agreed in Haringey to ensure unplaced children, especially the most vulnerable, are offered a school place without delay and is a statutory requirement set out in the School Admissions code 2014 (paras 6 and 3.9 – 3.15 of the Code). In using the Protocol, it ensures that these children and young people are shared fairly across all Haringey schools and that this process is open and transparent. Haringey's Protocol is consulted on annually and para 3 of the Protocol in Appendix 5 sets out that "it is essential to the success of IYFAP that all Head teachers and governing bodies agree to the aims, principles and procedures and give their fullest support."

Consultation

- 7.11 Where changes are proposed to admission arrangements, the admission authority must first publicly consult on those arrangements. The Code stipulates that if no changes are made to admission arrangements, they must be consulted on at least once every 7 years. Consultation must be for a minimum of 6 weeks and must take place between 1 October and 31 January in the year before those arrangements are to apply.
- 7.12 This consultation period allows parents, other schools, religious authorities and the local community to raise any concerns about proposed admission arrangements.
- 7.13 Admission authorities **must** consult with:
- a. parents of children between the ages of two and eighteen;
  - b. other persons in the relevant area who in the opinion of the admission authority have an interest in the proposed admissions;
  - c. all other admission authorities within the relevant area (except that primary schools need not consult secondary schools);
  - d. whichever of the governing body and the local authority who are not the admission authority;
  - e. any adjoining neighbouring local authorities where the admission authority is the local authority; and
  - f. in the case of schools designated with a religious character, the body or person representing the religion or religious denomination.

- 7.14 This report will ask for approval from Cabinet to consult on our proposed admission arrangements, including the proposal to decrease reduce the PAN for Welbourne and Tiverton Primary Schools by one form of entry (1FE) – 30 Reception pupils each from September 2020 as part of the community and voluntary controlled (VC) schools' published admission arrangements.

Proposed consultation and determination timetable

Stage	What happens	Dates and timescales
1	Consultation on admission arrangements which includes: <ul style="list-style-type: none"> <li>• Nursery arrangements</li> <li>• Reception class and junior admissions</li> <li>• Secondary admissions</li> <li>• In-year admissions</li> <li>• In year fair access protocol</li> <li>• Sixth form admissions</li> </ul>	26 November 2018 to 7 January 2019
2	Cabinet to: <ul style="list-style-type: none"> <li>• determine the admission arrangements for Haringey community schools, nursery classes, primary, infant, junior and secondary schools and St Aidan's voluntary controlled School.</li> <li>• determine the admission arrangements for students starting sixth form.</li> <li>• determine the In-Year Fair Access Protocol (IYFAP)</li> </ul>	February 2019
3	Last date by which all admission authorities, including academies, can determine admission arrangements	28 February 2018
4	Determined Admissions Arrangements must be published on website	15 March 2018

- 7.15 To ensure as wide a consultation as possible we intend to provide details of the proposed admission arrangements in the following ways:

- through the Schools Bulletin which is distributed to the head teacher and chair of governors of every school in the borough
- to all children's centres in the borough



- to all registered nurseries and child minders and any other early years providers
- on the Council's online primary and secondary admissions page
- via information in all libraries across the borough
- to all councillors
- to both MPs with constituencies in Haringey
- to the diocesan authorities
- to all residents' groups that the Council hold information for
- to all women's groups that the Council hold information for
- other groups, bodies, parents and carers as appropriate

### Co-ordinated scheme

- 7.16 Each year all local authorities must formulate and publish on their website a scheme by 1 January in the relevant determination year to co-ordinate admission arrangements for all schools within their area.
- 7.17 All admission authorities must participate in co-ordination and provide the local authority with the information it needs to co-ordinate admissions by the dates agreed within the scheme. Local authorities must make application forms available to parents who wish to apply to a school in a neighbouring area which operates a different age of transfer (e.g. middle schools), and process these as it would in its normal admissions round.

## **8. Contribution to strategic outcomes**

- 8.1 Ensuring we have a transparent and objective school admissions process with oversubscription criteria that is reasonable, clear, objective and compliant with all relevant legislation, including equalities legislation, underpins Priority 1 in the Corporate Plan which seeks to enable every child to have the best start in life with access to high quality education.

## **9. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)**

- 9.1 Below are financial, governance and legal and equality comments.

### **Comments of the Chief Finance Officer and financial implications**

- 9.2 The Chief Financial Officer has been consulted in the production of this report and confirms that there are no direct financial implications as a result of the consultation proposals.

### **Comments of the Assistant Director of Corporate Governance and legal implications**

- 9.3 The Assistant Director of Corporate Governance has been consulted on the contents of this report and comments as follows:

The current School Admissions Code ('the Code') came into force in December 2014 issued by the Department for Education under section 84 of the School Standards and Framework Act 1998. The Code is to be read alongside the School Admissions (Admission Arrangements and Co-ordination of Admission Arrangements) (England) Regulations 2012 ("the Regulations"). The Code and the Regulations apply to admission arrangements determined in 2015 and later years. In determining its admission arrangements for 2019-2020 the Council has a statutory duty as an admissions authority to act in accordance with the Regulations and with the relevant provisions of the Code. It must also as a result of its duty under section 149 of the Equality Act 2010 have due regard to the need to eliminate discrimination, harassment and victimisation and any other conduct which is prohibited by or under the Act, advance equality of opportunity, and foster good relations in relation to persons who share a relevant protected characteristic and persons who do not share it.

- 9.4 Paragraph 15 of the Code states that all schools must have admission arrangements that clearly set out how children will be admitted including the criteria that will be applied if there are more applications than places at the school. As part of determining its admission arrangements, the Council must set an admission number (called the Published Admission Number or PAN) for each school's "relevant age group" i.e. the age group at which pupils are or will normally be admitted to the school.
- 9.5 School admission arrangements are determined by admission authorities. Generally, the admission authority for community and voluntary controlled schools is the local authority. Admission authorities must set ('determine') admission arrangements annually. Where changes are proposed to admission arrangements, the admission authority must first publicly consult on those arrangements. If no changes are made to the admission arrangements, they must be consulted on at least once every 7 years. Consultation must be for a minimum of 6 weeks to take place between 1 October and 31 January of the determination year. The Code also requires the admissions authority for the duration of the consultation to publish a copy of the full proposed admission arrangements (including the proposed PAN) on their website together with details of the person within the admissions authority to whom comments may be sent and the areas on which comments are not sought. Consultation must be undertaken when proposals are still at a formative stage. It must include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response, adequate time must be given for this purpose and the product of the consultation must be conscientiously taken into account when the ultimate decision is taken.
- 9.6 In relation to consultation the Council must consult with parents of children between the ages of two and eighteen; other persons in the relevant area who in the opinion of the admission authority have an interest in the proposed admissions; all other admission authorities within the relevant area; whichever of the governing body and the local authority who are not the admission authority; any adjoining neighbouring local authorities where the admission authority is the local authority and in the case of faith schools, the body or person representing the religion or religious denomination. The authority must also for the duration of the consultation publish a copy of the full proposed admission arrangements (including the PAN) on its website together with details



to whom comments should be sent and the areas on which comments are not sought.

- 9.7 It is the responsibility of the authority to ensure that admission arrangements are compliant with the Code. Arrangements mean overall procedures, practices, criteria and supplementary information to be used in deciding on the allocation of school places. In drawing up the arrangements, the authority must ensure that the practices and criteria used are reasonable, fair, clear and objective and comply with the relevant legislation including equalities legislation. Parents should be able to look at the set of arrangements and understand easily how places will be allocated. It is for the authority to decide which criteria would be the most suitable according to local circumstances.
- 9.8 Each year all local authorities must formulate and publish on their website a scheme by 1 January in the relevant determination year to co-ordinate admission arrangements for all publicly funded schools within their area. All admission authorities must participate in co-ordination and provide the local authority with the information it needs to co-ordinate admissions by the dates agreed within the scheme. There is no requirement for local authorities to co-ordinate in-year applications but the authority must provide information in a composite prospectus as to how in-year applications can be made and how they will be dealt with.
- 9.9 The Code requires that the Council must have a Fair Access Protocol agreed with the majority of schools in its area to ensure that, outside the normal admissions round, unplaced children, especially the most vulnerable, are offered a place at a suitable school as quickly as possible. The Cabinet Members will see the Proposed In-Year Fair Access Protocol at Appendix 5
- 9.10 The proposed admission arrangements for 2020-2021, the proposed co-ordinated scheme, the proposed IYFAP and the proposed consultation on the proposed admission arrangements for 2020-2021 would appear to be in compliance with the Code and the Regulations.

### **Equalities and Community Cohesion Comments**

- 9.11 The Council has a public sector equality duty under the Equalities Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act. Advance equality of opportunity between people who share a “relevant protected characteristic” and people who do not share it;
  - Foster good relations between people who share those a “relevant protected characteristic” and people who do not share it.
  - A “relevant protected characteristic” is age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex (formerly gender) and sexual orientation.
- 9.12 The proposed admission arrangements set out in this report comply with the public sector equality duty and ensures that as an admission authority, the

Council's arrangements do not directly or indirectly unfairly disadvantage an individual or group that possesses any of the characteristics defined in sections 4-12 of the Equality Act 2010.

- 9.13 An Equalities Impact Assessment (EqIA) will form an important part of the consultation and will seek to ascertain whether the proposed reduction in PAN at the schools mentioned previously could have an impact on protected groups and whether there are steps that can and/or should be taken to mitigate against such an impact.
- 9.14 The consultation process will be used to help populate and inform the final version of the EqIA which decision makers will consider.

## 10. Use of Appendices

10.1 The following appendices support this report:

- Appendix 1** Proposed admission criteria for nursery 2020  
**Appendix 2** Proposed admission criteria for reception and junior admissions 2020 (including the co-ordinated scheme)  
**Appendix 3** Proposed admission criteria for secondary 2020 (including the co-ordinated scheme)  
**Appendix 4** Proposed scheme for in-year admissions 2020  
**Appendix 5** Proposed In-Year Fair Access Protocol for Haringey schools  
**Appendix 6** Proposed admission criteria for Sixth Form 2020  
**Appendix 7** EqIA

10.2 The full papers for this report can be viewed electronically on the Council's website at [www.haringey.gov.uk/local-democracy](http://www.haringey.gov.uk/local-democracy) or in paper form at 7<sup>th</sup> Floor, River Park House, 225 High Road, London, N22 8HQ.

## 11. Local Government (Access to Information) Act 1985

11.1 This report contains no exempt information.

## Background

1. The Schools Standards and Framework Act 1998.
2. The Education Act 2002.
3. The Education and Inspections Act 2006.
4. Education and Skills Act 2008.
5. The School Admissions Code (December 2014).
6. The School Admissions (Admission Arrangements and Co-ordination of Admission Arrangements) (England) (Amendment) Regulations 2014
7. The School Admissions (Infant Class Sizes) (England) Regulations 2012.
8. The School Admissions (Appeals Arrangements) (England) Regulations 2012.
9. The Education Act 2011.
10. The School Admissions Appeals Code (2012).

## Starting Nursery in Haringey in September 2020

### Proposed Admission Criteria for Nursery Classes in Community Primary Schools and St. Aidan's VC School

Children may have a part-time place in a nursery centre or a class attached to a school in the September following their third birthday. If there are more requests than part-time places available, the admission rules (over-subscription criteria) explained below will be used to decide which children will be admitted. There is no right of appeal against the decision to refuse admission of children to nurseries.

*Parents/carers should note that admission to a nursery class in a school does not guarantee a place in the reception class at the same school. Parent/carers must complete their home authority School Admissions Application Form, which will be available on line, by 15 January in the academic year their child turns four.*

#### Proposed Admission Criteria for part time places

When the school is oversubscribed, after the admission of pupils with an Education, Health and Care plan or statement of special educational needs naming the school, priority for admission will be given to those children who meet the criteria set out below, in priority order:

##### 1. Children in Care/Looked After Children

Children who are looked after by a local authority or were previously looked after but immediately after being looked after, became subject to an adoption, child arrangements, or special guardianship order.

A looked after child is a child who is (a) in the care of a local authority, or (b) being provided with accommodation by a local authority in the exercise of their social services functions (see the definition in Section 22(1) of the Children Act 1989).

##### 2. Social/Medical

Children who the Authority accepts have an exceptional medical or social need for a place at one specific school. Applications will only be considered under this category if they are supported by a written statement from a doctor, social worker or other relevant independent professional. The information must confirm the exceptional medical or social need and demonstrate how the specified school is the only school that can meet the defined needs of the child.

##### 3. Brother or Sister (sibling)

Children who will have a brother or sister attending the school (or its associated Infant or Junior school) at the time of admission. A sibling is a full brother or sister, a step/half brother or sister, a foster brother or sister or an adopted brother or sister living at the same address as the child for whom the application is being made.

#### **4. Children of staff**

Children whose parent is a member of teaching staff who has been employed at the school for two or more years at the time of application or has been recruited to fill a vacancy for which there is a demonstrable skill shortage.

#### **5. Distance**

Children whose home address is closest to the preferred school.

Distance will be measured in a straight line from the Ordnance Survey address point of the child's home to the Ordnance Survey address point of the school, calculated using a computerised mapping system.

#### **Tie breakers**

The tie breaker to decide between two applications that cannot otherwise be separated is children whose home address is closest to the school measured in a straight line from the Ordnance Survey address point of the child's home to the Ordnance Survey address point of the school, calculated using a computerised mapping system.

The tiebreak for two or more applications whose home address is exactly the same distance from the school (and who are not from multiple births) will be random allocation using a computerised system.

#### **Multiple births**

If only one place is available and the next child who qualifies for a place is one of multiple birth, the nursery centre or the school will go over their published admission number.

#### **Notes**

- (i) Home address is defined as the child's only or main residence
- (ii) Priority for children of teaching staff will be limited to one place for each form of entry in any year. Exception to this will apply to children of multiple birth or those born in the same academic year. All such applications must be submitted to the local authority and must be accompanied with the relevant paperwork supporting an application on these grounds. The applicant must take sole responsibility to provide such paperwork. Without the provision of the relevant papers, priority will not be given on these grounds.

## **Proposed Admission Criteria for Reception and Junior Admissions 2020**

### **Oversubscription criteria**

When the school is oversubscribed, after the admission of pupils with an Education, Health and Care plan or statement of special educational needs naming the school, priority for admission will be given to those children who meet the criteria set out below, in priority order:

#### **1. Children in Care/ Looked After Children**

Children who are looked after by a local authority or were previously looked after but immediately after being looked after, became subject to an adoption, child arrangements, or special guardianship order.

A looked after child is a child who is (a) in the care of a local authority, or (b) being provided with accommodation by a local authority in the exercise of their social services functions (see the definition in Section 22(1) of the Children Act 1989).

#### **2. Social Medical**

Children who the Authority accepts have an exceptional medical or social need for a place at one specific school. Applications will only be considered under this category if they are supported by a written statement from a doctor, social worker or other relevant independent professional. The information must confirm the exceptional medical or social need and demonstrate how the specified school is the only school that can meet the defined needs of the child.

#### **3. Linked school**

This rule applies only to junior school admissions. Applicants attending an infant school will be prioritised under this rule for admission to the linked junior school. The Linked infant and junior schools in Haringey normally share the same names (e.g. Rokesly Infant School is linked to Rokesly Junior School) with the exception of St Peter-in-Chains Infant School and St Gildas' Junior School.

#### **4. Brother or Sister (sibling)**

Children with a brother or sister already attending the school or linked infant/junior school and who will still be attending on the date of admission.

If a place is obtained for an older child using fraudulent information, there will be no sibling connection available to subsequent children from that family.

#### **5. Children of staff**

Children of teaching staff of the school where the member of staff has been employed at the school for two or more years at the time of application and/or children of a member of staff who has been recruited to fill a vacancy for which there is a demonstrable skill shortage.

## **6. Distance**

Children whose home address is closest to the preferred school.

Distance will be measured in a straight line from the Ordnance Survey address point of the child's home to the Ordnance Survey address point of the school, calculated using a computerised mapping system.

### **Tie breakers**

The tie breaker to decide between two applications that cannot otherwise be separated is children whose home address is closest to the school, measured in a straight line from the Ordnance Survey address point of the child's home to the Ordnance Survey address point of the school, calculated using a computerised mapping system.

The tiebreak for two or more applications whose home address is exactly the same distance from the school (and who are not from multiple births) will be random allocation using a computerised system.

### **Multiple births**

If only one place is available at the school and the next child who qualifies for a place is one of multiple birth, we will ask community schools to go over their published admission number.

### **Notes**

- (i) Home address is defined as the child's only or main residence.
- (ii) A sibling is a full brother or sister, a step/half brother or sister, a foster brother or sister or an adopted brother or sister living at the same address as the child for whom the application is being made.
- (iii) Priority for children of teaching staff will be limited to one place for each form of entry in any year. Exception to this will apply to children of multiple birth or those born in the same academic year. All such applications must be submitted to the local authority and must be accompanied with the relevant paperwork supporting an application on these grounds. The applicant must take sole responsibility to provide such paperwork. Without the provision of the relevant papers, priority will not be given on these grounds.
- (iv) Haringey measures distance in a straight line from the Ordnance Survey address point of the child's home to the Ordnance Survey address point of the school, calculated using a computerised mapping system. Measurements by alternative systems or to other points will not be taken into account in any circumstances. Where applicants have identical distance measurements, priority amongst them will be determined at random using a computerised system.

### **Deferred entry - before compulsory school age**

Children will normally be admitted to the reception year in the September following their fourth birthday. In line with the Admissions Code (2014), parents can defer their child's entry to the

reception year until later in the school year, where they have been offered a place at a school to start before they are of compulsory school age. Where entry is deferred, the school will hold the place for that child and not offer it to another child. However, entry cannot be deferred beyond the point the child reaches compulsory school age nor beyond the beginning of the final term of the Reception Year. Parents can also request that their child attends part-time until he/she reaches compulsory school age.

### **Summer born – Children educated outside their chronological age group**

Paragraph 2.17 of the School Admissions Code (2014) states that the parents of a summer born child may choose not to send that child to school until the September following their fifth birthday and may request that they are admitted out of their normal age group – to reception rather than year 1.

The Council, as the admission authority for Haringey community and voluntary controlled (VC) schools will make a decision regarding summer born requests on the basis of the circumstances of the case and in the best interests of the child concerned. This will include taking account of the child's individual needs and abilities and to consider whether these can best be met in Reception or Year one. It will also involve taking account of -

- the parents' views
- information about the child's academic, social and emotional development
- where relevant their medical history and the views of a medical professional
- whether they have previously been educated out of their normal age group
- whether they may naturally have fallen into a lower age group if it were not for being born prematurely, and
- the potential impact on the child of being admitted to year one without first having completed the reception year.

The views of the headteacher will be an important part of this consideration.

Parents should write to the Council giving reasons for their request. This should be accompanied by an application for the child's actual year group. The application will be processed and a school place will be secured in the child's actual year group. This place can later be withdrawn if the request for delayed admission is approved. Parents who are granted their request must then make a fresh application on paper which will be considered in accordance with the school's oversubscription criteria in the event of oversubscription. The decision will be reviewed once the child has started school at intervals agreed by the family and the school.

Consideration to these requests will be taken by a panel of Haringey officers in the summer term of the year in which the child will be admitted to his or her correct age group. The panel will meet following the primary National Offer Day. If the parents would like to make an application for an own admission authority school, they will need approach the relevant school with their request.

Parents have a statutory right to appeal against the refusal of a place at a school for which they have applied. This right does not apply if they are offered a place at the school but it is not in their preferred age group.

**Published Admission Numbers (PAN)**

The published admission numbers for Haringey community primary schools (and St Aidan's VC Primary) for the 2020/21 school year will be as follows:

School	Admission number	School	Admission number
Alexandra	60	Mulberry	90
Belmont Infants	58	Muswell Hill	60
Bounds Green	90	North Haringay	60
Bruce Grove	60	Rhodes Avenue	90
Campsbourne	60	Risley Avenue	90
Chestnuts	60	Rokesly Infant	90
Coldfall	90	St Aidan's VC	30
Coleridge	120	Seven Sisters	60
Crowland	60	South Haringay Infant	60
Devonshire Hill	60	Stamford Hill	30
Earlham	30	Stroud Green	60
Earlsmead	60	Tetherdown	60
Ferry Lane	30	Tiverton	30
Highgate	60	Welbourne	60
Lancasterian	60	West Green	30
Lea Valley	60	Weston Park	30
Lordship Lane	90	The Willow	60



## APPLICATIONS

1. Haringey Local Authority will advise home local authorities of their resident pupils on the roll of Haringey's maintained children's centres, nursery schools, primary schools and infant schools who are eligible to apply for a reception or junior place in the forthcoming academic year.
2. Haringey residents can apply online at [www.haringey.gov.uk/schooladmissions](http://www.haringey.gov.uk/schooladmissions) or alternatively submit a paper application available from the School Admissions Service.
3. Haringey Local Authority will take all reasonable steps to ensure that every parent who has a child who is eligible to apply for a reception or junior place will be signposted to the booklets which will be available online in September 2019.
4. The booklet will also be available to parents who are non-residents, and will include information on how they can access their home local authority's equivalent School Admissions Application Form.
5. The admission authorities within Haringey will not use supplementary information forms except where the information available through the School Admissions Application Form is insufficient for consideration of the application against the published over-subscription criteria. Where supplementary information forms are used by the admissions authorities with Haringey, we will seek to ensure that they only collect information which is required by the published oversubscription criteria, in accordance with paragraph 2.4 of the School Admissions Code 2014.
6. Where supplementary forms are required, they will be available direct from the relevant school. Such forms will advise parents that they must also complete their home local authority's School Admissions Application Form. Haringey's admissions booklet indicates which Haringey schools require supplementary forms to be completed.
7. Where a school in Haringey receives a supplementary information form, it will not be considered a valid application unless the parent/carer has also listed the school on the Haringey School Admissions Application Form.
8. Haringey Local Authority will share the details of each application for a Haringey voluntary-aided school, foundation school, free school or academy with that school. Schools that require a supplementary information form will check that each parent has completed one. If one has not been received the school will make contact with the parent and ask them to complete one. The school will also check that each parent that has completed a supplementary form has also completed a School Admissions Application Form. If any parent has not completed a School Admissions Application Form, the school will share that information with Haringey Local Authority who will then contact the parent and ask them to complete one.
9. Applicants will be able to express a preference for up to six schools within and/or outside Haringey.

10. The order of preference given on the School Admissions Application Form will not be revealed to a school, to comply with paragraph 1.9 of the School Admissions Code 2014. However, where a parent resident in Haringey expresses a preference for schools in the area of another local authority, the order of preference will be revealed to that local authority in order to determine the highest ranked preference in cases where a child is eligible for a place at more than one school.
11. Haringey undertakes to carry out the address verification process set out in its entry in the LIAAG Address Verification Register. This will in all cases include validation of resident applicants against Haringey's maintained children centre, nursery and primary school data and the further investigation of any discrepancy. Where Haringey is not satisfied as to the validity of an address of an applicant whose preference has been sent to a maintaining LA, it will advise the maintaining LA no later than **11 February 2020**.
12. Haringey will confirm the status of any resident child for whom it receives an Admissions Application Form stating s/he is a 'Child Looked After' and will provide evidence to the maintaining LA in respect of a preference for a school in its area by **5 February 2020**.
13. Haringey will advise a maintaining LA of the reason for any preference expressed for a school in its area, in respect of a resident child born outside of the correct age cohort, and will forward any supporting documentation to the maintaining LA by **5 February 2020**.

## **PROCESSING**

14. Applicants resident within Haringey must complete and return the School Admissions Application Form, which will be available online, by **15 January 2020**.
15. Any application forms, changes to preferences or preference order received after **15 January 2020** will be treated as late. This means that such applications will be considered after those applicants who have applied on time.
16. Haringey will only accept late applications and process them as on time if they are late for a good reason and supported by independent written evidence. Upon receipt of the written independent evidence, each case will be decided on its own merits.
17. Where such applications contain preferences for schools in other LAs, Haringey will forward the details to maintaining LAs via the Pan London Register (PLR) as they are received. Haringey will accept late applications which are considered to be on time within the terms of the home LA's scheme.
18. The latest date for the upload to the PLR of late applications which are considered to be on time within the terms of the home LA's scheme is **11 February 2020**.
19. Where an applicant moves from one participating home LA to another after submitting an on time application under the terms of the former home LA's scheme, the new home LA will accept the application as on time up to **11 February 2020**, on the basis that an on-time application already exists within the Pan-London system.

20. Application data relating to applications for schools in other participating local authorities will be up-loaded to the Pan-London Register (PLR) by **5 February 2020**. Supplementary information provided with the School Admissions Application Form will be sent to maintaining LAs by the same date.
21. Application data relating to Haringey schools from out-of-borough pupils will be received from the Pan London Register on **6 February 2020**.
22. Haringey Local Authority will notify each school within Haringey that is its own admissions authority of every preference that has been made for the school, forwarding to them all relevant details from the School Admissions Application Form by **7 February 2020**.
23. Between **7 February 2020** and **25 February 2020**, voluntary-aided, foundation schools and academies will assess their applications according to their admissions criteria.
24. Haringey will participate in the application data checking exercise scheduled between **12 and 26 February 2020** in the Pan-London timetable.
25. All preferences for schools within Haringey will be considered by the relevant admission authorities without reference to preference order. Voluntary-aided schools, Academies, Free schools and Foundation schools to provide Haringey LA with an electronic list of their applicants in rank order by **25 February 2020**. When the admission authorities within Haringey have provided a list of applicants in rank order, Haringey Local Authority shall, for each applicant to its schools for whom more than one potential offer is available, make the offer to the highest ranked school.
26. Haringey will upload the highest potential offer available to an applicant for a maintained school or Academy to the PLR by **20 March 2020**. The PLR will transmit the highest potential offer specified by the maintaining LA to the home LA.
27. Haringey will eliminate all but the highest ranked offer where an applicant has more than one potential offer. This will involve exchanges of preference outcomes between the LAs and the PLR which will continue until notification that a steady state has been achieved or until **27 March 2020** if this is sooner.
28. Haringey will not make any additional offers between the end of the iterative process and **16 April 2020** which may impact on an offer being made by another participating LA.
29. Notwithstanding paragraph 28, if an error is identified within the allocation of places at one of Haringey's schools, Haringey will attempt to manually resolve the allocation to correct the error. Where this impacts on another LA (either as a home or maintaining LA) Haringey will liaise with that LA to attempt to resolve the incorrect offer and any multiple offers which might occur. However, if another LA is unable to resolve a multiple offer, or if the impact is too far reaching, Haringey will accept that the applicant(s) affected might receive a multiple offer.
30. Haringey will participate in the offer data checking exercise scheduled between **30 March and 9 April 2020** in the Pan-London timetable.

31. Haringey will send a file to the e-admissions portal with outcomes for all resident applicants who have applied online no later than **14 April 2020**.

### **OFFERS**

32. Haringey will ensure, so far as is reasonably practical that each resident applicant who cannot be offered a preference expressed on the School Admissions Application Form receives the offer of an alternative school place. The applicant will be offered the nearest community school (or own admitting authority if the governors have agreed to this) to the home address with an available place.
33. Haringey will inform all resident applicants of their highest offer of a school place and, where relevant, the reasons why higher preferences were not offered, whether they were for schools in Haringey or in other participating LAs.
34. Haringey will use the form of notification letter set in this document.
35. Notification of the outcome will be sent on **16 April 2020**.
36. Haringey will provide children centres, nursery and primary schools with destination data of its resident applicants after offer date.
37. Parents who are not offered a place at their preferred schools will be offered the right of appeal.

### **POST OFFER**

38. Parents must accept or decline the offer of a place by **30 April 2020**. If they do not respond by this date the local authority will make every reasonable effort to contact the parent to find out whether or not they wish to accept the place. If the parent fails to respond to the local authority the school place will be withdrawn.
39. Where a parent accepts or declines a place by **30 April 2020**, this information will be passed to the maintaining LA by **7 May 2020**. Where such information is received from applicants after **30 April 2020**, this LA will pass it to the maintaining LA as it is received.
40. Haringey will inform the home LA, where different, of an offer for a maintained school or academy in Haringey which can be made to an applicant resident in the home LA's area, in order that the home LA can offer the place.
41. When acting as a maintaining LA, Haringey and the admission authorities within it will not inform an applicant resident in another LA that a place can be offered.
42. Haringey will offer a place at a maintained school or academy in another LA to an applicant resident in its area, provided that the school is ranked higher on the School Admissions Application Form than any school already offered.
43. Where Haringey is informed by a maintaining LA of an offer which can be made to an applicant resident in Haringey which is ranked lower on the School Admissions Application

Form than any school already offered, it will inform the maintaining LA that the offer will not be made.

- 44. Where Haringey, acting as a home LA, has agreed to a change of preference order for good reason, it must inform any maintaining LA affected by the change.
- 45. Haringey will inform the home LA, where different, of any change to an applicant's offer status as soon as it occurs.
- 46. When acting as a maintaining LA, Haringey will accept new applications (including additional preferences) from home LAs for maintained schools and academies in its area.

**WAITING LISTS**

- 47. Where a child does not receive an offer of their first preference, his/her name will automatically be placed on the waiting list for each Haringey school for which he/she is eligible that is a higher preference school to the one offered. Parents will be advised that if they want to go on the waiting list for an out borough school they should put this in writing to the Schools Admission Team in Haringey.
- 48. Parents will be given the opportunity to make applications to Haringey schools to which they did not originally apply.
- 49. Waiting lists will be kept by all maintained admission authorities in Haringey and coordinated centrally by Haringey as part of the coordination of all admission applications. Academies, voluntary-aided and foundation schools will apply their own admission arrangements. Haringey Local Authority will keep a mirrored waiting list and will offer places on behalf of the governing body. Waiting lists for community schools will be administered centrally by the local authority.
- 50. Waiting lists for entry to Reception in the academic year 2020/21 will be compiled on **3 May 2020** (after the deadline for acceptance of places) and will be kept in strict criteria order with no differentiation between on-time or late applications.
- 51. Waiting lists will be maintained and places allocated as they become available, in accordance with each admission authority's published admission and oversubscription criteria.
- 52. Children will remain on the waiting list until the end of the summer term of the application year unless parents contact the School Admissions Team to extend this further.

**Timetable for entry to school in September 2020**

<b>15 January 2020</b>	Statutory deadline for receipt of applications
<b>5 February 2020</b>	Deadline for the transfer of application information by the Home LA to the PLR (ADT file)

<b>10 February 2020</b>	Deadline for the upload of late applications considered as on-time to the PLR
<b>12–26 February 2020</b>	Checking of application data
<b>25 February 2020</b>	Voluntary-aided schools, Academies, Free schools and Foundation schools to provide Haringey LA with an electronic list of their applicants in rank order
<b>20 March 2020</b>	Deadline for the transfer of potential offer information from the Maintaining LAs to the PLR (ALT file).
<b>26 March 2020</b>	Final ALT file to PLR
<b>27 March – 9 April 2020</b>	Checking of offer data
<b>14 April 2020</b>	Deadline for on-line ALT file to portal
<b>16 April 2020</b>	eAdmissions offers made/offer letters posted where applicants have made paper applications
<b>30 April 2020</b>	Deadline for receipt of acceptances
<b>7 May 2020</b>	Deadline for transfer of acceptances to maintaining LAs

## NOTIFICATION LETTER

16 April 2020

Address

Pupil

Name:

ID No.:

### Reception/Junior Transfer 2020 – <pupil name and date of birth>

I am writing to let you know the outcome of your application for a Reception/Junior school place. I am pleased to tell you that we are able to offer your child a place at **XXX**.

It is important that you confirm as soon as possible that you wish to accept the offer of a place at **XXX**. Failure to do so may result in the offer being withdrawn. Please return the enclosed offer response form by **30 April 2020**. **All applicants must respond by returning this form**. You can deliver it to one of Haringey's Customer Services Centres, or send it by post using the address listed below.

The school has been informed and will contact you to provide further information about the arrangements for admission.

#### **If you were not offered your first preference school**

I am sorry that it was not possible to offer your child a place at any of the schools listed as a higher preference on your application form. This is because these schools are currently full in your child's year group. If you would like further information about why your child was not offered a place at one of your higher preference schools, please contact the admission authority for that school. Details of how places were offered in Haringey are given at the end of this letter.

#### **Waiting lists**

Please note that applications for any school that you listed lower on your application form have been automatically withdrawn.

If you would like XX to be added to any waiting list for a school, please put your request in writing either by email or post to the address above. You can only be considered for a maximum of 6 schools at any time. If we can offer your child a place from a waiting list we will contact you.

*Please note that being on a waiting list does not guarantee your child a place at the school and their position on the list could go down as well as up as other applicants join the list.*

#### **Your right to appeal**

You have a right of appeal under the School Standards & Framework Act 1998 if your child is refused a place at any of the schools you listed on your form.

If you wish to appeal:

- **for a community or voluntary controlled school in Haringey**, please download an appeal form from [www.haringey.gov.uk/schooladmissions](http://www.haringey.gov.uk/schooladmissions) or contact us to request a form. These schools are listed on pages X to X in the Reception Admissions booklet.
- **for an academy, voluntary aided or free school in Haringey**, please contact the school direct. These schools are listed on pages X to X in the Reception Admissions booklet.
- **for schools outside Haringey**, please contact the local authority where the school is located (contacts details can be found at [www.haringey.gov.uk/schooladmissions](http://www.haringey.gov.uk/schooladmissions) and in the Reception Admissions booklet).

Appeal forms must be returned by X for your appeal to be heard before September 2020.

We **strongly recommend** that you accept the place you have been offered as this will ensure that your child has a school place in September. Accepting the place will not influence the outcome of your appeal or your child's position on a waiting list.

If you have any questions about this letter please contact us using the contact details below.

### **School Admissions Service**



**Reception/Junior Transfer 2020 - Offer Response Form**

**Pupil Name**

Date of birth:

ID:

**Return by: 30 April 2020**

Post to: 7<sup>th</sup> Floor, River Park House, 225 High Road, London, N22 8HQ

**Please complete the relevant options below:**

● I **accept** the place for my child at XXX.

*Please tick:*

or

● I **decline** the place for my child at XXX.

*Please tick:*

I **do not require** the place offered because I already have a place at **another school**, as follows:

Name of School: .....

**I understand that if I decline this offer, the place may be offered to another applicant.**

**Pupil name**

Signed: ..... Date: .....

Name: .....

Telephone Number: .....

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## Proposed Admission Criteria for Secondary Transfer 2020

### Oversubscription criteria

When the school is oversubscribed, after the admission of pupils with an Education, Health and Care plan or statement of special educational needs naming the school, priority for admission will be given to those children who meet the criteria set out below, in priority order:

#### 1. Children in Care/ Looked After Children

Children who are looked after by a local authority or were previously looked after but immediately after being looked after, became subject to an adoption, child arrangements, or special guardianship order.

A looked after child is a child who is (a) in the care of a local authority, or (b) being provided with accommodation by a local authority in the exercise of their social services functions (see the definition in Section 22(1) of the Children Act 1989).

#### 2. Social Medical

Children who the Authority accepts have an exceptional medical or social need for a place at one specific school. Applications will only be considered under this category if they are supported by a written statement from a doctor, social worker or other relevant independent professional. The information must confirm the exceptional medical or social need and demonstrate how the specified school is the only school that can meet the defined needs of the child.

#### 3. Brother or Sister (sibling)

Children with a brother or sister already attending the school and who will still be attending in years 7-11 on the date of admission.

If a place is obtained for an older child using fraudulent information, there will be no sibling connection available to subsequent children from that family.

#### 4. Children of staff

Children of teaching staff of the school where the member of staff has been employed at the school for two or more years at the time of application and/or children of a member of staff who has been recruited to fill a vacancy for which there is a demonstrable skill shortage.

#### 5. Distance

Children whose home address is closest to the preferred school.

Distance will be measured in a straight line from the Ordnance Survey address point of the child's home to the Ordnance Survey address point of the school, calculated using a computerised mapping system.

#### Tie breakers

The tie breaker to decide between two applications that cannot otherwise be separated is children whose home address is closest to the school measured in a straight line from the Ordnance Survey address point of the child's home to the Ordnance Survey address point of the school, calculated using a computerised mapping system.

The tiebreak for two or more applications whose home address is exactly the same distance from the school (and who are not from multiple births) will be random allocation using a computerised system.

### **Multiple births**

If only one place is available and the next child to be offered is from a multiple birth, we will ask community schools to go over their published admission number.

### **Notes**

- (i) Home address is defined as the child's only or main residence.
- (ii) A sibling is a full brother or sister, a step/half brother or sister, a foster brother or sister or an adopted brother or sister living at the same address as the child for whom the application is being made.
- (iii) Priority for children of teaching staff will be limited to one place for each form of entry in any year. Exception to this will apply to children of multiple birth or those born in the same academic year. All such applications must be submitted to the local authority and must be accompanied with the relevant paperwork supporting an application on these grounds. The applicant must take sole responsibility to provide such paperwork. Without the provision of the relevant papers, priority will not be given on these grounds.
- (iv) Haringey measures distance in a straight line from the Ordnance Survey address point of the child's home to the Ordnance Survey address point of the school, calculated using a computerised mapping system. Measurements by alternative systems or to other points will not be taken into account in any circumstances. Where applicants have identical distance measurements, priority amongst them will be determined at random using a computerised system.

## **Proposed Admission Criteria to Hornsey School for Girls for 2020**

When the school is oversubscribed, after the admission of pupils with an Education, Health and Care plan or statement of special educational needs naming the school, priority for admission will be given to those children who meet the criteria set out below, in priority order:

### **1. Children in Care/Looked After Children**

Girls who are looked after by a local authority or were previously looked after but immediately after being looked after, became subject to an adoption, child arrangements, or special guardianship order.

A looked after child is a child who is (a) in the care of a local authority, or (b) being provided with accommodation by a local authority in the exercise of their social services functions (see the definition in Section 22(1) of the Children Act 1989).

### **2. Social Medical**

Girls who the Authority accepts have an exceptional medical or social need for a place at one specific school. Applications will only be considered under this category if they are supported by a written statement from a doctor, social worker or other relevant independent professional. The information must confirm the exceptional medical or social need and demonstrate how the specified school is the only school that can meet the defined needs of the child.

### **3. Siblings**

Girls with a sister already attending the school and who will still be attending in years 7-11 on the date of admission. A sibling is a full sister, a step sister, a foster sister or an adopted sister living at the same address as the girl for whom the application is being made.

If a place is obtained for an older child using fraudulent information, there will be no sibling connection available to subsequent children from that family.

### **4. Children of staff**

Girls whose parent is a member of teaching staff of the school where the member of staff has been employed at the school for two or more years at the time of application and/or girls of a member of staff who has been recruited to fill a vacancy for which there is a demonstrable skill shortage.

### **5. Distance**

Girls whose home address is closest to the school.

Distance will be measured in a straight line from the Ordnance Survey address point of the child's home to the Ordnance Survey address point of the school, calculated using a computerised mapping system.

### **Tie breakers**

The tie-breaker to decide between two applications that cannot be separated otherwise for all criteria is children whose home address is closest to the school measured in a straight line from the Ordnance Survey address point of the child's home to the Ordnance Survey address point of the school, calculated using a computerised mapping system.

The tiebreak for two or more applications that live exactly the same distance from the school (and who are not from multiple births) will be random allocation using a computerised system.

### **Multiple births**

If only one place is available and the next girl to be offered is from a multiple birth, we will ask the school to go over their published admission number.

### **Notes**

- (i) Home address is defined as the child's only or main residence.
- (ii) Priority for children of teaching staff will be limited to one place for each form of entry in any year. Exception to this will apply to children of multiple birth or those born in the same academic year. All such applications must be submitted to the local authority and must be accompanied with the relevant paperwork supporting an application on these grounds. The applicant must take sole responsibility to provide such paperwork. Without the provision of the relevant papers, priority will not be given on these grounds.
- (iii) Haringey measures distance in a straight line from the Ordnance Survey address point of the child's home to the Ordnance Survey address point of the school, calculated using a computerised mapping system. Measurements by alternative systems or to other points will not be taken into account in any circumstances. Where applicants have identical distance measurements, priority amongst them will be determined at random using a computerised system.

**Published Admission Number (PAN)**

The admission number for Haringey community schools for entry in September 2020 is as follows -

Gladesmore Community School 243 places

Highgate Wood School 243 places

Hornsey School for Girls 162 places

Park View Academy 216 places

## APPLICATIONS

1. Haringey Local Authority will advise home local authorities during the Summer Term of Year 5 of their resident pupils on the roll of Haringey's maintained primary schools and whose parents are eligible to make application in the forthcoming academic year.
2. Haringey residents can apply online at [www.haringey.gov.uk/schooladmissions](http://www.haringey.gov.uk/schooladmissions) or alternatively submit a paper application available from the School Admissions Service.
3. Haringey Local Authority will take all reasonable steps to ensure that every parent who has a child in their last year of primary education within a maintained school, either in Haringey or elsewhere, and who is resident in Haringey can be signposted to a copy of Haringey's booklet which will be available in early September 2018.
4. The booklet will also be available to parents who are non-residents and will include information on how they can access their home local authority's equivalent School Admissions Application Form.
5. The admission authorities within Haringey will not use supplementary information forms except where the information available through the School Admissions Application Form is insufficient for consideration of the application against the published oversubscription criteria. Where supplementary information forms are used by the admission authorities within Haringey, the LA will seek to ensure that they only collect information which is required by the published oversubscription criteria, in accordance with paragraph 2.4 of the School Admissions Code 2014.
6. Where supplementary forms are used, they will be made available directly from the relevant schools. Such forms will advise parents that they must also complete their home local authority's School Admissions Application Form. The Haringey schools' booklet will indicate which Haringey schools require supplementary information forms to be completed.
7. Where a school in Haringey receives a supplementary information form, it will not be considered a valid application unless the parent/carer has also listed the school on their home LA's School Admissions Application Form.
8. Haringey Local Authority will share the details of each application for a Haringey voluntary-aided school, foundation school or academy with that school. Schools that require a supplementary information form will check that each parent has completed one. If one has not been received the school will make contact with the parent and ask them to complete one. The school will also check that each parent that has completed a supplementary form has also completed a School Admissions Application Form. If any parent has not completed a School Admissions Application Form, the school will share that information with Haringey Local Authority who will then contact the parent and ask them to complete one.
9. Applicants will be able to express a preference for six schools located within and/or outside Haringey Local Authority.
10. The order of preference given on the School Admissions Application Form will not be revealed to a school. However, where a parent resident in Haringey expresses a preference for schools in the area of another local authority, the order of preference will



be revealed to that local authority in order to determine the highest preference offer in cases where a child is eligible for a place at more than one school.

11. Haringey undertakes to carry out the address verification process set out in its entry in LIAGG Address Verification Register. This will in all cases include validation of resident applicants against this LA's primary school data and the further investigation of any discrepancy. Additional information will be requested from parents at the time of application and this will be explained in the secondary booklet. Where this LA is not satisfied as to the validity of an address of an applicant whose preference has been sent to a maintaining LA, it will advise the maintaining LA no later than **12 December 2019**.
12. Haringey will confirm the status of any resident child for whom it receives an Application Form stating that s/he is a 'Child in Care' and will provide evidence to the maintaining LA in respect of a preference for a school in its area by **13 November 2019**.
13. Haringey will advise a maintaining LA of the reason for any preference expressed for a school in its area, in respect of a resident child born outside of the correct age cohort, and will forward any supporting documentation to the maintaining LA by **13 November 2019**.

## PROCESSING

14. Applicants resident within Haringey must complete and return the School Admissions Application Form, which will be available on-line, by **31 October 2019**. However, Haringey LA encourages applicants to submit their application by **18 October 2019** to allow sufficient time to process and check all applications before the mandatory date when data must be sent to the Pan London Register (PLR).
15. Any application forms, changes to preferences or preference order received after **31 October 2019** will be treated as late. This means that such applications will be considered after those applicants who have applied on time.
16. Haringey will accept late applications and process them as on time only if they are late for a good reason and supported by written independent evidence. Upon receipt of the written independent evidence, each case will be decided on its own merits.
17. Where such applications contain preferences for schools in other LAs, Haringey will forward the details to maintaining LAs via the Pan-London Register (PLR) as they are received. Haringey will accept late applications which are considered to be on time within the terms of the home LA's scheme.
18. The latest date for the upload to the PLR of late applications which are considered to be on-time within the terms of the home LA's scheme is **13 December 2019**.
19. Where an applicant moves from one participating home LA to another after submitting an on-time application under the terms of the former home LA's scheme, the new home LA will accept the application as on-time up to **12 December 2019**, on the basis that an on-time application already exists within the Pan-London system.
20. Application data relating to applications for schools in other participating local authorities will be up-loaded to the Pan-London Register (PLR) by **13 November 2019**. Supplementary information provided with the School Admissions Application Form will be sent to Haringey voluntary-aided schools/maintaining local authorities by the same date.

21. Application data relating to Haringey schools from out-of-borough pupils will be received from the Pan London Register on **14 November 2019**.
22. Haringey Local Authority will notify each school within Haringey that is its own admission authority of every preference that has been made for the school, forwarding to them all relevant details from the School Admissions Application Form by **6 December 2019**.
23. Between **6 December 2019** and **10 January 2020**, voluntary-aided, foundation schools and Academies will assess their applications according to their admissions criteria.
24. Haringey will participate in the application data checking exercise scheduled between **16 December 2019** and **2 January 2020** in the Pan-London timetable.
25. All preferences for schools within Haringey will be considered by the relevant admission authorities without reference to preference order. Voluntary-aided schools, Academies, Free schools and Foundation schools to provide Haringey LA with an electronic list of their applicants in rank order by **13 January 2020**. When the admission authorities within Haringey have provided a list of applicants in rank order, Haringey Local Authority shall, for each applicant to its schools for whom more than one potential offer is available, make the offer to the highest ranked school.
26. Haringey Local Authority will send the first ALT file to the Pan-London Register (PLR) giving offer details for their school by **3 February 2020**. The PLR will transmit the highest potential offer specified by the maintaining LA to the Home LA.
27. Haringey will eliminate all but the highest ranked offer where an applicant has more than one potential offer. This will involve exchanges of preference outcomes between the LAS (Local Admissions System) and the PLR which will continue until notification that a steady state has been achieved or until **14 February 2020** if this is sooner.
28. Haringey will not make an additional offer between the end of the iterative process and **2 March 2020** which may impact on an offer being made by another participating LA.
29. Notwithstanding paragraph 28 if an error is identified within the allocation of places at one of our schools, Haringey LA will attempt to manually resolve the allocation to correct the error. Where this impacts on another LA (either as a home or maintaining LA) Haringey LA will liaise with that LA to attempt to resolve the incorrect offer and any multiple offers which might occur. However, if another LA is unable to resolve a multiple offer, or if the impact is too far reaching, Haringey will accept that the applicant(s) affected might receive a multiple offer.
30. Haringey will participate in the offer data checking exercise scheduled between **17 and 24 February 2020**.
31. Haringey will send a file to the E-Admissions portal with outcomes for all resident applicants who have applied online no later than **25 February 2020**.

## **OFFERS**

32. Haringey will ensure, so far as is reasonably practical, that each resident applicant who cannot be offered a preference expressed on the School Admissions Application Form receives the offer of an alternative school place. The applicant will be offered a place at

the nearest community school (or own admitting authority school if the governors have agreed to this) to the home address with an available place.

33. Haringey will inform all resident applicants of their highest offer of a school place and, where relevant, the reasons why higher preferences were not offered, whether they were for schools in the Home LA or in other participating LAs.
34. Haringey will use the form of Notification Letter set out in this document.
35. Notification of the outcome will be sent to parents on **2 March 2020**.
36. Details of the pupils to be offered will be made available to each Haringey primary school by **2 March 2020**.
37. Parents who are not offered a place at their preferred schools will be offered the right of appeal.

### **POST OFFER**

38. Parents must accept or decline the offer of a place by **16 March 2020**. If they do not respond by this date the local authority will make every reasonable effort to contact the parent to find out whether or not they wish to accept the place. If the parent fails to respond to the local authority the school place will be withdrawn.
39. Where a parent accepts or declines a place by **16 March 2020** this information will be passed to the maintaining LA by **23 March 2020**. Where such information is received from applicants after **16 March**, this LA will pass it to the maintaining LA as it is received.
40. Where a place becomes available in an oversubscribed maintained school or academy in Haringey, it will be offered from a waiting list ordered in accordance with paragraph 2.14 of the School Admissions Code 2014.
41. Haringey will inform the home LA, where different, of an offer for a maintained school or Academy in Haringey which can be made to an applicant resident in the home LA's area, in order that the home LA can offer the place.
42. When acting as a maintaining LA, Haringey LA and the admission authorities within it will not inform an applicant resident in another LA that a place can be offered.
43. Haringey will offer a place at a maintained school or Academy in another LA to an applicant resident in its area, provided that the school is ranked higher on the School Admissions Application Form than any school already offered.
44. Where Haringey is informed by a maintaining LA of an offer which can be made to an applicant resident in Haringey which is ranked lower on the School Admissions Application Form than any school already offered, it will inform the maintaining LA that the offer will not be made.
45. Where Haringey, acting as a home LA, has agreed to a change of preference order for good reason, it must inform any maintaining LA affected by the change.
46. Haringey will inform the home LA, where different, of any change to an applicant's offer status as soon as it occurs.

47. Haringey will accept new applications (including additional preferences) from home LAs for maintained schools and Academies in its area.

### WAITING LISTS

48. Where a child does not receive an offer of their first preference, his/her name will automatically be placed on the waiting list for each Haringey school for which he/she is eligible, that is a higher preference school to the one that has been offered. Parents will be advised that if they want to go on the waiting list for an out-of-borough school, that they must put this in writing to the School Admissions Service in Haringey.

49. Parents will be given the opportunity to make applications to Haringey schools to which they did not originally apply.

50. Waiting lists will be kept by all maintained admission authorities in Haringey and coordinated centrally by this local authority as part of the coordination of all admission applications. Academies, voluntary-aided and foundation schools will apply their own admission arrangements. Haringey local authority will keep a mirrored waiting list and will offer places on behalf of the governing body. Waiting lists for community schools will be administered centrally by the local authority.

51. Waiting lists for entry to Year 7 in September 2020 will be compiled on **20 March 2020** (after the deadline for acceptance of places) and will be kept in strict criteria order with no differentiation between on-time or late applications.

52. Waiting lists will be maintained and places allocated, as they become available, in accordance with each admission authority's published admission and oversubscription criteria.

53. Children will remain on the waiting list until the end of the Summer Term of the application year, unless parents contact the School Admissions Team to extend this further.

### Timetable for entry to school in September 2020

<b>18 October 2019</b>	Recommended closing date for receipt of the School Admission Application Form
<b>31 October 2019</b>	Statutory deadline for return of application to the Home LA
<b>13 November 2019</b>	Deadline for the transfer of application information by the Home LA to the PLR and supplementary information to Haringey VA schools/maintaining local authorities
<b>6 December 2019 – 10 January 2020</b>	Voluntary-aided schools and Academies will order their applications according to their admissions criteria
<b>13 December 2019</b>	Deadline for the upload of applications that are late but are considered to be on-time, to the PLR
<b>16 December 2019 – 2 January 2020</b>	Pan-London data checking exercise of pupil applications exchanged via the PLR
<b>13 January 2020</b>	Voluntary-aided schools, Academies, Free schools and Foundation schools to provide Haringey LA with an electronic list

	of their applicants in rank order
<b>31 January 2020</b>	Deadline for the transfer of highest potential offer information from the Maintaining LAs to the PLR
<b>14 February 2020</b>	Final ALT file to the PLR
<b>17 – 24 February 2020</b>	Pan-London data checking exercise of pupil offer data
<b>25 February 2020</b>	Deadline for on-line ALT file to portal
<b>2 March 2020</b>	eAdmissions offers made/offer letters posted where applicants have made paper applications
<b>16 March 2020</b>	Date by which parents accept or decline offers
<b>23 March 2020</b>	Date by which LA will pass information to schools within Haringey (or for out-of-borough schools, to the maintaining LA) on parents who have accepted or declined a place.

## NOTIFICATION LETTER

2 March 2020

Address

Pupil  
Name:

ID No.:

**Secondary Transfer 2020 – pupil name and date of birth**

I am writing to let you know the outcome of your application for a secondary school place. I am pleased to tell you that we are able to offer your child a place at **XXX**.

It is important that you confirm as soon as possible that you wish to accept the offer of a place at **XXX**. Failure to do so may result in the offer being withdrawn. Please return the enclosed offer response form by **2 March 2020**. **All applicants must respond by returning this form**. You can deliver it to one of Haringey's Customer Services Centres, or send it by post using the address listed below.

The school has been informed and will contact you to provide further information about the arrangements for admission.

### **If you were not offered your first preference school**

I am sorry that it was not possible to offer your child a place at any of the schools listed as a higher preference on your application form. This is because these schools are currently full in your child's year group. If you would like further information about why your child was not offered a place at one of your higher preference schools, please contact the admission authority for that school. Details of how places were offered in Haringey are given at the end of this letter.

### **Waiting lists**

Please note that applications for any school that you listed lower on your application form have been automatically withdrawn.

If you would like XX to be added to any waiting list for a school, please put your request in writing either by email or post to the address above. You can only be considered for a maximum of 6 schools at any time. If we can offer your child a place from a waiting list we will contact you.

*Please note that being on a waiting list does not guarantee your child a place at the school and their position on the list could go down as well as up as other applicants join the list.*

### **Your right to appeal**

You have a right of appeal under the School Standards & Framework Act 1998 if your child is refused a place at any of the schools you listed on your form.

If you wish to appeal:

- **for Alexandra Park, Heartlands High or a community school in Haringey**, please download an appeal form from [www.haringey.gov.uk/schooladmissions](http://www.haringey.gov.uk/schooladmissions) or contact us to request a form. These schools are listed on pages X to X in the Secondary Admissions booklet.
- **for Fortismere, Harris Academy Tottenham, Greig City Academy, St Thomas More Catholic School, Woodside High or Tottenham UTC**, please contact the school direct. These schools are listed on pages X to X in the Secondary Admissions booklet.
- **for schools outside Haringey**, please contact the local authority where the school is located (contacts details can be found at [www.haringey.gov.uk/schooladmissions](http://www.haringey.gov.uk/schooladmissions) and in the Secondary Admissions booklet).

Appeal forms must be returned by **<appeal deadline>** for your appeal to be heard before September 2018.

We **strongly recommend** that you accept the place you have been offered as this will ensure that your child has a school place in September. Accepting the place will not influence the outcome of your appeal or your child's position on a waiting list.

If you have any questions about this letter please contact us using the contact details below.

### **School Admissions Service**

**Secondary Transfer 2020 - Offer Response Form**

**Pupil name**

Date of birth:

ID:

**Return by: 2 March 2020**

Post to: 7<sup>th</sup> Floor, River Park House, 225 High Road, London, N22 8HQ

**Please complete the relevant options below:**

● I **accept** the place for my child at XXX

*Please tick:*

or

● I **decline** the place for my child at XXX

*Please tick:*

I **do not require** the place offered because I already have a place at **another school**, as follows:

Name of School: .....

**I understand that if I decline this offer, the place may be offered to another applicant.**

Signed: ..... Date: .....

Name: .....

Telephone Number: .....



## Proposed Scheme for In-Year Admissions 2020/21

### OVERSUBSCRIPTION CRITERIA

#### Primary, Infant and Junior community and voluntary controlled (VC) schools

The criteria set out in Appendix 2 will be applied.

#### Secondary community schools

The criteria set out in Appendix 3 will be applied.

### APPLICATIONS

1. Applications from Haringey and non-Haringey residents for schools in Haringey must be made directly to the Haringey Schools Admission Service.
2. The in-year e-form is available to complete on the Haringey website or a paper application is available on request from the Haringey School Admissions Service.
3. Haringey residents applying for places at maintained schools and academies **outside** Haringey will need to apply directly to the LA (local authority) in whose area the school is situated.
4. The admission authorities within Haringey will not use supplementary forms except where the information available through the School Admissions Application Form is insufficient for consideration of the application against their published oversubscription criteria.
5. Where supplementary forms are used, they will be available from the school concerned. Haringey's admission booklets and website will indicate which schools require supplementary forms to be completed and from where they can be obtained.
6. Where an admission authority in Haringey receives a supplementary form, it will not consider it to be a valid application until such time as the parent/carer has listed the school on their home LA's School Admissions Application Form.
7. Where only the School Admissions Application Form is received, schools **MUST** rank the application according to the information available to them.
8. Applicants will be able to express a preference for a maximum of six schools within Haringey.
9. The order of preference given on the In-Year School Admissions Application Form will not be shared with any school.
10. The Haringey Schools Admission Service will carry out address verification for each application made to a maintained school or academy in Haringey. Where Haringey is not satisfied as to the validity of an address of an applicant it will advise the admission authority schools.

11. Haringey will check the status of any applicant who is a 'looked after or was previously looked after but immediately after being looked after became subject to an adoption, child arrangements or special guardianship order.'

## **PROCESSING**

12. Parents/carers applying for schools in Haringey must complete the in-year e-form available on the Haringey website or request a paper application form available from the Haringey School Admissions Service.
13. Where an application is not fully completed, Haringey will not treat the application as valid until all information is received.
14. In the event that a Haringey resident applies to a non-Haringey school, Haringey will write to the parent/carer advising them to apply directly to the LA in whose area the school is situated.
15. If a pupil is currently on roll at a school in Haringey or a school in a neighbouring borough, the Admissions Service will advise the parent/carer to discuss the transfer with the Headteacher or senior Teacher at the school.

## **OFFERS**

16. If a school has a vacancy, it is expected that an offer of a place will be made to the child entitled to that place in accordance with the published oversubscription criteria. The Local Authority will offer places at community schools and will also make offers on behalf of own admission authority schools should they so wish.
17. Haringey will write to parents who have not been offered a place at any of their preferred schools giving reasons and informing them of their right of appeal to an independent panel in accordance with the School Standards and Framework Act 1998.
18. Haringey will notify the Home LA of the outcome of applications for their residents.
19. When a child has been offered a place at a higher preference school, the lower ranking preferences will be withdrawn.
20. When a child has been offered a place at a lower preference school, the higher preferences will also be withdrawn unless the parent indicates otherwise. Only where a parent/carer has expressly set out that they wish to be put on the waiting list of those schools which are a higher preference will this be done.
21. Where a home applicant who is out of school cannot be offered a place at one of their named preferences, Haringey will offer the nearest community (or own admitting authority if the governors have agreed to this) school to the home address with an available place.
22. Where it is known that a non-Haringey resident is out of school and cannot be offered a place at one of their named preferences, Haringey will notify the home LA who will be responsible for identifying a school place for the child.

## **POST OFFER**

23. Parent/carers will be expected to accept or decline the offer of a place as soon as possible. Parents must be given a reasonable amount of time to consider the offer (10 school days).
24. Where a parent does not respond within this timeframe Haringey will make every reasonable effort to contact the parent to find out whether or not they wish to accept the place. Where the parent fails to respond the offer of a place will be withdrawn.
25. Haringey will notify the home LA of any appeals that are upheld for Haringey schools.
26. Children will remain on the waiting list until the end of the academic year in which the application was made and Haringey will write to all parent/carers asking them to complete a new application form if they wish to stay on the waiting list(s) beyond this timeframe.

### **HARINGEY SCHOOLS**

27. The Haringey School Admissions Service will require a list of every child on roll in every year group in all the relevant Haringey schools.
28. Schools will be required to provide a weekly roll update so that it is clear on a week by week basis where there are vacancies across all schools and year groups.
29. When a child leaves a Haringey school, the name of the child and the child's future educational provision must be communicated to the School Admissions Service.

### **TRANSFERRING BETWEEN SCHOOLS**

30. Parent/carers wishing to move their children between local schools will be encouraged to discuss their reasons with their current school.
31. Parent/carers need to be aware of and consider the potential impact that any move might have on the education and wellbeing of their child(ren).
32. Parent/carers moving address will also be advised to think carefully before requesting to move their child(ren) to another school.
33. Where a parent/carer insists on a transfer, it would be unlawful for an admission authority to refuse a place if a vacancy exists.

### **FRAUDULENT APPLICATIONS**

34. An offer on the grounds of proximity is conditional on the child being solely or mainly resident at the address provided at the time of application. A business address, a childminder's address, or any other address other than the child's home will not be accepted. Proof of address will be sought and may be subject to further investigation.
35. Haringey Council will make every effort to prevent fraudulent applications. Haringey will carry out random checks on a number of applications and reserve the right to carry out home visits to the address provided on the application form.

36. A school place obtained using a false address will be withdrawn and given to the child who was entitled to that place. If a place is obtained for an older child using fraudulent information, there will be no sibling connection available to subsequent children from that family.

## In-Year Fair Access Protocol for Haringey Schools

### Introduction

1. The School Admissions Code requires local authorities to have in place a fair access protocol which all local schools and Academies must adhere to.
2. Its aims are to:
  - acknowledge the real needs of vulnerable young people who are not on the roll of a school and to ensure that an appropriate placement is identified quickly and pupils are on roll within 15 days of the panel
  - seek to find an alternative placement or support for those on roll of a school where it can be demonstrated that they are at risk of permanent exclusion
  - fairly share the admission of vulnerable students across all schools and Academies (where the panel agree that another mainstream school place should be identified)
  - arrange such admissions openly through a process which has the confidence of all
  - record the progress and successes of the young people placed through this panel

**This protocols reflects the LA's responsibility for safeguarding and promoting the welfare of children and young people as well as educational attainment**

3. It is essential to the success of IYFAP that all Head teachers and governing bodies agree to the aims, principles and procedures and give their fullest support.
4. All schools recognise their collective responsibility for all pupils and accountability for some and will work collaboratively to manage pupils with challenging behaviour, involving multi-agency support, accessed where appropriate. All members will work together to secure commitment to the inclusion agenda and to reduce exclusions from schools.

### Students within the scope of this scheme

5. The admission to school of the following students falls within the scope of this scheme:
  - children from the criminal justice system or Pupil Referral Units who need to be reintegrated into mainstream education;

- children who have been out of education for two months or more;
  - children of Gypsies, Roma, Travellers, refugees and asylum seekers;
  - children who are homeless;
  - children with unsupportive family backgrounds for whom a place has not been sought;
  - children who are carers;
  - children with special educational needs, disabilities or medical conditions (but without a statement or education, health and care plan);
  - those permanently excluded;
  - where children who are out of school where there is evidence that they were at risk of exclusion prior to leaving their last school;
  - children removed from school and unable to find a place after a number of fixed term exclusions;
  - pupils ready for reintegration from the Pupil Support Centre or secure units;
  - those who are at risk of permanent exclusion.
  - children in year 6 who are out of school following the October school census.
6. The Fair Access Panel will also administer the process for managed moves.
  7. Schools must inform the School Admissions Service of any pupil who they are going to refer for a managed move. Subject to paragraph 8, the receiving school will be agreed and recorded at the meeting and progress reports be taken to every panel until the pupil is on roll at the new school or it is determined that they should remain at their original school.
  8. Schools may refer a child at risk of permanent exclusion for the panel to consider a managed move. However, if it is agreed that a managed move is in the best interests of the young person, the placement must be agreed between the substantive and receiving school and the family. This may happen outside the panel meeting. In every case, the Admissions Service must be informed,
  9. There are dedicated arrangements for children with statements of Special Educational Needs (SEN) or Education, Health and Care plans and this protocol does not override those arrangements. However, it has been agreed that pupils who are placed through those arrangements will be noted by the IYFAP panel (see later section).

### **Composition and frequency of the panel**

### **Secondary**

10. A panel, consisting of a minimum of 3 secondary Head teachers (or their designated representative), will meet once a month (or as necessary) to ensure prompt and fair allocation of young people to schools. Heads will be notified of their designated meetings at the beginning of the academic year,
11. The Head of Education Services or another designated LA Officer will chair the panel.
12. In the event that the placement decision is not unanimous, the designated Head teachers will decide.
13. Where a young person is known to a particular service or agency, an officer with knowledge of that young person will be invited to the panel, or a short written statement may be submitted.
14. The membership of the panel can include as necessary, a representative of children's social care, educational psychology service, youth offending service, children missing education, children in care, the police and any other relevant professional supporting a case.

### **Primary**

15. A panel, consisting of no less than three primary Head teachers (or their designated representative), will meet once a half term, (or as necessary) to ensure prompt and fair allocation of young people to schools.
16. The Head of Education Services or another designated LA Officer will chair the panel.
17. Where a young person is known to a particular service or agency, an officer with knowledge of that young person will be invited to the panel, or a short written statement may be submitted.

### **The decision-making process**

18. Cases will be brought to the panel by the Haringey Admissions Service which will be the point of referral. The cases must be submitted under one of the categories given in paragraph 5 above and the child must be without a school place.
19. The Panel will be administered by the Haringey Admissions Service which will provide data for the current and previous school year (figures to be based on actual figures where IYFAP pupils have been admitted).
20. The following data will be provided at each panel:
  - The number of pupils on roll at each school in each year group

- The number of vacancies at each school in each year group
  - The number of pupils that have been admitted to each school in each year group through the 'normal' in year admissions process since the last panel
  - The number of pupils that have been admitted to each school in each year group through the Fair Access admissions process since the last panel
  - The total number of pupils that have been admitted to each school in each year group through the Fair Access admissions process in the last academic year and the number of schools or Academies (if any) that have failed to admit
  - Background/ pupil history/ information, where available and where consent has been confirmed
  - The number of students with statements of Special Educational Need allocated over number through the SEN procedures.
21. The placement panel for Children in care will continue to determine the most appropriate placement for each young person and their case will be presented for the panel to ratify. In order to ensure that CIC are admitted to school quickly, they will be placed before the panel and it will not be possible for these cases to be brought back to the panel for reconsideration.
22. When making the decision as to appropriate school placement for the child, the panel will take into account:
- preferences made and views of parents/carers and the view of the pupil (including religious affiliation)
  - the admissions criteria
  - the published admission number and number of forms, of entry so placements can be made proportional to the number of forms of entry
  - the number of students admitted through IYFAP in the previous and current academic year
  - the needs of the student, where this is known
  - any capacity/capability reasons why the school may not be able to respond to the needs of the student
  - the individual context of a school in relation to recently excluded students
  - whether the applicant has previously attended a Haringey school.



- it will be the presumption that wherever possible pupils will return to a school if they have previously been on roll there.
23. In cases where a child does not return to their previous Haringey school, that school will have the value of one child debited from their comparative IYFAP statistics, to reflect the loss of that child from the school's roll.
- This debit will apply regardless of whether the child was originally admitted to that school via the IYFAP protocol.
  - In cases where the child is being re-integrated into mainstream school from an alternative provision, and the child was previously permanently excluded or it is otherwise considered to be in the best interests of the child not to return to their previous school, this debit will not be applied.
  - In cases where the child previously attended more than one Haringey school the debit will be applied solely to the school which the child most recently attended.

#### **Note**

Where a school has admitted pupils above its admission number in error, these additional pupils will not count and cannot be off-set against IYFAP referrals.

24. Where an alternative educational placement is determined most suitable to meet the needs of a young person, this provision will be identified in principle by the Inclusion Service, following assessment, and ratified by the panel.
25. Decisions will be reached by consensus, whenever possible, with the chair mandated to take appropriate action where this has not proved possible.

#### **Implementation of the decisions**

26. Decisions regarding placement of students under the Fair Access protocol will be made by the panel, and will be final.
27. *Admission must take place within **15** school days of the school receiving notification of the decision.*
28. In exceptional circumstances, the allocated school may request that the panel reconsider their decision at the next meeting. This will only be possible where the school has prior knowledge of the specific young person which was not known to the panel at the time of decision, which makes the placement inappropriate. This request must be made in writing to the Chair within **5** school days of the school receiving notification of the decision. The formal offer letter will be sent on the 6<sup>th</sup> day.

29. The Department for Education recognises that admission of a young person through the Fair Access Panel could potentially take the school above the planned admission number for that year group.
30. It is recognised that there is usually little available information about the young people who are being admitted in-year to school. The Admissions Service will try to acquire as much educational information as practical to accompany in-year admissions to assist smooth integration to the school.

### **Risk assessments**

31. Risk assessments will be undertaken as necessary by the referring body.

### **Relationship with appeals**

32. Where young people are admitted to a school above the planned admission number in any year group under the protocol, this should not prejudice the provision of efficient education or the efficient use of resources of the school.
33. Appeal panels will be made aware of the conditions of the scheme, and that the admission of an additional student under this scheme is different from a school voluntarily exceeding its admission limit. Panels will also be made aware that any decision made to allow appeals will place further pressure on the school's resources.
34. A school placement made through IYFAP shall not remove a parent/carer's right to appeal for a school place elsewhere.

### **Monitoring the operation of the Protocol**

35. The Admissions Service will undertake scheduled checks and monitor admission dates and pupil days.
36. The anonymised details of all decisions will be made available to the Director and Lead Member to demonstrate that the Protocol is being effective.
37. This will include any school or Academy that has not taken a pupil on roll within 15 days of the decision being notified.
38. Details of any school or Academy who has not taken a pupil on roll within 15 days of the decision will also be available at the next IYFAP meeting.
39. On the 16<sup>th</sup> day the Head of Education Services will contact in writing the Headteacher of any school or Academy that has failed to admit within the agreed timeframe to request an on roll date.
40. If the school or Academy fails to provide an on roll date, within agreed timescales, then the direction process will apply as set out in the School Admissions Code and in accordance to the Department for Education advice: "Fair Access Protocols: Principles and Process".

41. The protocol will be reviewed on an annual basis by the Local Authority, in conjunction with Head teachers/ principals, in order to assess its effectiveness in ensuring that unplaced children are being allocated places at schools/ academies or in alternative educational provision on an equitable basis.

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## Proposed Admission Criteria for Sixth Form 2020

### Hornsey Sixth Form College

This is a high performing mixed sixth form college and applications from male and female students are encouraged. We are in the top 25% of Sixth Form and College providers for the value we add to our students' A level results. We admit external candidates (a minimum of 10). Hornsey College has a diverse and comprehensive extra-curricular programme of study aimed at fostering your own unique skills and abilities. Our students have the EDGE over their competitors and our results reflect this throughout.

In addition to ensuring high quality teaching, all students build up a portfolio of skills and experiences to take to University interviews, enabling them to demonstrate the thinking skills and depth necessary to be successful. Our College is a creative, motivating and positive place to be, offering social as well as academic stimulus.

Last year 90% of our cohort went to university, with 10% accessing other pathways. If you are ambitious for your future, we are the College for you. Hornsey is a small sixth form with a close community -like feel. Students are fully supported and cared for through a variety of programmes and interventions including 1:1 mentoring and career guidance.

All students are invited to attend an informal discussion about their subject choice. General entry requirements are:

#### **A2 Level**

A minimum of 5 GCSE passes at grades 9-5 including English and Maths. Some subjects have specific entry requirements and for further study a grade 6 or higher in that subject at GCSE may be required.

#### **Level 3 Vocational/ BTEC**

A minimum of 4 GCSE grades 9-5. There is scope for these students to retake GCSE English and Maths if required in this pathway.

#### **Progression to year 13**

Students automatically progress from year 12 to year 13 unless their mock exam grades indicate a concern. Students whose mock exam grades indicate a concern will need to have a formal meeting with the Director of Learning and subject teachers to consider guidance for more appropriate courses if applicable.. We are committed to ensuring the needs of our students to enable progression are in place for all pathways.

#### **Admission priorities**

Where the number of eligible external applicants for a course of study exceeds the places available then admission will be determined in accordance with the following priority of admission criteria:

1. Pupils who have statements of Special Educational Needs or Educational Health and Care Plan specifically naming the School.
2. Students who are looked after by a local authority or were previously looked after but immediately after being looked after, became subject to an adoption, child arrangements or special guardianship order. A looked after child is a child who is (a) in the care of a local

authority, or (b) being provided with accommodation by a local authority in the exercise of their social services functions (see the definition in Section 22 (1) of the Children Act 1989.

3. Students who will have a sibling attending the school at the point of admission. This category includes foster brothers and sisters, half-brothers and half-sisters or stepbrothers and stepsisters. They must also be living at the same address as the applicant.

4. Students living closest to the school.

Distance will be measured in a straight line from the Ordnance Survey address point for the child's home to the Ordnance Survey address point of the school, calculated using Haringey's computerised mapping system.

## Highgate Wood School

Maximum number of students to be admitted from outside the school = 30%

All students will be invited to an informal discussion about their subject choice. The general entry requirements are as follows:

### **A Level**

At least five GCSE passes at 9 – 5, with specific requirements for particular subjects based upon the national statistical guidance for successful outcomes. We consider ourselves to be an open access Sixth Form and so the criteria are matched to what is required to ensure positive outcomes. Full details for different subjects are available on the website.

### **Admission priorities**

Where the number of eligible external applicants for a course of study exceeds the places available then admission will be determined in accordance with the following priority of admission criteria:

1. Students who have a statement of Special Educational Needs or Education Health and Care Plan specifically naming the school.
2. Students who are looked after by a local authority or were previously looked after but immediately after being looked after, became subject to an adoption, child arrangements or special guardianship order.

A looked after child is a child who is (a) in the care of a local authority, or (b) being provided with accommodation by a local authority in the exercise of their social services functions (see the definition in Section 22 (1) of the Children Act 1989).

3. Students who will have a sibling attending the school at the point of admission. This category includes foster brothers and sisters, half brothers and half-sisters, stepbrothers and stepsisters or adopted brothers and sisters. They must also be living at the same address as the applicant.
4. Students whose home address ( i.e. their only or main residence) is closest to the school.

Distance will be measured in a straight line from the Ordnance Survey address point of the student's home to the Ordnance Survey address point of the school , calculated using a computerised mapping system.

## **Haringey Sixth Form College**

Haringey Sixth Form College is a 16-19 Academy and as such it has an Admissions Policy which has been directly agreed with the Department for Education (DfE).

Different types of courses have different entry requirements. The college will provide courses at Entry to Level 3 and will be fully inclusive. The total number of students to be admitted in September 2018 = 1,080

### **To study A levels**

Students must have a minimum of 5 GCSEs at grades 9-4 which must include grade 5 in English and/or Maths. Some subjects have particular entry requirements such as a grade B or higher or a grade 6 in English and/or Maths or in the subject to be studied.

### **Level 3 Vocational programmes**

BTEC Level 3 students will need to have 4 or more GCSEs at Grade 9-4 or an equivalent Level 2 qualification such as a BTEC First at Merit or Distinction. GCSE English and/or Maths at grade 4 or above is also required.

### **Level 2 programmes**

BTEC/UAL Level 2 students will usually need to have 3 or more GCSE passes at Grade 3 or above including a minimum grade 4 (or C) in English or Maths.

### **Level 1 programmes**

BTEC Introductory Diploma students will need to have GCSEs at Grade 2-1 or an equivalent qualification and have an interest in the chosen vocational area.

### **Entry or Pre –Entry level programmes**

Students do not need any formal qualifications but do need a personal commitment to further study in the area.

### **GCSE English and Maths**

Please note: In line with Government Policy from September 2013, all students who have not achieved a Grade C (or grade 4) in GCSE English and/or Maths by the end of their Secondary Education, are required to continue studying these subjects Post 16 until they achieve this minimum grade. This is therefore a requirement for students applying to study at Haringey Sixth Form College

### **Priority rules**

The closing date for applications will be the last day of the spring term. The Sixth Form College will normally be able to offer places to all applicants provided they meet the minimum entry requirements for the course applied for, and equal priority will be given to all applications received by this date. In the event that there are more applicants than places by this date, priority will be given in the following:

1. Young people who have statements of Special Educational Needs or Education Health and Care Plan
2. Students who are looked after by a local authority or were previously looked after but immediately after being looked after, became subject to an adoption, child arrangements or special guardianship order.

A looked after child is a child who is (a) in the care of a local authority, or (b) being provided with accommodation by a local authority in the exercise of their social services functions (see the definition in Section 22 (1) of the Children Act 1989).



3. To students on roll in Year 11 at one of the following partner schools:

- Gladesmore Community School
- Northumberland Park Community School
- Park View School
- Woodside High School

All applications received after the last day of the spring term will then normally be considered purely on a 'first-come-first-served' basis.

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## EQUALITY IMPACT ASSESSMENT

“The **Equality Act 2010** places a ‘**General Duty**’ on all public bodies to have ‘**due regard**’ to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act
- Advance equality of opportunity between persons who share a ‘relevant protected characteristic’ and persons who do not share it
- Foster good relations between persons who share a ‘relevant protected characteristic’ and persons who do not share it

In addition, the Council complies with the Marriage (Same Sex Couples) Act 2013.”

### Stage 1 – Screening

Please complete the equalities screening form. If screening identifies that your proposal is likely to impact on protected characteristics, please proceed to stage 2 and complete a full Equality Impact Assessment (EqIA).

### Stage 2 – Full Equality Impact Assessment

An EqIA provides evidence for meeting the Council’s commitment to equality and the responsibilities under the Public Sector Equality Duty.

**When an EqIA has been undertaken, it should be submitted as an attachment/appendix to the final decision making report. This is so the decision maker (e.g. Cabinet, Committee, senior leader) can use the EqIA to help inform their final decision. The EqIA once submitted will become a public document, published alongside the minutes and record of the decision.**

Please read the Council’s Equality Impact Assessment Guidance before beginning the EqIA process.

#### 1. Responsibility for the Equality Impact Assessment

<b>Name of proposal</b>	Staff children priority for admissions
<b>Service area</b>	Schools and Learning
<b>Officer completing assessment</b>	Nick Shasha
<b>Equalities/ HR Advisor</b>	Louise HoptonBeatty
<b>Cabinet meeting date (if applicable)</b>	<b>13 November 2018</b>
<b>Director/Assistant Director</b>	Eveleen Riordan

#### 2. Summary of the proposal

*Please outline in no more than 3 paragraphs*

- *The proposal which is being assessed*
- *The key stakeholders who may be affected by the policy or proposal*
- *The decision-making route being taken*

This proposal concerns the temporary reduction of PAN (planned admission number) for Tiverton and Welbourne Primary schools. Haringey currently has a surplus of Reception school places equivalent to 8 forms of entry (230 places) or around 7% of our total Reception capacity. The 2018 School Place planning report indicates that this surplus is projected to 350 by 2021/22.

The proposal will ensure that sufficient school places are available to meet local demand. The proposed reduction of PANs for some school will allow better alignment of PANs with actual number of pupils on roll, leading to cost savings. This is likely to enhance the sustainability of Haringey's current offer at primary education, benefitting the diversity of education choice. Should demand for local school places grow the PAN could be easily increased, as there will not be any changes to the accommodation at the school.

We will ask for approval from Cabinet to consult on our proposed admission arrangements, including the proposal to decrease reduce the PAN for Welbourne and Tiverton Primary Schools by one form of entry (1FE) – 30 Reception pupils each from September 2020 as part of the community and voluntary controlled (VC) schools' published admission arrangements.

Planning areas 3 and 4 in which these schools are located show the most significant surplus of places. Both Tiverton and Welbourne Primary schools have vacancies across all year groups and our projections show that demand is likely to continue to decrease. Current school roll projections for planning area 3 (where Tiverton is located) suggest a surplus of school places of between 1-2 forms of entry between now and 2026/27. Current school roll projections for planning area 4 (where Welbourne is located) suggest a surplus of school places of between 3-4 forms of entry between now and 2021/22.

Approval was sought from the Schools Adjudicator for a temporary reduction in PAN for Tiverton Primary School for entry in September 2018. A reduction by 1 form of entry was agreed by the Schools Adjudicator and it is likely that a similar request will be made for entry in September 2019 due to the lack of demand. Our projections show that demand is likely to continue to decline in future years and the schools is unlikely to fill beyond 1 form of entry.

Welbourne Primary School has the highest number of vacancies across all year groups compared to other schools in Planning Area 4. It is likely that this will have had a ripple effect locally as falling demand is rarely evidenced at just one school but is often felt across several. A further benefit of planning places judiciously is that it keeps rolls relatively buoyant across and beyond any planning area as surplus places are reduced.

We are proposing to reduce the number of available places at these schools to enable them to operate more efficiently and cost effectively. The proposed reduction of PANs for these schools will allow better alignment of PANs with actual number of pupils on roll,

leading to cost savings.

Consulting on our admission arrangements for entry in September 2020 gives these schools sufficient time to make the necessary internal organisational adjustments so that any potential impact on staff is negligible. It will allow the school leadership teams in offering a more accurate number of places and also help with long term planning.

Equality consideration was given to the selection of these specific schools for a reduction in PANs to help frame any potential impact on protected groups. Our proposal will not adversely impact on families trying to access their local school with high quality provision. A projected surplus of school places in the planning areas where these schools are located means that we expect sufficient places to still be available for local children if the PANs are reduced at Welbourne and Tiverton Primary School for entry in September 2020.

All local schools are rated 'Good' or 'Outstanding' by Ofsted and are able to support children with a wide range of abilities, special needs, disabilities and learning difficulties, from able, gifted and talented pupils to those with multiple and significant disabilities, medical conditions and learning difficulties. Welbourne and Tiverton do not offer any specific provision that is not provided elsewhere and we believe that the needs of the community can be met at other local schools and this will be tested during the consultation process. We will closely monitor the number of primary applications received at the time and in the event there is an increase in demand for primary school places and additional places are required, these schools can revert to their original PAN.

The key stakeholders are parents and carers that are staff in Haringey community schools who wish to apply for school places for their children. Additional stakeholders are staff employed in the affected Haringey community primary schools.

To ensure as wide a consultation as possible we intend to provide details of the proposed admission arrangements in the following ways:

- through the Schools Bulletin which is distributed to the head teacher and chair of governors of every school in the borough
- to all children's centres in the borough
- to all registered nurseries and child minders and any other early years providers
- on the Council's online primary and secondary admissions page
- via information in all libraries across the borough
- to all councillors
- to both MPs with constituencies in Haringey
- to the diocesan authorities
- to all residents' groups that the Council hold information for
- to all women's groups that the Council hold information for
- other groups, bodies, parents and carers as appropriate

An Equalities Impact Assessment (EqIA) will form an important part of the consultation and will seek to ascertain whether the proposed reduction in PAN at the schools mentioned previously could have an impact on protected groups and whether there are steps that can and/or should be taken to mitigate against such an impact.

### 3. What data will you use to inform your assessment of the impact of the proposal on protected groups of service users and/or staff?

*Identify the main sources of evidence, both quantitative and qualitative, that supports your analysis. Please include any gaps and how you will address these*

*This could include, for example, data on the Council's workforce, equalities profile of service users, recent surveys, research, results of relevant consultations, Haringey Borough Profile, Haringey Joint Strategic Needs Assessment and any other sources of relevant information, local, regional or national. For restructures, please complete the restructure EqIA which is available on the HR pages.*

Protected group	Service users
Sex	May 2018 School census
Gender Reassignment	No national or local collected data
Age	May 2018 School census
Disability	2018 School census and data from Haringey SEN team
Race & Ethnicity	January 2018 School census (which has ethnicity)
Sexual Orientation	No local collected data on sexual orientation, however there is ONS annual population data (2016) and ONS sexual identity, UK (2015), which are estimates.
Religion or Belief (or No Belief)	Synthetic data derived from the 2011 ONS National census
Pregnancy & Maternity	2011 census
Marriage and Civil Partnership	2011 census

**Outline the key findings of your data analysis. Which groups are disproportionately affected by the proposal? How does this compare with the impact on wider service users and/or the borough's demographic profile? Have any inequalities been identified?**

*Explain how you will overcome this within the proposal.*

*Further information on how to do data analysis can be found in the guidance.*

#### 1. Sex

Service users (Primary and secondary age children by Sex)

	Primary Reception to Yr 6	Secondary Yrs 7-11	Grand Total	Primary Reception to Yr 6	Secondary Yrs 7-11	Grand Total
Female	10,687	6,010	16,697	49%	48%	49%
Male	11,165	6,419	17,584	51%	52%	51%
Grand Total	21,852	12,429	34,281	100%	100%	100%

Source: School Census May 2018

There are slightly more male than female pupils in primary and secondary school.

#### Staff at Haringey schools

	All teachers who are male (%)	All teaching assistants who are male (%)	All Non-classroom Based School Support Staff who Are Male (%)	Auxiliary Staff who Are Male (%)
Haringey	28.4%	16.1%	24.8%	20.3%
Tiverton	Supressed	Supressed	Supressed	Supressed
Welbourne	24.6%	26.6%	36.5%	0%

Source: SFR25 2016/2017

Note: Haringey data is 2016 and for primary and secondary schools. Schools data is 2017 and data for Tiverton suppressed due to low

The majority of Haringey school staff are female, and this is reflected in each category of school staff. The imbalance of teaching staff is most apparent in teaching assistants, of which 16.1% are male. Female teachers and teaching assistants are therefore more likely to be affected by the proposal than male teachers and teaching assistants because of their greater prevalence in the school workforce.

## 2. Gender reassignment

We do not hold data on the number of people who are seeking, receiving or have received gender reassignment surgery, and there is not national data collected for this characteristic. The Equality and Human Rights Commission estimate that there are between 300,000-500,000 transgender people in the UK. We will need to consider the inequalities and discrimination experienced for this protected group. For the purposes of this EqIA, we will use the inclusive term Trans\* in order to represent the spectrum of transgender and gender variance.

## 3. Age

Service users (Primary and secondary children by Age)

Year group	Primary Reception to Yr 6	Secondary Yrs 7-11	Grand Total
Reception	2,978		2,978
Year 1	3,079		3,079
Year 2	3,156		3,156
Year 3	3,188		3,188
Year 4	3,110		3,110

Year 5	3,170		3,170
Year 6	3,171		3,171
Year 7		2,554	2,554
Year 8		2,531	2,531
Year 9		2,551	2,551
Year 10		2,457	2,457
Year 11		2,336	2,336
Grand Total	21,852	12,429	34,281

Source: School Census May 2018

Broadly, the number of children entering Haringey's school system has increased year-on-year though primary cohorts are now reducing whilst secondary cohorts are growing.

#### 4. Disability

Service users: Total number of Children & Young People with statements or plans maintained by Haringey as at March 2018

Year	Totals	Year	Totals
<b>Pre-School/Nursery</b>	11	<b>Year 9</b>	129
<b>Reception</b>	56	<b>Year 10</b>	138
<b>Year 1</b>	78	<b>Year 11</b>	129
<b>Year 2</b>	88	<b>Year 12</b>	111
<b>Year 3</b>	114	<b>Year 13</b>	122
<b>Year 4</b>	96	<b>Year 14</b>	104
<b>Year 5</b>	113	<b>Year 15</b>	69
<b>Year 6</b>	114	<b>Year 15 plus</b>	115
<b>Year 7</b>	123		
<b>Year 8</b>	138	<b>Totals</b>	<b>1,848</b>

While we have a range of children with disabilities, to meet their needs, social and medical considerations are given greater priority than the new criterion so will not be impacted by this decision. We do not have data on pupils with less complex disabilities who do not qualify for this criteria.

Source: Haringey SEN team 2018

#### 5. Race and ethnicity

Service users: Ethnic composition (main groups) of Haringey's primary school (Reception to Year 6) pupil population as at January 2018:



Haringey (Main category)		
	Primary	Primary (%)
White	10,994	50.3%
Black or Black British	5,191	23.7%
Mixed/Dual background	2,566	11.7%
Any other ethnic group	1,328	6.1%
Asian or Asian British	1,243	5.7%
Chinese	259	1.2%
Information not yet obtained	217	1.0%
Refused	65	0.3%
Grand Total	21,863	100.0%

Haringey (Sub category)		
	Primary	Primary (%)
Any other white background	6,245	28.6%
White - British	4,420	20.2%
Black African	3,237	14.8%
Black Caribbean	1,490	6.8%
Any other ethnic group	1,328	6.1%
Any other mixed background	1,097	5.0%
White and Black Caribbean	656	3.0%
Bangladeshi	534	2.4%
White and Asian	502	2.3%
Any other Black background	464	2.1%
Any other Asian Background	341	1.6%
White and Black African	311	1.4%
Chinese	259	1.2%
Information not yet obtained	217	1.0%
White - Irish	204	0.9%
Indian	189	0.9%
Pakistani	179	0.8%
Gypsy/Roma	71	0.3%
Refused	65	0.3%
Traveller of Irish heritage	54	0.2%

Grand Total	21,863	100%
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Source: School Census January 2018

28.6% of Haringey's primary school pupils are Any other white background whilst 20.2% are White-British. Some 14.8% of primary pupils are Black.

Staff ethnicity: ethnic profile of Haringey teachers, teaching assistants, non-classroom based school support staff and auxiliary staff

Haringey	
BAME Teachers (as a proportion of all Teachers)	45%
BAME Teaching Assistants (as a proportion of all Teaching Assistants)	67%
BAME Non-classroom Based School Support Staff (as a proportion of all Non-classroom Based School Support Staff)	56.1%
BAME Auxiliary Staff (as a proportion of all Auxiliary Staff)	73.7%

Source: SFR25 2017

The staff ethnicity data shows the broad composition of ethnicities among classroom and non-classroom staff.

In three of the four groups, a majority of teaching staff are BAME (except BAME Teachers, who represent 45% of the overall Haringey teacher population. BAME communities are more likely to experience inequalities, such as discrimination and poverty.

A greater proportion of Haringey schools staff are White British as compared to pupils at Haringey schools.

## 6. Sexual orientation

We do not hold ward or borough level data on sexual orientation, and it is not collected nationally through the Census. However, the ONS estimates that 3.7% of Haringey's population are lesbian, gay or bisexual (LGB), which is the 15<sup>th</sup> largest LGB community in the country<sup>1</sup>, and is likely to be reflected in both the pupil and parent populations. However, ONS data shows that 0.5% families are same sex cohabitating couples<sup>2</sup>, which suggests that LGB people are less likely to be parents, compared with the wider population.

## 7. Religion or belief (or no belief)

Religion or belief is not covered by the PLASC school census, which means that we don't have access to records for 2017. The best alternative proxy is the Haringey data

<sup>1</sup><https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/articles/subnationalsexualidentityestimates/uk2013to2015#introduction>

<sup>2</sup><https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/bulletins/sexualidentityuk/2015>

derived from the England and Wales Census 2011 data on religion by age. Data on the appropriate age groups (0-4 and 5-7) has been combined to provide an approximation of the likely religious or belief profile of Reception aged children in Haringey.

The notional number is based upon the known sample size of Reception aged pupils in Haringey (3,067) multiplied through the distribution of religion or belief from the 2011 Census.

	Percentage (%)	Notional Number
Christian	39.7%	1,218
No religion	20.9%	641
Religion not stated	12.3%	377
Muslim	19.3%	592
Jewish	5.6%	172
Hindu	1.0%	31
Buddhist	0.8%	25
Sikh	0.3%	9
Other religion	0.2%	6
Total	100%	3,067

Source: ONS (2011 Census data for Haringey)

Note: \* Totals may not add up due to rounding

Those affected by the proposal are therefore more likely to be Christian, Muslim, or have no religion. Plans will need to have due regard to diversity issues relating to these communities though it should also be noted that the proposal is to reduce surplus reception places rather than those currently in use by pupils.

## 8. Pregnancy and maternity<sup>3</sup>

The proportion of 0-4 year old in the Census 2011:

	Number of 0-4 year olds
Haringey	7.1%
London	7.2%
England and Wales	6.2%

Haringey has a higher proportion compared to the England and Wales average, but is marginally below the London average. Decisions will need to consider the needs of mothers with young children as they are likely to be disproportionately affected by the proposal.

## 9. Marriage and Civil Partnership<sup>4</sup>

	Married (heterosexual)	Civil Partnership
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<sup>3</sup> Census 2011

<sup>4</sup> Census 2011

	couples)	
Haringey	32.2%	0.6%
London	40%	0.4%
England and Wales	47%	0.2%

The number of married people (only available to heterosexual couples at the time) is significantly lower than in London and England. However, the proportion of people in civil partnerships is higher in the area compared to the London and England and Wales average. Decisions will need to ensure all couples in a civil partnership are treated exactly the same as couples in a marriage.

**4. a) How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff?**

*Please outline which groups you may target and how you will have targeted them*

Further information on consultation is contained within accompanying EqIA guidance

**THIS SECTION WILL BE POPULATED FOLLOWING CONSULTATION.**

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

*Explain how will the consultation's findings will shape and inform your proposal and the decision making process, and any modifications made?*

**THIS SECTION WILL BE POPULATED FOLLOWING CONSULTATION.**

**5. What is the likely impact of the proposal on groups of service users and/or staff that share the protected characteristics?**

*Please explain the likely differential impact on each of the 9 equality strands, whether positive or negative. Where it is anticipated there will be no impact from the proposal, please outline the evidence that supports this conclusion.*

Further information on assessing impact on different groups is contained within accompanying EqIA guidance

**1. Sex** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this*

*proposal on this protected characteristic)*

Positive		Negative		Neutral impact	X	Unknown Impact	
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The main impact of this proposal is that surplus reception places will be temporarily reduced in the relevant planning area by reducing capacity. These places are in addition to those projected to be required by pupils it is anticipated that no impact on this characteristic (sex) will occur for pupils.

This change in reception place provision is likely to result in the reduction of teaching and teaching assistant staff required. As a greater proportion of school staff are women rather than men it is more likely women will be affected by this change.

Any potential impact needs to be evaluated in the context of scale. Assuming that one of the schools (either Tiverton or Welbourne) reduces it's PAN by one form of entry for 3 consecutive years redundancy or redeployment of staff at this school is likely to occur. It is likely that a class teacher and teaching assistant (2 staff) will be affected for each year of PAN reduction. Affected staff should be supported by appropriate procedures such as access to a redeployment pool and support given to find another role in Education.

**2. Gender reassignment** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

The main impact of this proposal is that surplus reception place will be temporarily reduced in the relevant planning area by reducing capacity. These places are in addition to those projected to be required by pupils. We do not anticipate that this will have any impact on this group (gender reassignment).

However, steps will be taken to ensure that this protected group is not subject to discrimination as a result of this change in criteria.

Positive		Negative		Neutral impact		Unknown Impact	X
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**3. Age** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive		Negative		Neutral impact	X	Unknown Impact	
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The main impact of this proposal is that surplus reception place will be temporarily reduced in the relevant planning area by reducing capacity. These places are in addition to those projected to be required by pupils it is anticipated that no impact on this characteristic (age) will occur.

This change in reception place provision is likely to result in the reduction of teaching and teaching assistant staff required though there is no reason to think teachers or teaching assistants of a specific age will be negatively affected.

**4. Disability** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive		Negative		Neutral impact	X	Unknown Impact	
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The main impact of this proposal is that surplus reception place will be temporarily reduced in the relevant planning area by reducing capacity. These places are in addition to those projected to be required by pupils and it is anticipated that no impact on this characteristic (disability) will occur.

This change in reception place provision is likely to result in the reduction of teaching and teaching assistant staff required though there is no reason to think teachers or teaching assistants with disabilities will be negatively affected.

However, steps will be taken to ensure that this protected group is not subject to discrimination as a result of this change in criteria.

SEN pupils should not experience any change as a result of this proposal.

**5. Race and ethnicity** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive		Negative		Neutral impact	X	Unknown Impact	
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The main impact of this proposal is that surplus reception place will be temporarily reduced in the relevant planning area by reducing capacity. These places are in addition to those projected to be required by pupils and it is anticipated that no impact on this characteristic (race and ethnicity) will occur.

This change in reception place provision is likely to result in the reduction of teaching and teaching assistant staff required though there is no reason to think teachers or teaching assistants of specific ethnicity will be negatively affected.

However, steps will be taken to ensure that this protected group is not subject to discrimination as a result of this change in criteria.

Pupils of any specific race or ethnicity should not experience any change as a result of this proposal.

**6. Sexual orientation** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive		Negative		Neutral impact	X	Unknown Impact	
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We do not hold ward or borough level data on sexual orientation, and it is not collected nationally through the Census. However, the ONS estimates that 3.7% of Haringey's population are lesbian, gay or bisexual (LGB), which is the 15th largest LGB community in the country<sup>5</sup>, which is likely to be reflected in both the pupil and parent populations. However, ONS data shows that 0.5% families are same sex cohabitating couples<sup>6</sup>, which suggests that LGB people are less likely to be parents, compared with the wider population. However, we will need to ensure that discrimination based on sexual orientation is eliminated in the application of this criteria.

We do not anticipate that this change will have any impact on people based on their sexual orientation and we will continue to ensure there is no discrimination based on sexual orientation.

**7. Religion or belief (or no belief)** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Religion or belief is not covered by the PLASC school census, which means that we don't have access to records for 2018. The best alternative proxy is the Haringey data derived from the England and Wales Census 2011 data on religion by age. Data on the appropriate age groups (0-4 and 5-7) has been combined to provide an approximation of the likely religious or belief profile of Reception aged children in Haringey.

There is no reason to suspect that children with any particular religion or belief (or indeed none) will be disproportionately affected by the proposal given that the proposal only intends to remove surplus school places.

Positive		Negative		Neutral impact	X	Unknown Impact	
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**8. Pregnancy and maternity** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

This change in reception place provision is likely to result in the reduction of teaching and teaching assistant staff required. As a greater proportion of school staff are women it is possible that staff members who are pregnant maybe more impacted by this proposal. It is important to note though that only several staff members are likely to be affected at each school.

However, steps will be taken to ensure that this protected group is not disproportionately affected.

Any potential impact needs to be evaluated in the context of scale. Assuming that one of the schools (either Tiverton or Welbourne) reduces it's PAN by one form of entry for 3 consecutive years redundancy or redeployment of staff at this school is likely to occur. It is

<sup>5</sup><https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/articles/subnationalsexualidentityestimates/uk2013to2015#introduction>

<sup>6</sup> <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/bulletins/sexualidentityuk/2015>

likely that a class teacher and teaching assistant (2 staff) will be affected for each year of PAN reduction.

Positive		Negative		Neutral impact	X	Unknown Impact	
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**9. Marriage and Civil Partnership** (*Consideration is only needed to ensure there is no discrimination between people in a marriage and people in a civil partnership*)

Teachers or teaching assistants who may be affected by this proposal who are in a civil partnership will be treated the same as people who are married.

Positive		Negative		Neutral impact	X	Unknown Impact	
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**10. Groups that cross two or more equality strands e.g. young black women**

The proposal is likely to have a positive impact on women with children as women are overrepresented among Haringey schools staff and the proposal targets parents with school-aged children.

**Outline the overall impact of the policy for the Public Sector Equality Duty:**

- **Could the proposal result in any direct/indirect discrimination for any group that shares the protected characteristics?**
- **Will the proposal help to advance equality of opportunity between groups who share a protected characteristic and those who do not?**

**This includes:**

- a) **Remove or minimise disadvantage suffered by persons protected under the Equality Act**
- b) **Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups**
- c) **Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low**
- **Will the proposal help to foster good relations between groups who share a protected characteristic and those who do not?**

- There is a possibility that this proposal could disadvantage pregnant women due to the greater prevalence of women amongst teachers and teaching assistants across Haringey schools staff.
- Any potential impact needs to be evaluated in the context of scale. Assuming that one of the schools (either Tiverton or Welbourne) reduces it's PAN by one form of entry for 3 consecutive years redundancy or redeployment of staff at this school is likely to occur. It is likely that a class teacher and teaching assistant (2 staff) will be affected for each year of PAN reduction.



- The proposal should also be viewed in the context of ensuring the sustainability and breadth of offer at Haringey's primary school estate. Doing nothing would put many schools (especially Tiverton and Welbourne) under possibly intolerable financial burden which would likely worsen wider educational outcomes for all pupils.

### 6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?

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

Outcome	Y/N
<b>No major change to the proposal:</b> the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. <u>If you have found any inequalities or negative impacts that you are unable to mitigate, please provide a compelling reason below why you are unable to mitigate them.</u>	Y
<b>Adjust the proposal:</b> the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality. Clearly <u>set out below</u> the key adjustments you plan to make to the policy. If there are any adverse impacts you cannot mitigate, please provide a compelling reason below	
<b>Stop and remove the proposal:</b> the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision:	

### 6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty

Impact and which protected characteristics are impacted?	Action	Lead officer	Timescale
N/A			
N/A			
N/A			
N/A			

**Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.**

As mentioned above there is a possibility that this proposal could adversely impact female teachers / teaching assistants as several staff members at each school may be made redundant or re-deployed and there is a greater concentration of females than males amongst teachers and teaching assistants in Haringey schools.

The negative impact on these teachers and teaching assistants has been identified as a potential issue in reducing the admissions numbers at Tiverton and Welbourne school (s). However the proposal is a reasonable and proportionate response to ensure the sustainability and breadth of offer at Haringey’s primary school estate. Doing nothing would put many schools (especially Tiverton and Welbourne) under possibly intolerable financial burden which would likely worsen wider educational outcomes.

Any potential impact also needs to be evaluated in the context of scale. Assuming that one of the schools (either Tiverton or Welbourne) reduces it’s PAN by one form of entry for 3 consecutive years redundancy or redeployment of staff at this school is likely to occur. It is likely that a class teacher and teaching assistant (2 staff) will be affected for each year of PAN reduction.

Moreover, following the results of the consultation it is proposed to consider any possible mitigating factors that may alleviate impacts of these teachers / teaching assistants. Careful monitoring of in-year admissions and school roll projections data will also ensure that if additional Reception places are required they are immediately fulfilled.

**6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:**

**Training** – Staff in the Haringey School Admissions service are provided with yearly refresher training in line with the admission arrangements, which addresses any changes to either the criteria or co-ordinated schemes.

**Monitoring** - The Team Leader of School Admissions at Haringey Council will be responsible for monitoring. The School Admissions Return to DfE is an Annual report which sets out information on the effectiveness of the admission arrangements e.g. number applicants who received one of their preferences for a school place. The annual report to the Office of Schools’ Adjudicators monitors the fairness of the admission arrangements. This information will be reported to the DfE and the OSA annually.

Two main mechanisms will be used by the DfE to provide feedback on how effective the measures in the revised Codes and regulations have been and to inform future policy development. In producing his annual report for the Secretary of State, the Schools Adjudicator will take account of the reports he will receive from each local authority on the legality, fairness and effectiveness of local admission arrangements.

**Appeal arrangements** - Admission arrangements are subject to an appeal process that gives parents the right to appeal decisions. The process is also used to hold admissions authorities to account and ensure that the arrangements are applied.

**7. Authorisation**

EqIA approved by .....Eveleen Riordan..... (Assistant Director)	Date .....23 October 2018.....
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**8. Publication**

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

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

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**Report for:** Cabinet

**Title:** Consultation on draft Conservation Area Appraisal and Management Plans for Bruce Castle, Tottenham Cemetery, Tower Gardens and Peabody Cottages, and draft Local Heritage List

**Report**

**authorised by :** Emma Williamson, Assistant Director, Planning

**Lead Officer:** Lucy Morrow, Conservation Officer (x4497)

**Ward(s) affected:** All

**Report for Key/**

**Non Key Decision:** Key

**1 Describe the issue under consideration**

- 1.1 Cabinet is requested to approve four draft Conservation Area Appraisal and Management Plan documents (attached at appendices 1-4), and the draft Local Heritage List (attached at appendix 5) for a six week public consultation.
- 1.2 The conservation area appraisals relate to four adjoining Conservation Areas in the Bruce Grove/Lordship Lane area; Bruce Castle, Tottenham Cemetery, Tower Gardens and Peabody Cottages. Each document includes a comprehensive appraisal of the Conservation Area, and sets out the Council's strategy for managing the area going forward in order to protect its special character, including design guidelines. A summary of the special interest of each Conservation Area is provided at paragraph 6.9 below.
- 1.3 Small changes are recommended to the boundaries of Bruce Castle and Tottenham Cemetery Conservation Areas, described in 6.10 below. In both cases, the recommendation is for the removal of a small part of the Conservation Area designation. Proposed boundary changes would come in to effect when the finalised documents are adopted following the consultation.
- 1.4 The Local Heritage List identifies locally significant buildings and structures across the borough that are not included on the statutory list, or covered by other statutory designations. The consultation document includes new selection criteria for identifying locally significant assets, guidance on the management of local heritage assets through the planning process, and a list of buildings and structures recommended for inclusion on the list with short descriptions of each.

- 1.5 The document is the result of a comprehensive review of the Council's existing local list, which brings it in line with current policy, guidance and 'best practice'. 209 possible additions to the list were assessed, of which 68 are recommended for inclusion. Of the buildings on the existing list, 185 are retained and it is recommended that 168 buildings and structures are removed from the list; either because they are already protected by statutory; have been lost or extensively altered, or clearly do not meet the selection criteria. Please refer to appendix 8 for a full list of properties added to and removed from the list.
- 1.6 Following the consultation, the draft documents may be amended having regard to representations received. They will be referred back to Cabinet for adoption by the Council in early 2019.

## **2 Cabinet Member Introduction**

- 2.1 The Council is committed to preserving and enhancing the special character of our conservation areas, and ensuring the proper management of our nationally and locally significant built heritage. Local heritage listing and conservation area appraisals that are up-to-date, clear and informative are essential tools to help us achieve this going forward. These documents will play a significant role in positive future management of the borough's heritage and provide clarity for developers, residents, and the Council. The appraisal documents are part of an ongoing programme of work to renew Conservation Area Appraisals and Management Plans across the borough.
- 2.2 The Council undertakes a large amount of conservation work, of which updated guidance documents such as these are an integral part. This includes working towards the repair of at risk heritage assets, promoting sensitive reuse of such buildings and assisting in securing funds for restoration, and working with partners to improve the character and appearance of conservation areas, for example through shop front improvement projects. The new documents will support and inform projects such as these going forward.
- 2.3 The documents will support Haringey's Local Plan policies relating to management of the historic environment, which set out the Council's intention to ensure the conservation of the significance of Haringey's heritage assets, and support the use of the historic environment as a basis for heritage-led regeneration, good design and positive change. They will provide a sound basis for development management decisions, allowing the Council to effectively manage large and small-scale development, enforce against unauthorised works, and protect conservation areas and local heritage assets from harm caused by inappropriate development.

- 2.4 The methodology for preparing these documents follows the latest guidance published by Historic England. They clearly identify what is special about these heritage assets, and provide further guidance to all on effective management.

### **3 Recommendations**

- 3.1 That Cabinet notes the comments of the Regulatory Committee and notes the officer response set out at paragraph 7.1.1.
- 3.2 That Cabinet approves the draft Conservation Area Appraisal and Management Plan documents and draft Local Heritage List, attached at Appendices 1-5, for a six-week public consultation and authority is delegated to the Assistant Director for Planning to make any applicable amendments to these documents arising out of cabinet meetings prior to consultation.
- 3.3 The documents will be amended having regard to representations received at consultation, and will be referred back to Cabinet for adoption in early 2019.

### **4 Reasons for decision**

- 4.1 The Council's adopted Statement of Community Involvement sets out our commitment to involving residents, local communities and other interested parties in the plan-making process through consultation. There is a statutory requirement that the Council's proposals for the preservation and enhancement of conservation areas be submitted for consideration at a public meeting (Planning (Listed Buildings and Conservation Areas) Act 1990 section 71). It is considered good practice to engage with local communities on heritage issues.

#### Conservation Area Appraisals

- 4.2 The Council has a statutory duty to ensure that conservation areas are preserved or enhanced, and publish policies for the implementation of the same (Planning (Listed Buildings and Conservation Areas) Act 1990, 71 and 72). The Council's adopted Local Plan policies support the conservation of the significance of the Borough's heritage assets (SP12, DM9), and require decision makers to have regard to appraisals and management plans when considering the impact of proposals on the historic environment (DM9 C).
- 4.3 Tottenham Cemetery, Tower Gardens and Peabody Cottages Conservation Areas do not have adopted appraisals. The current appraisal Bruce Castle Conservation Area has not been updated since 2009, and is considered out of date. The new document provides an updated survey of the area, and includes a management plan, design guidelines and a comprehensive boundary review, which are not included in the current Bruce Grove Appraisal. It is therefore

important that the Council publishes these appraisals along with the management plans in order to support the Council's local plan policies and ensure that the significance of the area is preserved and enhanced. A summary of the special interest of each conservation area is provided at paragraph 6.9 below. A summary of the content and structure of the new appraisal documents is provided at 6.10 below.

- 4.4 Up-to-date Appraisals will provide a sound basis for development management decisions that is defensible on appeal, and will serve as a useful guide for property owners and those bringing forward heritage projects and development proposals as to how best to preserve and enhance each area's character. In some cases, the character of these Conservation areas has been harmed or is vulnerable to harm through inappropriate (often small-scale) development. These documents will be a valuable tool in addressing this.
- 4.5 The appraisals also include a comprehensive review of each conservation area's boundary, with recommendations for small revisions in some cases. It is important that the Council publish these recommendations with a view to revising the boundaries after consultation to ensure that conservation area designations are warranted, meaningful, and in line with statutory requirements and national policy. There is a statutory duty to review conservation area designations from time to time (Planning, (Listed Buildings and Conservation Areas) Act 1990, 69) and the Council must ensure that designated conservation areas are of sufficient special architectural or historic interest, in line with the National Planning Policy Framework (paragraph 186) and Historic England guidelines. The proposed boundary changes are described in 6.11 below.

#### Local Heritage List

- 4.6 The NPPF (paragraph 184) requires that local planning authorities to set out 'a positive strategy for the conservation and enjoyment of the historic environment' in their Local Plan. Emphasis is placed on recognising that heritage assets are an 'irreplaceable resource' and should be conserved 'in a manner appropriate to their significance'. These requirements apply to buildings identified on the Local Heritage List, which are included within the definition of heritage assets in the NPPF. Paragraph 197 of the NPPF states that such 'non-designated' heritage assets can merit consideration in planning matters, with the authority taking a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.
- 4.7 The Government's Planning Practice Guidance (paragraph 39) suggests that local authorities create locally administered lists of undesignated sites that have been identified as having heritage interest meriting consideration in planning decisions. This is considered a sound, consistent and accountable way of



identifying non-designated heritage assets, clarifying what it is about them that is significant, and ensuring this is given due consideration when changes affecting the historic environment are proposed. Recent guidance from Historic England supports this approach.

- 4.8 The process of preparing a local heritage list is also an opportunity for local authorities and communities to work in partnership, celebrate heritage that is valued by the community at the local level, and promote engagement in heritage issues. It is considered good practice for sustainable management of the historic environment.

## **5 Alternative options considered**

- 5.1 The existing conservation area appraisal for Bruce Castle was updated in 2009, and is considered out of date. The area has undergone some changes since then, and best practice guidance for conservation area appraisals has evolved. Tottenham Cemetery, Peabody Cottages and Tower Gardens do not have adopted appraisals. Continuing to manage these areas without up-to-date documents in place is not considered advisable.
- 5.2 The document includes recommendations for alterations to the boundaries of the conservation area. The option of leaving the boundaries as they currently are has been considered but this course is not recommended. The National Planning Policy Framework (Paragraph 186) states that “When considering the designation of conservation areas, local planning authorities should ensure that the area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest”. In cases where there is no discernible special character, the designation is unhelpful.
- 5.3 Haringey’s existing local list is considered out of date, and not fit for purpose. It has not been revised since 1997, and many entries have not been reviewed since the list was first adopted as part of the 1976 Borough Plan. There is no published selection criteria, rationale or descriptions relating to the listings. The legislative and policy context, and the role that local listing has within the planning process have changed considerably since the listings were first compiled. Continuing to refer to this list is not considered advisable. Inclusion of clear selection criteria and listing descriptions that relate to current national and local heritage policy is considered essential if the Local Heritage List is to be an effective tool in managing change.

## **6 Background information**

- 6.1 It is important to stress that the draft documents included with this report do not introduce new policy. The documents will form part of the evidence base supporting the Council's Local Plan. Their purpose is to support existing planning policy already set out in the Local Plan.
- 6.2 The National Planning Policy Framework (NPPF) issued by the Government in July 2018 requires local planning authorities to set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment. Pursuant to this requirement, conservation area appraisals define the special character of conservation areas and set out positive strategies for their future management and enjoyment. Local heritage listing proactively identifies non-designated heritage assets that are significant enough to warrant consideration in the planning process, and sets out the framework for identifying and managing these assets in the future.

#### Conservation area appraisal and management plans

- 6.3 There are 28 conservation areas in Haringey, designated over a period of 45 years, of which 14 have adopted character appraisals. The Council is undertaking a rolling programme of producing Conservation Area Appraisals and Management Plans, as well as reviewing those existing appraisals that are outdated. Details of the ongoing work programme is provided at appendix 6.
- 6.4 The Council has a statutory requirement to '*...formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas*' under Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990. When adopted, these documents will have the status of evidence-base documents that aid the implementation of approved development plan policies for the preservation and enhancement of heritage assets. Prior to adoption, the documents will be screened to determine whether a Strategic Environmental Assessment is appropriate under the provisions of the SEA Directive (European Directive 2001/42/EC).
- 6.5 Haringey's Local Plan policies relating to management of the historic environment are SP12 in Haringey's Strategic Policies (2017), which sets out the Council's intention to ensure the conservation of the significance of Haringey's heritage assets, and supports the use of the historic environment as a basis for heritage-led regeneration, good design and positive change, and DM9 Management of the Historic Environment, in Haringey's Development Management DPD (2017), which sets out the Council's approach to managing development affecting heritage assets in more detail, and requires that the Council have regard to character appraisals and management plans when considering the impact of proposed development on the historic environment.

- 6.6 An adopted character appraisal provides a sound basis (defensible on appeal) to implement the Council's approved development plan policies relating to the conservation area, and to support development management decisions. The appraisals are for the use of local residents, community groups, businesses, property owners, architects and developers. The Council will use the documents in the assessment of all development proposals, and the Planning Inspectorate will take them into account when it considers and determines planning appeals.
- 6.7 The appraisals will also be helpful to those considering investing in the area, and can be used to guide conservation projects and new development proposals. When funding is sought for grant aid schemes, such as the recent Townscape Heritage Initiative in North Tottenham, an adopted character appraisal is essential to demonstrate the value of the area.

### **Structure of the Conservation Area Appraisal and Management Plans**

- 6.8 The Conservation Area Appraisals and Management Plans have been written to reflect the framework set out in *Historic England, Historic Environment Advice Note 1: Conservation Area Designation, Appraisal and Management (2016)* As well as other relevant guidance. Historic England in March 2011. A brief structure of the documents is set out below:

#### ***Appraisal***

- **The summary of special interest:** a succinct description of the overall character of the conservation area.
- **Comprehensive appraisal:** recording the special character of the area covering; location and setting, historical development and archaeology, architectural quality, public realm, and condition and development pressure.
- **Audit:** A record of all buildings in the area, indicating whether they make a positive, negative or neutral contribution.

#### ***Management Plan***

- **Principles for development management:** Setting out the Council's approach to managing new development, including when planning permission is required, expectations for applications, and relevant policies.
- **Boundary Review:** In some cases there are proposals for minor changes to the conservation area boundary – refer to maps included in the draft documents

#### ***Preserving and Enhancing the Conservation Area***

A set of accessible illustrated Design Guidelines detailing how the special character should be preserved or enhanced covering; shop front design, making changes to listed buildings, extensions, external maintenance and facade restoration, and window and door replacements.

Please see appendices 1 - 4 for the draft documents in full.

### **Descriptions of the Conservation Areas**

6.9 The four adjoining conservation areas covered here are located in Tottenham, to the north of Lordship Lane.

- **Tower Gardens** is widely recognised as an important pioneering housing estate and as one of the three seminal London County Council suburban cottage estates of the pre-First World War period. It is of special interest as an exemplar of the pioneering social policies of the LCC in the early years of the 20<sup>th</sup> century, and of the work of the LCC's renowned Architects' Department, for the introduction of garden suburb planning principles, and for the use of Arts-and-Crafts and vernacular architectural features in its design, combined with a high degree of craftsmanship and good quality materials. The estate was one of the first of the LCC's new suburban estates for the working class. Its distinctive character owes much to the combination of social commitment with aesthetic ambition that was to characterise the LCC's housing developments over the ensuing half century. The key characteristics of the conservation area are: The underlying structure and discipline of the street layout, and the similar massing and eaves level of the terraces, the high-quality design of the individual terraces including the use of Arts-and-Crafts and vernacular details and materials, and the good quality of the street scene especially where surviving privet hedges maintain a continuous green frontage to the individual terraces.
- **Peabody Cottages** is an important surviving example of a charitably funded suburban development of the early twentieth century, providing new and affordable housing for working-class people, providing an interesting comparison to the adjoining contemporary LCC White Hart Lane estate. It is interesting in a regional context as the only Peabody estate to consist entirely of cottages. Although the design of the individual terraces is unremarkable for its time, it is the consistency and coherence provided by the repetition of simple elements and the coordinated street frontage, together with its generally good state of preservation, that positively contribute to the highly attractive character of this small enclave. It also has historic interest in a regional context as

one of only two cottage estates to be built by Peabody Trust, one of London's oldest and largest providers of social housing.

- **Bruce Castle Conservation Area** has considerable historic and architectural significance. It is important for the survival of three important historic buildings. Bruce Castle (listed Grade I), one of the oldest buildings in Haringey, is an important survival from the Tudor period with well-documented earlier origins. Special interest attaches to the historic and architectural significance of Bruce Castle and its associated structures, and to the relationship between the house and surrounding park. All Hallows Church (listed Grade II\*) dates from the fourteenth century onwards but with earlier medieval origins. The survival of both church and manor house represents a continuity that is rare in Greater London. The Priory (listed Grade II\*), a fine example of a Middlesex gentry farmhouse, completes this important grouping. The conservation area is also important for the survival of historically significant open spaces that have been surrounded by later dense suburban development. The three principal open spaces within the conservation area are Bruce Castle Park, All Hallows Churchyard and the forecourt to Edmanson's Court in Bruce Grove.
- **Tottenham Cemetery** is a good example of a Victorian cemetery, with original paired chapels (listed Grade II) and features of interest from later phases including the distinctive tunnel and several sets of entrance gates. It is of particular note for the tomb of William Butterfield, a major figure of the Victorian Gothic Revival who designed the chancel to All Hallows' parish church adjoining the cemetery. While the majority of monuments are relatively modest, it is of interest as a cemetery that served the local population, the history of which can be traced through the many surviving headstones and memorials. It is also of interest for the war memorial, the Commonwealth War Graves headstones and other memorials e.g. to civilians who perished in WW2 and to members of the Tottenham Fire Brigade. It is a tranquil green space within a densely built up area with many mature trees and a varied character including the incorporation of an earlier landscape in the Garden of Peace and the natural feature of the Moselle brook. It is also of interest as a nature conservation area of borough importance.

### **Proposed changes to conservation area boundaries**

- 6.10 **Bruce Castle:** The exclusion of the post-war blocks of flats in Beaufoy Road (William Atkinson House and William Rainbird House) is proposed. These form a discrete block at the edge of the conservation area, and are of no architectural merit. Please refer to the boundary review map in appendix 7.





**Tottenham Cemetery:** The exclusion of the allotments to the northeast of the cemetery is proposed. While the tree planting around the periphery of the allotment contributes to the setting of the cemetery, the area does not itself possess the special architectural or historic interest to warrant conservation area designation. It is however protected by its status as Metropolitan Open Land. . Please refer to the boundary review map in appendix 7.



### The Local Heritage List

- 6.11 Creating a local heritage list is a way for local councils and communities to identify and celebrate historic buildings that enrich and enliven their area. Local heritage lists sit within a continuum of measures for identifying and protecting heritage, which includes World Heritage Sites at the international level, national designations such as listed buildings, and scheduled monuments, and conservation areas.
- 6.12 The Local Heritage List identifies buildings that are not recognised by the above statutory designations, but have local value and heritage interest meriting consideration in planning decisions. Inclusion on a local list delivers a sound, consistent and accountable way of identifying local heritage assets to support planning decisions and good strategic planning for the area and to the benefit of owners and developers wishing to understand local development opportunities and constraints.

- 6.13 It is important to realise that local heritage listing is not a statutory designation, and does not afford any additional legal protection such as additional consent requirements or restrictions on permitted development rights. However, the fact that a building or site is on a local list means that its conservation as a heritage asset is an objective of the NPPF and a material consideration when determining the outcome of a planning application (NPPF, paragraph 8 and 184). The NPPF requires that in deciding applications for planning permission that affect a locally listed heritage asset or its setting, local planning authorities should take into account the desirability of sustaining and enhancing the significance of the assets and of putting them to viable uses consistent with their conservation (NPPF paragraphs 184 and 192).
- 6.14 The level of protection afforded by local heritage listing depends on how the local heritage list is prepared. The sounder the basis for the addition of an asset to the local heritage list, the greater the weight that can be given to preserving the significance of the asset. Publication of clear selection criteria that relate to the definition of significance on the NPPF to support the listings is essential to achieving effective protection.
- 6.15 The absence of any particular asset from the published local heritage list does not necessarily mean that it has no heritage value. It might be the case that the asset is yet to be identified, or does not currently meet the criteria for inclusion. It may be the case that a particular asset is only identified when a planning application comes forward, in which case its significance can be assessed against the published selection criteria, and it may be treated as a non-designated heritage asset in the decision making process. It is considered good practice to regularly review and update the local heritage list, at which point any newly identified assets meeting the selection criteria can be added.
- 6.16 Haringey has an existing published local list, which was adopted as part of the 1976 Borough Plan. It has not been revised since 1997, and many entries have not been reviewed since the list was first adopted. There is no published selection criteria for the list, and revisions of the list have been inconsistent. There are 358 sites identified on the existing list (1177 individual buildings). The proposed draft list is the outcome of a comprehensive review of the existing list, in which every entry on the existing list and 209 new nominations were assessed against updated selection criteria. 168 buildings and structures are removed from the list; either because they are already protected by statutory; have been lost or extensively altered, or clearly do not meet the selection criteria. In many cases, the removed entries are within conservation areas, and their heritage value is appropriately recognised and protected by that designation, making local listing redundant. Where buildings within a conservation area are also included on the local heritage list it is because specific local heritage value that is separate from its contribution to the

conservation area is identified. Please refer to appendix 8 for a full list of properties added to and removed from the list.

- 6.17 The draft list has been prepared in collaboration with local heritage groups across the borough, who were invited to participate in reviewing existing entries and suggesting new ones in their area. The majority of the new entries on the list have been suggested by local groups with specific knowledge of the area.
- 6.18 The Local Heritage List supports Haringey’s Local Plan policies relating to management of the historic environment, and should be read in conjunction with these. SP12 in Haringey’s Strategic Policies (2017) sets out the Council’s intention to ensure the conservation of the historic significance of Haringey’s heritage assets including Locally Listed Buildings, and supports the use of the historic environment as a basis for heritage-led regeneration and as a basis for good design and positive change. DM9 Management of the Historic Environment, in Haringey’s Development Management DPD (2017) sets out in more detail the Borough’s approach to managing development affecting heritage assets. DM9 F refers specifically to Listed and Locally Listed buildings and sets out the Council’s intention to secure the future of these buildings.

**Proposed selection criteria for the Local Heritage List**

- 6.19 Nominated buildings or structures should meet at least one of the criteria from each column (‘Interest’ and ‘significance’), and at least one additional criteria from either column. We will consider built structures only (buildings, boundary walls, statues, street furniture, bridges, signage, etc.). Trees, landscapes, open spaces etc. are not eligible for inclusion. Only structures that are not already statutory listed are eligible.

<p><b>INTEREST</b> To ensure that the list reflects recognised heritage values, nominations must have at least one of these qualities.</p>	<p><b>SIGNIFICANCE</b> To ensure that the list entries are significant enough to warrant the designation, and that the designation is not devalued, nominations must meet at least one of these criteria.</p>
<p><b>Historical associations, evidential or illustrative value:</b> The structure is closely associated with historical people or events of local or wider interest, or it provides evidence about, or is illustrative of, the area’s history.</p> <p><b>Social or community value:</b> The structure is well known, makes a considerable contribution to sense of place or community identity, or is closely associated with</p>	<p><b>Rarity (in the local area):</b> The building exemplifies a quality that is unique or unusual, or is one of few remaining examples where others have been lost.</p> <p><b>Representativeness:</b> The structure is a particularly fine example of a quality or typology.</p> <p><b>Integrity:</b> It is unusually well preserved or has coherence or completeness in</p>



<p>particular functions, events, groups, traditions or memories that are of importance to the community as a whole.</p> <p><b>Architectural or townscape value:</b> Design, construction, artisanship, decoration, layout or urban form is of interest. The structure could be representative of a particular style, architect, movement, pattern of development or technology, or it could be distinctive, innovative or of exceptional quality.</p> <p><b>Aesthetic value:</b> The structure makes an important contribution to visual appeal, views, streetscape or townscape (perhaps as a focal point or landmark) or is unusually attractive in appearance.</p>	<p>composition, either in itself or as part of a group.</p> <p><b>Age:</b> Dates from the earlier part of the borough's development – early Victorian or before.</p> <p><b>Innovative or influential:</b> The first or an early example of a particular quality, or was an influence on future development in the area or more widely.</p>
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### Structure of the Local Heritage List

6.20 The Local Heritage List has been prepared following guidance in *Historic England, Historic Environment Advice Note 7: Local Heritage Listing (2012)* as well as other relevant guidance.

#### *Part 1: The Local Heritage List*

- **About the Local Heritage List:** A clear explanation of the role and scope of the list, and how it related to national and local policy and legislation
- **Decision making and the planning process:** Information on protection offered by local listing, and how the Council will assess planning applications affecting list entries, including guidelines on what kind of development is appropriate
- **Preparing the List:** A description of the process involved in arriving at the current list, and principles for its future management including revisions and new additions
- **Selection Criteria:** A clear and accessible explanation of the selection criteria for the local heritage list
- **Draft List:** A list of all the buildings to be included on the list with their addresses. These are organised by neighbourhood area, and indicated on maps of each neighbourhood.

*Part 2: Listing Descriptions*

- **Descriptions:** A short description of each entry on the list, indicating which selection criteria are met; illustrated with current photographs and a site plan
- **Alphabetical Listing:** The entries organised alphabetically by address for reference

Please see appendix 5 for the draft document in full.

Community Involvement and Public Consultation

- 6.21 Public consultation on the draft documents will be undertaken in line with the Council's Statement of Community Involvement (SCI). Statutory consultees and subscribers to the planning policy team's consultation database will be notified by email. The consultation will be publicised through a press notice and on the Council's website. Paper copies of the draft appraisals will be issued to local libraries. They will be published on the Council's website, accompanied by an electronic feedback form to facilitate responses to the Council. Public meetings will be arranged in the local area where officers will be available to discuss the consultation. A six-week period of public consultation is proposed.
- 6.22 The Council will notify all addresses located within each conservation area in writing, and write individually to each address affected by the Local Heritage List. In some cases, it may be appropriate to contact other parties with an interest in properties affected by local listing such freeholders who are not the current occupier.
- 6.23 The final character appraisals and local heritage list, with any amendments arising from the consultation, will be referred back to Cabinet in early 2019 for adoption, together with a report to Cabinet detailing how the input from the community has been evaluated and taken into account.

**7 Contribution to strategic outcomes**

- 7.1 These documents support the Council's strategic objective 3 (A clean and well-maintained and safe borough where people are proud to live and work) by providing information that highlights the architectural and historical significance of locally and nationally important heritage. It also gives guidance on how the area can be maintained and enhanced in the future for our future generations to enjoy.

**7.1.1 Regulatory Committee Comments**

The Regulatory Committee considered this report, prior to Cabinet on the 18<sup>th</sup> of October, in line with constitutional requirements, set out at section B, section 7, paragraph 2 (f) Making informal recommendations to the Cabinet and other bodies on service delivery, grant aid, commissioning and procurement matters when these involve or relate to licensing, planning, conservation or regulatory issues. The Committee recommended that Cabinet reconsider the decision to remove Council owned education buildings from the Local Heritage List due to concerns over the quality of any future development of the school sites. The Assistant Director- Planning response is to partly accept this informal recommendation. It is proposed to continue to remove the schools which are in Conservation Areas in line with the approach with other buildings that were proposed in conservation areas as these already have statutory protection but to leave West Green School on the local list as it isn't in a conservation area.

## **8 Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)**

### Finance and Procurement

- 8.1 Any costs associated with the consultation and the publication of the adopted documents will be contained within existing approved budgets for Planning Policy & Design.

### Assistant Director of Corporate Governance and legal implications

- 8.2 As noted in the report there is a duty under section 69(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) ("the Act") for a local planning authority ("LPA") from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and shall designate those areas as conservation areas. Under section 69(2) of the Act from time to time the LPA shall review the past exercise of the functions noted above. The appraisals are part of this review process.
- 8.3 The designation of a conservation area will have several planning consequences. These include (and are not limited to):
- Restrictions (and potential criminal offence) concerning demolition in a conservation area without express planning permission.
  - The statutory duty under section 72 of the Act will be engaged, when determining planning applications in a conservation area to pay special attention to the desirability of preserving or enhancing the conservation area.

- The statutory duty noted in the report under section 71 of the Act from time to time to formulate, publish proposals and hold a public meeting about them, for the preservation and enhancement of the conservation area. As the report notes the appraisals will assist in the formulation of these proposals in the development plan policies.
- In determining planning applications, these policies regarding conservation areas will then become engaged. Part 16 of the government's National Planning Policy Framework will also apply.
- Restrictions on cutting down, topping, lopping, or uprooting trees in a conservation area.
- Greater restrictions for certain otherwise permitted development under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) ("the GPDO").
- Restricts the power of the secretary of state to cancel or modify an immediate article 4 direction (restricting permitted development rights) under the GPDO for certain classes of development.
- Greater controls to display certain types of advertisement under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

8.3 No formal consultation requirements are imposed by the Act, however as the report states public consultation lasting 6 weeks is proposed. A public meeting will also be arranged, and all the consultation responses should be properly considered.

### Equality

8.4 The Council has a public sector equality duty under the Equality Act (2010) to have due regard to:

- Tackle discrimination and victimisation of persons that share the characteristics protected under S4 of the above 2010 Act. These include the characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex (formerly gender) and sexual orientation;
- advance equality of opportunity between people who share those protected characteristics and people who do not;
- Foster good relations between people who share those characteristics and people who do not.

- 8.5 This report does not introduce any new policy. The guidance in the document clarifies how the Council's existing planning policy will be implemented, and relates mainly to the architectural character of buildings in the area. It will apply equally across the area.
- 8.6 The community will be consulted on the draft conservation appraisals and management plans, in accordance with the council's statement of Community Involvement. Input from the community will inform the final character appraisal which is due to be presented to Cabinet in 2017. Any concerns from particular communities or groups of residents arising from this consultation will be highlighted as part of this report.

## **9 Use of Appendices**

Appendix 1: Draft Bruce Castle Conservation Area Appraisal and Management Plan for consultation.

Appendix 2: Draft Tottenham Cemetery Conservation Area Appraisal and Management Plan for consultation.

Appendix 3: Draft Tower Gardens Conservation Area Appraisal and Management Plan for consultation.

Appendix 4: Draft Peabody Cottages Conservation Area Character Appraisal and Management Plan for consultation.

Appendix 5: Draft Local Heritage List

Appendix 6: Planned programme of Conservation Area Appraisal and Management Plans

Appendix 7: Maps of proposed changes to Conservation Area Boundaries

Appendix 8: Alphabetical list of properties proposed to be removed from and added to the Local Heritage List

**10 Background Documents**

- a) Planning (Listed Buildings and Conservation Areas) Act 1990
- b) National Planning Policy Framework (NPPF), July 2018;
- c) Historic England Advice Note 1, Conservation Area Designation, Appraisal and Management, February 2016
- d) Historic England, Historic Environment Advice Note 7: Local Heritage Listing (2012)

**Report for:** Cabinet to agree to commencement of consultation on the revised Statement of Gambling Policy under the Gambling Act 2005.

**Title:** Consultation on draft revised Statement of Gambling Policy.

**Report authorised by :** Stephen McDonnell, Director for Environment and Neighbourhoods

**Lead Officer:** Daliah Barrett, 0208489 8232, [daliah.barrett@haringey.gov.uk](mailto:daliah.barrett@haringey.gov.uk)

**Ward(s) affected:** 'All'

**Report for Key/  
Non Key Decision:** Key decision

## 1. Describe the issue under consideration

- 1.1 It is a requirement to review the Council's Statement of Gambling Policy every three years. The current policy was adopted in January 2016 and is therefore due for review this year, to be published in March 2019. This report seeks authorisation to take the attached draft policy to public consultation. In order to comply with Section 349 of the Gambling Act 2005 the authority needs to have consulted upon and adopted a Statement of Gambling Policy.
- 1.2 The draft revised policy and the Local Area Profile Supplementary document establishes that the Council has serious concerns of the impact from on street gambling premises particularly those in the most vulnerable and 'at risk' areas of the borough. The Council considers that it is necessary to seek to control the number of facilities for gambling in areas where its most vulnerable residents may be placed at increasing risk, and in line with the duty, to aim to permit gambling insofar as it is reasonably consistent with the pursuit of the licensing objectives.
- 1.3 All areas shown within the local area profile as being at high overall risk of Gambling related harm, are generally considered inappropriate for further gambling establishments, which could potentially raise the risk of gambling related harm to vulnerable people living in those areas. Operators are asked to consider very carefully whether seeking to locate new premises or relocating existing premises within these areas would be consistent with the licensing objectives and the local risks identified.

## 2. Cabinet Member Introduction

- 2.1 The Council has a duty to consult on the proposed policy and officers are seeking approval to conduct the consultation and I am pleased to bring forward this document.

Following consultation, a further report will be presented to the Cabinet on 22<sup>nd</sup> January 2019 with the results of the consultation and seeking approval to the draft Statement of Gambling Policy at Full Council in February 2019.

Given the impact on our communities of on street gambling premises, especially in areas defined 'at risk' and 'vulnerable' it is timely that this consultation asks gambling operators to consider carefully where they are located, and to ensure they are consistent with the licensing objectives.

### **3. Recommendations**

- 3.1 The Cabinet approves the draft Gambling Act 2005 Statement of Gambling Policy 2019-2022 for public consultation and instructs officers to carry out the consultation over a 10 week period.

### **4 Reasons for decision**

- 4.1 To comply with the requirements of the Gambling Act 2005 the Council must prepare and consult on a statement of gambling policy for the period 2019-2022.
- 4.2 To obtain the views of interested parties on the proposed statement of gambling policy and use these views to formulate any changes to the policy.

### **5 Alternative options considered**

- 5.1 No alternatives were considered. It is a statutory requirement that the policy be reviewed at least every three years, and that a public consultation is carried out. If the Council did not have a policy it would be acting ultra vires with regards to any decisions it makes when determining gambling premises licences.
- 5.2 The Gambling Commission has laid down requirements which the council must follow with regards to the Gambling Policy. If they are not followed the Council could face risk of judicial challenge. The Gambling Commission guidance has been followed in drafting this revised policy.

### **6 Background information**

- 6.1 The Council is the licensing authority for the purposes of the Act and is required to prepare a Statement of Gambling policy that it proposes to apply in exercising its function under the Act.
- 6.2 The policy sets out the general approach the Council will take when carrying out its regulatory role under the Act and promoting the three licensing objectives.
- Preventing gambling from being a source of crime or disorder, being associated with crime or disorder or being used to support crime;
  - Ensuring that gambling is conducted in a fair and open way, and
  - Protecting children and other vulnerable persons from being harmed or exploited by gambling.



- 6.3 Local licensing authorities have had ongoing concerns that, due to the “aim to permit” direction, insufficient consideration has been given to local context and circumstance within licensing decisions. This has led to: -
- concerns within local licensing authorities over lack of discretion;
  - an increase in betting shops in high street locations in the most deprived areas;
  - the increase in betting shop numbers has been driven by their ability to install up to 4 Fixed Odds Betting Terminals;
  - concerns that vulnerable people are being targeted or and exploited; and
  - concerns that children are being exposed to gambling and becoming normalised to gambling.
- 6.4 The Act was designed to be ‘light touch’ legislation covering a wide range of licensable activities such as betting premises, track betting and adult gaming centres as well as casinos.
- 6.5 In 2016, the Gambling Commission made some key changes to the standard Licence Conditions and Codes of Practice (LCCP) with which all licensed Operators must comply with under their Operators’ Licence. The Social Responsibility Code, which forms part of the LCCP, now requires prospective and current operators to have regard within their business operating risk-assessments to local risks including any set out in the local authority statement of policy. This has provided an opportunity for local issues to be considered within licence application determinations.
- 6.6 The Act specifies that Local authorities should ‘aim to permit’ gambling, provided it is in accordance with the Code of Practice and guidance issued by the Gambling Commission (GC), reasonably consistent with the licensing objectives and in accordance with the Statement of Gambling Policy. The effect of this duty is that Licensing Authorities must approach their functions in a way that seeks to regulate gambling by using powers to promote the licensing objectives rather than by starting to restrict them from the outset.

## **7 Proposed changes**

- 7.1 There are a number of changes and amendments to the policy that are highlighted in the draft document. The changes reflect the update in the Guidance published by the Gambling Commission Guidance published by the Gambling Commission. The draft policy is attached at Appendix 1 and the Local Area Profile Guidance at Appendix 2.
- 7.2 There are no changes to the direction or intent of the policy, which sets out how the Council seeks to regulate gambling activities under its control and provide a framework for consistent decision-making.
- 7.3 The draft policy includes a Local area profile as encouraged by the latest GC guidance. It recommends improvement to the approach to gambling licensing and regulation by:
- Increased focus on risk and regulation

- Increased attention to local area risk
- Encourage partnership and collaboration between stakeholders to mitigate risks.

7.4 All industry operators have had to undertake local area risk assessments to explore what risks their gambling establishments pose to the licensing objectives, including the protection of young and vulnerable people. The Local Area Profile, acts as a guide which gambling operators can use when undertaking and preparing their local premises risk assessments.

7.5 The policy statement now includes a separate attachment on the Council's expectations around operators' local risk assessments. This will enable the Council to regulate local gambling more effectively by being able to hold operators to account if their assessments fall short of the Council's expectations.

7.6 The updated policy includes a revised format of the policy document and changes are as follows:

- Foreword - New Lead Member commentary
- New index page
- Section 1. Updates introduction to the document / Address updated
- Section 2 -Consultation updated section
- Section 3 & 10 - Objectives updated section
- Section 7 – Update for information sharing
- Section 8-9– Gambling Prevalence
- Section 16 – Application of the social responsibility codes
- Section 17 – Location/ Local area risk assessments
- Section 19– Conditions
- Part E – Enforcement and Reviews
- Supplementary document – Graphs and background information on local area profile across the borough

7.7 The policy will be subject to consultation with stakeholders, with any comments received on the draft presented to Cabinet in February 2019.

## **8 Consultation**

8.1 Consultation is required to ensure any changes to the Statement of Gambling Policy are clear and transparent for businesses, responsible authorities and the public.

8.2 The Gambling Act 2005 contains details of the consultees that must be consulted as part of the review of the policy. These are:

- The Chief Officer of Police for the authority's area;
- One or more persons who appear to the authority to represent the interests of persons carrying on gambling businesses in the authority's area;

- One of more persons who appear to the authority to represent the interests of persons who are likely to be affected by the exercise of the authority's functions under the Act.
- Publicise the consultation on the Council's website
- All the Responsible Authorities

8.3 Additionally the following will be included in the consultation:

- Holders of licences issued under the Gambling Act 2005;
- Trade Associations representing the gambling industry;
- Haringey Social Services;
- Haringey Public Health Directorate;
- Residents Associations.

8.4 We will then analyse the comments, prepare any changes considered appropriate to the draft policy for final approval and present a further report to the Cabinet in January 2019 for recommendation to adopt to Full Council in February 2019.

8.5 Timeline and adoption route:

Draft document discussed with AD	October 2018
Brief to Corporate Board if required	11 <sup>th</sup> October 2018
Report taken to Cabinet to seek sign off on approval to start consultation.	13 <sup>th</sup> November 2019 (subject to 5 working days Call-in)
Consultation started – 6 weeks	19 <sup>th</sup> November 2018
Report taken to Regulatory Services/Cabinet and Overview and Scrutiny for noting and making comments that will be taken to Cabinet.	Regulatory 20 <sup>th</sup> November 2018 O&S 19 <sup>th</sup> November
10 weeks Consultation ends	28 <sup>th</sup> January 2019
Brief to Corporate Board (if required)	January 2019
Report to Cabinet with outcome of consultation and final version to ask for recommendation to Full Council to adopt	12 <sup>th</sup> February 2019
Report to Full Council for adoption	18 <sup>th</sup> March 2019
4 weeks public notice period.	March - April 2019

## 9 Contribution to strategic outcomes

9.1 The Gambling Act Statement of Licensing policy 2019-2022 will contribute to our fundamental themes and priorities as follows:

Priority 3 of the Corporate Plan - A clean, well maintained and safe borough  
Where people are proud to live and work.

9.2 Objective 1 - Strengthening Communities and partnerships to improve our environment and reduce crime, enabling residents and traders to feel safe and

proud of where they live. This will be delivered by effectively working with community networks, such as traders and residents associations and working in partnership with police colleagues. For gambling premises this may be achieved through better CCTV provisions, operating a local Bet Watch Scheme for the trade.

- 9.3 Objective 2 – To make our streets, parks and estates, clean, well maintained and safe. Gambling premises would be visited to ensure that they had waste contracts and were disposing of their rubbish via suitable arrangements.
- 9.4 Objective 4- To prevent and reduce violence against women and girls (VAWG). This will be delivered by raising awareness with the boroughs licence holders of the issues and scale of VAWG.
- 9.5 Objective 5 – To work with partners to prevent and reduce more serious crime, in particular youth crime and gang activity. This will be delivered by working in partnership with police colleagues, schools and residents and businesses.
- 9.6 The policy balances the right of an applicant to make an application under the Act and to have the application considered on its merits, against the right of any person to make representation on an application to seek a review of an existing licence.
- 9.7 The above Priorities and objectives are underpinned by a number of cross – cutting principles, namely;
- Prevention and early intervention – preventing poor outcomes for young people and intervening early when help and support is needed.
  - A fair and equal borough – tackling the barriers facing the most disadvantaged and enabling them to reach their potential;
  - Working together with our communities – building resilient communities where people are able to help themselves and support each other.
  - Value for Money – achieving the best outcome from the investment made;
  - Customer focus – placing our customers’ needs at the centre of what we do;
  - Working in partnership – delivering with and through others.
- 9.8 A balance will ensure that gambling operators are provided with a framework within which to operate, while providing assurance to the public and protecting children and vulnerable people.
- 10 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)**
- 10.1 The Assistant Director of Corporate Governance has been consulted in the preparation of this report and comments as follows.
- 10.2 In accordance with section 349 of the Gambling Act 2005 the Council, as licensing authority, is required at least every 3 years to prepare and publish its

Statement of Gambling Policy. In preparing its statement the Council is statutorily required to consult with the consultees listed at paragraph 8.2 of this report and it is also good practice to consult those bodies listed at paragraph 8.3.

10.3 Members will be aware that in carrying out its consultations, the Council must adhere to the so called 'Sedley principles'. These are :

- (1) That consultation must be at a time when proposals are still at a formative stage;
- (2) That the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response;
- (3) That adequate time must be given for consideration and response; and
- (4) That the product of consultation must be conscientiously taken into account in finalising the policy.

## **11 Finance**

11.1 The cost of the public consultation on the draft new Statement of Gambling Policy will be met from existing budgets. There are no other financial implications.

## **12 Procurement**

12.1 There are no procurement related issues in relation to the content of this report.

## **13 Equality**

13.1 The Council has a public sector equality duty under the Equality Act (2010) to have due regard to:

- tackle discrimination and victimisation of persons that share the characteristics protected under S4 of the Act. These include the characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex (formerly gender) and sexual orientation;
- advance equality of opportunity between people who share those protected characteristics and people who do not;
- foster good relations between people who share those characteristics and people who do not.

13.2 When framing its policy on the licensing of gambling premises, the Council must work within the statutory parameters of the Gambling Act, which includes a general 'aim to permit'.

13.3 The Council is required to review its gambling policy every three years. The policy was last adopted in 2016, where an Equality Impact Assessment (EqIA) was completed. The Cabinet Report and EqIA can be found on the Council's website.

13.4 The current policy seeks to mitigate known inequalities, detailed in the 2016 Equality Impact Assessment. The impacts on individuals and groups with protected characteristics have not fundamentally changed as the policy has not changed.

13.5 As part of the process to review and re-adopt the gambling policy, the Council will go out to public consultation and seek feedback from residents. The Council will include a Local Area Profile in the package of documents available to the public to assist the consultation. The Local Area Profile will sit alongside the policy and will strengthen the risk assessments completed by betting operators. Any feedback from consultees, where appropriate, will feed into the final report taken to the Council post-consultation.

#### **14 Planning Powers**

14.1 Boroughs have planning powers to control the uses of the high street shops through the Use Class Order. However, permitted development rights limit a borough's powers in many respects.

14.2 Under the Use Classes Order<sup>1</sup>, betting shops fall within the A2 use class. The A2 use class also includes banks, building societies, bureau de change, professional services, estate agents and employment agencies. Changes between uses in the A2 use class do not require planning permission.

14.3 The General Permitted Development Order allows a change of use from restaurants and cafes (Use Class A3), drinking establishments (Use Class A4) and hot food takeaways (Use Class A5) to a use in the A2 use class without requiring planning permission.

14.4 Therefore, new betting shops may readily be established in a high street without any additional planning consent being necessary.

14.5 The Gambling Act does not allow for the Licensing Authority to have regard to whether or not a proposal by an applicant is likely to be permitted developments rights and requiring a planning application to be made.

#### **15. Use of Appendices**

**15.1 Appendix 1 - Haringey Draft Statement of Licensing Policy for the Gambling Act 2019-2022.  
Appendix 2 – Local Area Profile**

#### **16 Local Government (Access to Information) Act 1985**

**16.1 Gambling Commission Guidance for Licensing Authorities 5<sup>th</sup> Edition  
Gambling Commission Licensing Conditions and Codes of Practice  
October 2017**



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**HARINGEY DRAFT STATEMENT  
OF GAMBLING POLICY  
2019-2022**



## Contents

Part A Statement of Gambling Policy.....	5
1. Introduction .....	5
2. Consultation.....	6
3. Objectives .....	7
4. Declaration.....	8
5. Responsible Authorities .....	8
6. Interested parties.....	9
7. Exchange of information.....	10
8. Gambling Prevalence and Problem Gambling .....	10
9. Gambling in Haringey.....	11
Part B Promotion of the licensing objectives.....	11
10. Preventing gambling from being a source of crime or disorder, being associated with crime or disorder or being used to support crime .....	11
11. Ensuring that gambling is conducted in a fair and open way .....	12
12. Protecting children and other vulnerable persons from being harmed or exploited by gambling.....	12
13 Protection of vulnerable people .....	13
Part C Types of Gambling Premises licences.....	14
15 Definition of “premises” .....	15
16. Licence Conditions Code of Practice (LCCP).....	16
17 Local Area Profile and Risk Assessments.....	17
18. Duplication with other regulatory regimes.....	19
19 Conditions.....	19
20. Door supervision .....	21
21. Adult gaming centres .....	21
22. Licensed family entertainment centres (FECs).....	21
23. Casinos .....	23
24. Bingo premises .....	23
25. Betting premises .....	23
26. Tracks .....	24
28. Travelling fairs .....	25
29. Provisional statements.....	25
Part D - Permits, notices and lottery registrations. ....	26
30. Unlicensed family entertainment centre gaming machine permits (UFECs).....	26
31 Gaming machine permits in premises licensed for the sale of alcohol.....	27
32. Prize gaming permits.....	28
33. Club gaming and club machine permits.....	29

34. Temporary use notices..... 30

35. Occasional use notices (for tracks)..... 31

36. Small society lottery registrations ..... 31

Part E..... 32

37. Enforcement ..... 32

38. Legislation, Policies and Strategies ..... 33

39. Decision Making ..... 35

40. Reviews ..... 36

41. Diversity and Equality ..... 37

42. Human Rights..... 37

Definitions..... 40

## **Foreword – Cllr Brabazon (Cabinet Member)**

Haringey is ~~the Future of London~~, an exciting, vibrant borough with a wide range of leisure and cultural opportunities. This includes gambling, a legal entertainment activity that brings enjoyment to many Haringey residents. The Council's policy is that residents should have the opportunity to enjoy gambling in a safe, controlled way, free from harm. This is only possible if the specific risks associated with gambling in Haringey are understood by all; if the Council takes a strong and clear approach to licensing, and if gambling operators show genuine responsibility in the steps they take to respond to risks.

This Gambling Policy lays out the risks associated with gambling that we face in Haringey, and what the Council expects of gambling operators in terms of their response to those risks. The risks we are concerned about include those covered by the licensing objectives of the Gambling Act 2005 - crime and disorder; and the harm/exploitation of children and other vulnerable persons. There are also Haringey-specific risks - we are particularly concerned about the clustering of betting shops in Haringey's most deprived communities, where there is also a higher incidence of crime, mental health conditions and demand for debt advice. Haringey is particularly concerned about the health impacts of problem gambling. In particular there are significantly higher risks associated with category B Fixed Odds Betting Terminals (FOBTs) in promoting gambling addictions, and the associated harm to health and wellbeing.

We welcome the requirement of the Gambling Commission's Licence Conditions and Codes of Practice, for licensees to assess and respond to the local risks to the licensing objectives posed by the provision of gambling facilities at their premises. We will ensure that the local risks assessments produced by gambling operators are meaningful and reflective of the real risks in Haringey. This policy lays out the evidence for what those local risks are, identifies the particular borough wards in which risks are most manifest, and crucially, clearly defines what sorts of policies, procedures or control measures we expect gambling operators to put in place to mitigate the risks.

Considering local risks is only part of the overall approach needed to control gambling we are still reliant on gambling operators demonstrating genuine social responsibility and responding to the spirit, not just the letter, of their responsibilities around local risk assessments. We work with operators to strive to meet expectations in full and put in place policies, procedures and control measures that make a genuine difference in reducing the risk of gambling related harms. In particular, we call on operators to respond to our concerns about FOBTs, through policies that promote verified accounts and enable problem gambling to be identified early in a way that triggers effective interventions.

For these reasons, this Authority has set out to establish a gambling licensing policy which recognises good industry practice and intends to support responsible operators but which also sets out to offer adequate protections to our local community.

The clarity of our expectations and our commitment to constructive partnership working with operators, means there is no excuse for inadequate risk assessments or policy proposals from operators. We will continue to monitor the impact of gambling on our communities in detail and listen to the views of our residents, public sector partners and voluntary sector. Whilst self-regulation has its place and is important, if operators consistently fail to respond to Haringey's specific risks and exercise social responsibility and governance, we will not hesitate to lead the call for greater licensing powers to be granted to Local Authorities.

Integral to this has been the analysis of gambling related harm which informs this policy. The analysis explored local area based vulnerability to gambling related harm and, as such, provided both context to this policy and a 'local area profile'. This enables consideration to be

given to local issues that must be addressed by local operators and to the extent to which any further development of a gambling offer within the borough may be appropriate.

## Part A - Statement of Gambling Policy

### 1. Introduction

The London Borough of Haringey (the Council) became a "Licensing Authority" under the Gambling Act 2005 (the Act), which came into force in 2007 and established a new regime for the regulation of commercial gambling whilst repealing a number of pieces of older law.

- 1.1. The policy opens with a more general introduction to Haringey (Section A), followed by detail on the objectives this Authority will rely on in fulfilling its licensing responsibilities (section B). Section C of this policy sets out the principles and considerations this Authority will go through in determining gambling premises licences. All new and current operators must have regard to this section when compiling local risk assessments and should make this section their starting point when absorbing the content of this policy alongside the Local Area Profile supplementary guidance. The steps that this and other responsible authorities would wish to see given appropriate consideration within risk assessments and operating schedules. It is intended to reflect and enhance industry good practice. This section is also intended to make clear certain aspects of the applications process for the benefit of all. This includes information on consultation, responsible authorities, interested parties and relevant objections. Sections D (permits etc) sets out in some detail the various permits, Section E deals with enforcement matters, establishing how this Authority and partner service and external agencies intend to work collaboratively together, in a fair, transparent, open and consistent manner, to provide intelligent directed regulation.
- 1.2. The Act requires the Council, along with all other licensing authorities, to publish a statement of Gambling Policy that will be applied when carrying out its licensing functions. This statement of Licensing Policy (the statement) fulfils that statutory requirement and details the Council's general approach to the making of decisions under the Act. Where updates are required due to changes in national legislation, statutory guidance or contact details the council reserves the right to amend this policy without consultation where it is necessary to ensure policy reflects national legislation or statutory guidance.
- 1.3. The main function of the Council as a Licensing Authority, through its licensing committee, will be to licence premises where gambling is to take place and issue a range of licences, permits and authorisations for gambling in its area. The Licensing Authority will also have power to impose conditions and review licences.
- 1.4. The Council will be empowered by the Act to take enforcement action when an offence under the legislation has been committed. Offences include when premises or activities are unlicensed, or licence conditions are not complied with; to support this enforcement there are powers of entry and inspection.
- 1.5. This policy refers to the Gambling Commission, which has wider functions under the Act and with whom the Council will work alongside as a dual regulator. However, it does not discuss the role and responsibilities of the Commission and any references in this policy will only be insofar as it impacts on, or clarifies, this Authority's functions. For example, the Commission is exclusively responsible for issuing operator and personal licences, which is a necessity before the Council can consider an application for a premises licence.

1.1 The Gambling Commission is also mentioned in this policy as being responsible for issuing

Codes of Practice and Guidance to licensing authorities regarding the manner in which they are to exercise their functions. This policy endorses the principles set out in the Gambling Commission Guidance and key licensing objectives and confirms that the Council will take account of all such guidance. This statement must be published at least every three years. The statement must also be reviewed from “time to time” and any amended parts re-consulted upon. The policy must then be re-published.

## 2. Consultation

Haringey Council consulted widely upon this Policy statement before finalising and publishing. A list of those persons consulted is provided below, in line with the Act and the Gambling Commission’s Guidance.

- The Chief Officer of Police;
- The Fire Authority
- One or more persons who appear to the authority to represent the interests of persons carrying on gambling businesses in the authority’s area;
- One or more persons who appear to the authority to represent the interests of persons who are likely to be affected by the exercise of the authority’s functions under the Gambling Act 2005.
- Services within the Council with an interest in the gambling process (Responsible Authorities)
- Local Safeguarding Children Board
- Councillors
- H.M Revenue and Customs
- Other organisations that appear to be affected by licensing matters covered in the Policy.
- Neighbouring boroughs.
- Local residents association

2.1. Our consultation took place between XXXXX and XXXXX and we followed the HM Government Code of Practice on Consultation (published July 2012).

2.2. The full list of comments made and the consideration by the Council of those comments is available/will be available by request to: [Licensing@haringey.gov.uk](mailto:Licensing@haringey.gov.uk) / via the Council’s website at: [www.haringey.gov.uk/licensing](http://www.haringey.gov.uk/licensing)

2.3. The policy was approved at a meeting of the Full Council on (TBC) and was published via our website on. Copies were placed in the public libraries of the area as well as being available in the Civic Centre.

2.4. Should you have any comments as regards this policy statement please send them via e-mail or letter to the following contact:

**Licensing Team**  
**Level 1 River Park House**  
**225 High Road, Wood Green**  
**London**  
**N22 8GH**  
**[licensing@haringey.gov.uk](mailto:licensing@haringey.gov.uk)**

- 2.5. It should be noted that this statement of licensing policy will not override the right of any person to make an application, make representations about an application, or apply for a review of a licence, as each will be considered on its own merits and according to the statutory requirements of the Gambling Act 2005. The council acknowledges that it may need to depart from this policy and from the guidance issued under the Act in individual and exceptional circumstances, and where the case merits such a decision in the interest of the promotion of the licensing objectives. Any such decision will be taken in consultation with the appropriate legal advisors for the Licensing Authority, and the reasons for any such departure will be fully recorded.

### 3. Objectives

In exercising most of its functions under the Gambling Act 2005 the Council as the Licensing Authority must have regard to the following licensing objectives:

- **Preventing gambling from being a source of crime or disorder, being associated with crime or disorder or used to support crime;**
- **Ensuring that gambling is conducted in a fair and open way**
- **Protecting children and other vulnerable persons from being harmed or exploited by gambling.**

3.1. It should be noted that the Gambling Commission has stated: "The requirement in relation to children is explicitly to protect them from being harmed or exploited by gambling".

3.2. The Council is aware that, as per Section 153, in making decisions about premises licences and temporary use notices it should aim to permit the use of premises for gambling insofar as it thinks it is:

- **In accordance with any relevant code of practice issued by the Gambling Commission;**
- **In accordance with any relevant guidance issued by the Gambling Commission;**
- **Reasonably consistent with the licensing objectives;**
- **In accordance with the Council's Statement of Licensing Policy. In particular, the Council requires operators to take account of the local area profile of the borough contained within this policy.**

The Council is required under the Act to:

- Be responsible for the licensing of premises where gambling activities are to take place by issuing Premises Licences;
- Issue Provisional Statements;
- Regulate members' clubs who wish to undertake certain gaming activities via issuing Club Gaming Permits and/or Club Machine Permits; Issue Club Machine Permits to Commercial Clubs;
- Grant permits for the use of certain lower stake gaming machines at unlicensed family entertainment centres;
- Receive notification from alcohol licensed premises (under the Licensing Act 2003) of the use of two or fewer gaming machines;
- Issue Licensed Premises Gaming Machine Permits for premises licensed to sell/supply alcohol for consumption on the licensed premises, under the Licensing Act 2003, where there are more than two machines;
- Register small society lotteries below prescribed thresholds;
- Issue Prize Gaming Permits; Receive and endorse Temporary Use Notices;
- Receive Occasional Use Notices;



- Provide information to the Gambling Commission regarding details of licences issued (see section below on information exchange);
- Maintain registers of the permits and licences that are issued under these functions.

3.3. It should be noted that local licensing authorities are not involved in licensing remote gambling at all, which is regulated by the Gambling Commission via Operator Licences.

3.4. The Council recognises that the licensing function is only one means of promoting delivery of the three objectives and should not therefore be seen as a means for solving all problems within the community. The Council will therefore work in partnership with neighbouring authorities, Metropolitan Police Service, the Community Safety Partnership, local businesses, local people and those involved in child protection to promote the licensing objectives as outlined. In addition, the Council recognises its duty under Section 17 of the Crime and Disorder Act 1998, with regard to the prevention of crime and disorder.

3.5. The scheme of delegation is set out at Appendix 1.

#### **4. Declaration**

This statement of licensing policy will not override the right of any person to make an application, make representations about an application, or apply for a review of a licence, as each will be considered on its own merits and according to the statutory requirements of the Gambling Act 2005.

4.1. In producing this document, the council declares that it has had regard to the licensing objectives of the Gambling Act 2005, the guidance issued by the Gambling Commission, and any responses from those consulted on the policy statement.

#### **5. Responsible Authorities**

The Act empowers certain agencies to act as responsible authorities so that they can employ their particular area of expertise to help promote the licensing objectives. Responsible authorities are able to make representations about licence applications, or apply for a review of an existing licence. Responsible authorities will also offer advice and guidance to applicants.

5.1. The council is required by regulations to state the principles it will apply to designate, in writing, a body which is competent to advise the authority about the protection of children from harm. The principles are:

- The need for the body to be responsible for an area covering the whole of the licensing authority's area and the need for the body to be answerable to democratically elected persons, rather than any particular vested interest group etc.
- Answerable to democratically elected Councillors and not to any particular interest group.

5.2. In accordance with the regulations the Council designates the Director of Children Services for this purpose.

5.3. The following are Responsible Authorities:

- The Gambling Commission

- Her Majesty's Commissioners of Customs and Excise (now known as Her Majesty's Revenue & Customs)
- The Metropolitan Police Service
- The London Fire and Emergency Planning Authority
- The Council, as Licensing Authority
- The Council, as Planning Authority
- The Council's Director of Children's Services
- The Council's Environmental Health Service
- The Council's Public Health Service
- Any other person or body who may be prescribed by regulations made by the Secretary of State for Culture, Media and Sport ('the Secretary of State')

5.4. Contact details of all the Responsible Authorities under the Gambling Act 2005 are available on the Council's web site. Contact details of all the responsible authorities under the Gambling Act 2005 are available on the council's website within the guidance documents at Appendix 5.

## 6. Interested parties

Interested parties are certain types of people or organisations that have the right to make representations about licence applications, or apply for a review of an existing licence. These parties are defined in the Gambling Act 2005 as follows:

“For the purposes of this Part a person is an interested party in relation to an application for or in respect of a premises licence if, in the opinion of the licensing authority which issues the licence or to which the applications is made, the person -

- lives sufficiently close to the premises to be likely to be affected by the authorised activities,
- has business interests that might be affected by the authorised activities, or
- represents persons who satisfy paragraph (a) or (b)”

6.1. The Council is required by regulations to state the principles it will apply to determine whether a person is an interested party. The principles are:

- Each case will be decided upon its merits. The council will not apply a rigid rule to its decision making. It will consider the examples of considerations provided in the Gambling Commission's Guidance to local authorities.
- Within this framework the Council will accept representations made on behalf of residents' and tenants' associations.
- In order to determine if an interested party lives or has business interests, sufficiently close to the premises to be likely to be affected by the gambling activities, the council will consider factors such as the size of the premises and the nature of the activities taking place.

6.2. The following are not valid reasons to reject applications for premises licences:

- a) Moral objections to gambling
- b) The 'saturation' of gambling premises unless there is evidence that the premises poses a risk to the licensing objectives in that locality
- c) A lack of 'demand'
- d) Whether the proposal is likely to receive planning or building regulations consent

6.3. The council will provide more detailed information on the making of representations in a separate guidance note. The guidance note has been prepared in accordance with relevant Statutory Instruments and Gambling Commission guidance.

## 7. Exchange of information

Licensing authorities are required to include in their policy statement the principles to be applied by the authority with regards to the exchange of information between it and the Gambling Commission, as well as other persons listed in Schedule 6 to the Act.

7.1. The principle that the council applies is that it will act in accordance with the provisions of the Gambling Act 2005 in its exchange of information which includes the provision that the Data Protection Act 2018 will not be contravened. The council will also have regard to any guidance issued by the Gambling Commission to local authorities on this matter, as well as any relevant regulations issued by the Secretary of State under the powers provided in the Gambling Act 2005.

## 8. Gambling Prevalence and Problem Gambling

In 2015 the Gambling Commission commissioned research by the National Centre for Social Research (NatCen), to study gambling behaviour in the UK. The research aim was to:

- Describe the prevalence of gambling participation, at-risk gambling and problem gambling and;
- Explore characteristics associated with gambling participation, at-risk gambling, and problem gambling.

8.1. It found that 63% of adults (16+) in Great Britain had gambled in the previous year, with men (66%) being more likely than women (59%) to do so. Previous year gambling participation varied by age with participation rates being highest among the middle age groups and lowest among the very young or very old. This pattern was the same for men and women. Rates of previous year gambling are heavily influenced by the popularity of the National Lottery. Overall, 45% of British adults had gambled on other activities in the past year. When National Lottery only gamblers are excluded, gambling participation was highest among younger adults. Among both men and women the most popular forms of gambling were: purchase of tickets for the national lottery (46%); purchase of scratch cards (23%), and participation in other lotteries (15%).

8.2. At-risk gambling was measured using the Problem Gambling Severity Index (PGSI). This identifies people who have experienced some difficulty with their gambling behaviour but who are not classified as problem gamblers. Two groups are identified: gamblers at 'low risk of harm' (a PGSI score of 1-2) and gamblers at 'moderate risk' of harm (a PGSI score of 3-7). Overall, 2.8% of adults were low risk gamblers (a PGSI score of 1-2) and a further 1.1% were moderate risk gamblers (a PGSI score of 3-7), meaning that overall 3.9% of adults had a PGSI score which categorised them as 'at-risk' gamblers. Rates of low risk and moderate risk gambling were higher among men than women and were higher among younger age groups.

8.3. The highest rates of problem gambling were among those who had participated in spread betting (20.1%), betting via a betting exchange (16.2%), playing poker in pubs or clubs (15.9%), betting offline on events other than sports or horse or dog racing (15.5%) and playing machines in bookmakers (11.5%).

8.4. Problem gambling was more prevalent among people who had participated in a number of gambling activities in the past year (prevalence was 11.9% for those who participated in seven or more activities compared to 0.3% of those who had taken part in just one gambling activity in the last year).

8.5. The GamCare annual review (2016-2017)<sup>2</sup> reported the following:

- 43,367 calls/webchats were answered by Help Line in 16/17 compared to 34,198 the year before – a 23% in calls.
- An even split of calls made in relation to online and offline gambling.
- 77% of calls were made by the gambler, 20% were made by an affected other.
- The greatest impact of problem gambling reported is anxiety/stress, financial difficulties and family/relationship difficulties.
- 2 million unique visitors to the website, which was double to last year.
- 1,200 more clients treated this year compared to last year.

## **9. Gambling in Haringey**

In Haringey we currently have 64 Betting shops, 5 Adult Gaming Centres (AGCs), 1 Bingo premises and 2 track betting premises.

9.1 In April 2011 a Haringey scrutiny report noted that betting shops were located disproportionately within the east of the borough (85%), and that there was a correlation between the location of betting shops and social deprivation with 43% of betting shops are located in the most deprived super output areas (10%) of the borough.

9.2 Although gambling is a legal entertainment activity it can, in some locations have a negative impact on individuals and the wider community. The Council has worked to understand how gambling can affect its residents and visitors. The Council has also sought to identify individuals who live in the local area who are potentially vulnerable to gambling related harm. Haringey has considered the evidence gathered on the health/social impacts of gambling through our partners such as Public Health and Citizens' Advice Centres to bring together the local area profile. We expect license applicants/holders to take account of that information to mitigate those impacts effectively through their risk assessments and thereby have meaningful dialogue with the Council, Police and other partners in addressing the concerns identified.

## **Part B Promotion of the licensing objectives**

### **10. Preventing gambling from being a source of crime or disorder, being associated with crime or disorder or being used to support crime**

10.1. This licensing authority is aware that the Gambling Commission will be taking a leading role in preventing gambling from being a source of crime, and that regulatory issues arising from the prevention of disorder are likely to focus almost exclusively on premises licensing,

which is the remit of the Licensing Authority. The Gambling Commission's guidance does however envisage that licensing authorities should pay attention to the proposed location of gambling premises in terms of this licensing objective. Where an area is known to have high levels of crime this authority will consider carefully whether gambling premises are suitable to be located there, taking into account such factors as,

- levels of recorded crime,
- the type of that crime,
- levels of ASB related complaints.

10.2. Applicants are advised to examine crime and ASB statistics that relate to the vicinity of their application. This will allow for the application to be tailored to the specific locality and to include any additional measures potentially required to support the objective to be set out in the application. This may also reduce the likelihood of objections being made to the application. Advice about accessing such data can be provided by the Licensing Authority.

10.3. This Licensing Authority accepts that issues of nuisance cannot be addressed via the Gambling Act provisions, although preventing gambling from being a source of disorder is a licensing objective. The Licensing Authority is also mindful that what starts as nuisance may subsequently escalate to disorder, and that such disorder can have a serious effect on the lives of local residents. If an application for licence review were to be made on the basis of disorder the authority will then distinguish between disorder and nuisance, considering factors such as:

- whether police assistance was required;
- how threatening the behaviour was to those who could see it;
- how frequently it is reported;
- prevalence of persons loitering outside;
- the times of day when disorder is reported;
- the impact on residents.

10.4. Issues of nuisance cannot be addressed by the Gambling Act provisions however problems of this nature can be addressed through other legislation as appropriate.

## **11. Ensuring that gambling is conducted in a fair and open way**

11.1. The council is aware that except in the case of tracks (see section 21) generally the Gambling Commission does not expect licensing authorities to become concerned with ensuring that gambling is conducted in a fair and open way as this will be addressed via operating and personal licences.

11.2. However the council will familiarise itself with operator licence conditions and will communicate any concerns to the Gambling Commission about misleading advertising or any absence of required game rules or other matters as set out in the Gambling Commission's Licence Conditions and Code of Practice.

11.3. Examples of the specific steps the council may take to address this area can be found in the various sections covering specific premises types in Part C of this document and also in Part D which covers permits and notices.

## **12. Protecting children and other vulnerable persons from being harmed or exploited by gambling**

### **12.1 Protection of children**

This licensing objective means preventing children from taking part in most types of gambling. The council will therefore consider whether specific measures are required at particular premises, with regard to this licensing objective. Appropriate measures may include supervision of entrances / machines, segregation of areas etc.

12.2 In premises that may attract children this Authority expects licence holders to train staff to recognise child sexual exploitation, and for staff to be able to demonstrate an understanding of the steps they should take if their suspicions are aroused.

12.3 The Act provides the following definition for child and young adult in Section 45:

Meaning of “child” and “young person”

(1) In this Act “child” means an individual who is less than 16 years old.

(2) In this Act “young person” means an individual who is not a child but who is less than 18 years old.

For the purpose of this section protection of children will encompass both child and young person as defined by the Act.

12.4 The council will pay particular attention to any codes of practice which the Gambling Commission issues as regards this licensing objective in relation to specific premises.

12.5 Examples of the specific steps the council may take to address this area can be found in the various sections covering specific premises types in Part C of this document and also in Part D which covers permits and notices.

### **13 Protection of vulnerable people**

The council is aware of the difficulty in defining the term “vulnerable person”.

13.1 The Gambling Commission, in its Guidance to Local Authorities, does not seek to offer a definition for the term “vulnerable people” but will, for regulatory purposes assume that this group includes people:

- “who gamble more than they want to, people who gamble beyond their means, elderly
- persons, and people who may not be able to make informed or balanced decisions
- about gambling due to a mental impairment, or because of the influence of alcohol or drugs.”

13.2 The Department of Health document “No Secrets” offers a definition of a vulnerable adult as a person:

- “who is or may be in need of community care services by reason of mental or other
- disability, age or illness; and who is or may be unable to take care of him or herself, or
- unable to protect him or herself against significant harm or exploitation.”

13.3 In the case of premises licences the council is aware of the extensive requirements set out for operators in the Gambling Commissions Code of Practice. In this document the Gambling Commission clearly describe the policies and procedures that operators should put in place regarding:

- Combating problem gambling;
- Access to gambling by children and young persons;
- Information on how to gambling responsibly and help for problem

gamblers;

- Customer interaction;
- Self-exclusion;
- Employment of children and young persons.

13.4 All applicants should familiarise themselves with the operator licence conditions and codes of practice relating to this objective and determine if these policies and procedures are appropriate in their circumstances. The council will communicate any concerns to the Gambling Commission about any absence of this required information.

13.5 Applicants should consider the following proposed measures for protecting and supporting vulnerable persons, for example:

- leaflets offering assistance to problem gamblers should be available on gambling premises in a location that is both prominent and discreet, such as toilets;
- training for staff members which focuses on building an employee's ability to maintain a sense of awareness of how much (e.g. how long) customers are gambling, as part of measures to detect persons who may be vulnerable;
- trained personnel for the purpose of identifying and providing support to vulnerable persons;
- self-exclusion schemes;
- operators should demonstrate their understanding of best practice issued by organisations that represent the interests of vulnerable people;
- posters with GamCare Helpline and website in prominent locations;
- windows, entrances and advertisements to be positioned or designed not to entice passers-by.

13.6 It should be noted that some of these measures form part of the mandatory conditions placed on premises licences.

13.7 The council may consider any of the above or similar measures as licence conditions should these not be adequately addressed by any mandatory conditions, default conditions or proposed conditions by the applicant.

## **Part C Types of Gambling Premises licences**

14. Premises licences are subject to the requirements set-out in the Gambling Act 2005 and regulations, as well as specific mandatory and default conditions which are detailed in regulations issued by the Secretary of State. Licensing authorities are able to exclude default conditions and also attach others, where it is believed to be appropriate.

14.1 The Council is aware that in making decisions about premises licences it should aim to permit the use of premises for gambling in so far as it thinks it: is :

- in accordance with any relevant code of practice issued by the Gambling Commission;
- in accordance with any relevant guidance issued by the Gambling Commission;
- reasonably consistent with the licensing objectives; and
- in accordance with the authority's statement of licensing policy.

14.2 It is appreciated that as per the Gambling Commission's Guidance for local authorities

"moral objections to gambling are not a valid reason to reject applications for premises licences" (except as regards any 'no casino resolution') and also that unmet demand is not a criterion for a licensing authority.

14.3 The council will issue premises licences to allow those premises to be used for certain types of gambling. For example premises licences will be issued to amusement arcades, bingo halls, bookmakers and casinos.

14.4 Applicants should also be aware that the Gambling Commission has issued Codes of Practice for each interest area for which they must have regard. The council will also have regard to these Codes of Practice.

**15 Definition of “premises”**

Premises are defined in the Act as “any place”. Different premises licences cannot apply in respect of a single premises at different times. However, it is possible for a single building to be subject to more than one premises licence, provided they are for different parts of the building and the different parts of the building can be reasonably regarded as being different premises. Whether different parts of a building can properly be regarded as being separate premises will always be a question of fact in the circumstances.

15.1 The council will take particular care in considering applications for multiple licences for a building and those relating to a discrete part of a building used for other (non-gambling) purposes. In particular the council will assess entrances and exits from parts of a building covered by one or more licences to satisfy itself that they are separate and identifiable so that the separation of different premises is not compromised and that people do not ‘drift’ into a gambling area.

15.2 The council will pay particular attention to applications where access to the licensed premises is through other premises (which themselves may be licensed or unlicensed). Issues that the council will consider before granting such applications include whether children can gain access, compatibility of the two establishments; and the ability to comply with the requirements of the Act. In addition, an overriding consideration will be whether, taken as a whole, the co-location of the licensed premises with other facilities has the effect of creating an arrangement that otherwise would, or should, be prohibited under the Act.

**15.3 The Gambling Commission’s relevant access provisions for each premises type are reproduced below**

Type of Premises	Access Provisions
Casinos	<ul style="list-style-type: none"> <li>• the principal entrance to the premises must be from a ‘street’</li> <li>• no entrance to a casino must be from premises that are used wholly or mainly by children and/or young persons</li> <li>• no customer must be able to enter a casino directly from any other premises which holds a gambling premises licence.</li> </ul>
AGCs	<ul style="list-style-type: none"> <li>• no customer must be able to access the premises directly from any other licensed gambling premises.</li> </ul>



Betting shops	<ul style="list-style-type: none"> <li>• access must be from a 'street' or from other premises with a betting premises licence</li> <li>• no direct access from a betting shop to another premises used for the retail sale of merchandise or services. In effect there cannot be an entrance to a betting shop from a shop of any kind unless that shop is itself a licensed betting premises.</li> </ul>
Tracks	no customer must be able to access the premises directly from a casino or AGC
Bingo premises	<ul style="list-style-type: none"> <li>• no customer must be able to access the premises directly from a casino, an AGC or a betting premises, other than a track</li> </ul>
FECs	<ul style="list-style-type: none"> <li>• no customer must be able to access the premises directly from a casino, an AGC or a betting premises, other than a track.</li> </ul>

15.4 An applicant cannot obtain a full premises licence until they have the right to occupy the premises to which the application relates.

## **16. Licence Conditions Code of Practice (LCCP) - Application of Social Responsibility Codes.**

16.1 The Gambling Commission has issued 'Licence Conditions and Codes of Practice (LCCP) under the Gambling Act 2005 which came into effect on 6<sup>th</sup> May 2018. These were a significant update on previous LCCP and are in three parts:

- General Conditions attached to operating licences
- Principal Code of Practice: Social Responsibility provisions and Ordinary provisions
- General Conditions attached to Personal Licences.

16.2 Haringey will expect all applicants to have considered the LCCP and included relevant parts within their application.

16.3 In particular, all non-remote licensees 'must assess the local risks to the licensing objectives posed by the provision of gambling facilities at each of their premises, and have policies, procedures and control measures to mitigate those risks. In making risk assessments, licensees must take into account relevant matters identified in the licensing authority's statement of licensing policy' (Social responsibility (SR) code 10.1.1); and 11.4 Local risk assessments must be reviewed when there are significant changes in local circumstances (including those identified in a licensing authority's statement of licensing policy) or at the premises, or when applying for a new licence or variation of a licence (SR code 10.1.2).

16.4 Haringey may, at its discretion, add conditions from the Gambling Commission LCCPs to any applicants licence as it sees fit.

## 17 Local Area Profile and Risk Assessments

Haringey is an improving progressive borough, however, as can be seen from the analysis provided under the local area profile, the east of the borough compares poorly with the west and carry's high levels of deprivation that potentially puts people in those areas at risk to gambling related harm. From 6 April 2016, it is a requirement of the Gambling Commission's Licence Conditions and Codes of Practice (LCCP), under section 10 for licensees to assess the local risks to the licensing objectives posed by the provision of gambling facilities at their premises and have policies, procedures and control measures to mitigate those risks. In making risk assessments, licensees must take into account relevant matters identified in this policy.

- 17.1 This position gives rise to serious concerns of the impact of any further increase in the number of gambling premises in those most vulnerable and 'at risk' areas of the borough. This Authority considers that it is necessary to seek to control the number of facilities for gambling in areas where its most vulnerable residents may be placed at increasing risk, and in line with the duty, to aim to permit gambling insofar as it is reasonably consistent with the pursuit of the licensing objectives. All areas shown within the local area profile as being at high overall risk of gambling related harm, are generally considered inappropriate for further gambling establishments, which would tend to raise the risk of gambling related harm to vulnerable people living in those areas. Operators are asked to consider very carefully whether seeking to locate new premises or relocating existing premises within these areas would be consistent with the licensing objectives. Wherever the facilities are proposed, operators should consider, having regard to the individual mapping provided, each of the specific characteristics of their local area. Each premises' specific risk-assessment should recognise these and provide appropriate proactive mitigation or control measures.
- 17.2 The council is aware that demand issues (e.g. the likely demand or need for gambling facilities in an area) cannot be considered with regard to the location of premises but that considerations in terms of the licensing objectives can. The council will pay particular attention to the protection of children and vulnerable persons from being harmed or exploited by gambling, as well as issues of crime and disorder. With regard to these objectives it is the council's policy, upon receipt of any relevant representations to look at specific location issues including:
- the possible impact a gambling premises may have on any premises that provide services to children or young people, i.e. a school, or vulnerable adult centres in the area;
  - the possible impact a gambling premises may have on residential areas where there may be a high concentration of families with children;
  - the size of the premises and the nature of the activities taking place;
  - any levels of organised crime in the area.
- 17.3 It is a requirement of the code that such risk assessments should be shared with the Council when applying for a new licence, making a variation or when there is a significant change in local circumstances (including any update of the Gambling Policy). Where there are significant changes at a licensee's premises that may affect the mitigation of local risk, or otherwise on request from the Authority. The LB Haringey expects that such risk assessments will automatically be shared for all premises and to take into account the following:
- 17.4 Any special risks created by geographic location. To include schools, colleges or establishments frequented by children and young people, residential areas where there

may be a high concentration of children and young persons, and the measures proposed to reduce any specific risk of children and young people from these premises accessing gambling facilities at the licensee's premises and to identify any potential risks to vulnerable persons. Assessment of risk covers the following:

- a. Identify risk factors
- b. Who can be harmed and how
- c. Evaluate the risk
- d. Record and score findings
- e. Monitor and review

17.5 Other matters that the assessment may include:

- local area crime statistics;
- whether the premises is in an area of deprivation;
- whether the premises is in an area subject to high levels of crime and/or disorder;
- the ethnic profile of residents in the area;
- the demographics of the area in relation to vulnerable groups;
- the location of services for children such as schools, playgrounds, toy shops, leisure centres and other areas where children will gather;
- the training of staff to recognise child sexual exploitation and the steps to be taken if it is suspected;
- details as to the location and coverage of working CCTV cameras, and how the system will be monitored;
- the layout of the premises so that staff have an unobstructed view of persons using the premises;
- the number of staff that will be available on the premises at any one time. If at any time that number is one, confirm the supervisory and monitoring arrangements when that person is absent from the licensed area or distracted from supervising the premises and observing those persons using the premises;
- arrangements for monitoring and dealing with under age persons and vulnerable, which may include dedicated and trained personnel, leaflets, posters, self-exclusion schemes, window displays and advertisements not to entice passers-by etc;
- the provision of signage and documents relating to games rules, gambling care providers and other relevant information be provided in both English and the other prominent first language for that locality;
- where the application is for a betting premises licence, other than in respect of a track, the location and extent of any part of the premises which will be used to provide facilities for gambling in reliance on the licence;
- the training of staff in brief intervention when customers show signs of excessive gambling, the ability of staff to offer brief intervention and how the manning of premises affects this.

17.6 Such information may be used to inform the decision the council makes about whether to grant the licence, to grant the licence with special conditions or to refuse the application.

17.7 A good risk assessment accompanying an application will:

- Enable the licensing authority to see that the applicant has considered the community and the risks within it;
- Provide greater clarity for operators leading to improved premises licence applications, with the operator already incorporating controls and measures to mitigate risk in their application;
- Enable the licensing authority to make robust but fair decisions, based on a clear, published set of factors and risks, which are therefore less susceptible to challenge;
- Encourage a proactive approach to risk that is likely to result in reduced compliance and enforcement action.

17.8 In any case the local risk assessment should show how vulnerable people, including people with gambling dependencies, are protected.

17.9 There is evidence that some groups in the population may be more vulnerable to gambling related harm. This does not only apply to people on low incomes but also people who are less able to make reasoned decisions because of poor mental health or addiction. Children and young people may be particularly susceptible, as their youth and inexperience may make them more inclined to risk-taking behaviour and less able to manage the consequences of those decisions.

17.10 To help support applicants and licence holders to better understand their local environment, an analysis of gambling related harm has been prepared as a 'local area profile'. A copy of the document is provided at Appendix 2. By drawing on relevant and reliable published socio-economic and public health data sets together with local police data concerning anti-social behaviour, the local area profile uses special analysis techniques to provide a model of area-based vulnerability to gambling related harm across the borough. Both current operators and potential new operators to the borough are asked to consider the detail provided carefully, and should have regard to both the overall summary map and the individual mapping provided in respect of each relevant data set.

17.11 This policy does not preclude any application being made and each application will be decided on its merits, with the onus being upon the applicant to show how the concerns can be overcome. Assessing local risk should therefore provide a means for licensees to address local concerns about gambling premises; and for licensing authorities and gambling licensees to work collaboratively with a view to minimising risks, within the framework of aiming to permit gambling where reasonably consistent with licensing objectives.

## **18. Duplication with other regulatory regimes**

The council will seek to avoid any duplication with other statutory/regulatory systems where possible, including planning. The council will not consider whether a licence application is likely to be awarded planning permission or building regulations approval, in its consideration of it. It will though, listen to, and consider carefully, any concerns about proposed conditions which are not able to be met by the applicant due to planning restrictions, should such a situation arise, this may include consideration of the proposed hours of operation. The Council will consider the hours proposed in accordance to the risk assessment and area profile.

## **19 Conditions**

The Council is aware that the Secretary of State has set mandatory conditions and default conditions. The Gambling Commission has set Licence Conditions and Codes of

Practice which are necessary for the general good conduct of gambling premises. The Council will not seek to impose further individual conditions in relation to matters that have already been dealt with.

- 19.1 Where there are specific risks or problems associated with a particular locality, or specific premises, or class of premises, the council will attach individual conditions to address this.
- 19.2 Any conditions attached to a licence issued by the council will be proportionate and will be:
- relevant to the need to make the proposed building suitable as a gambling facility;
  - directly related to the premises and the type of licence applied for, and/or related to
  - the area where the premises is based;
  - fairly and reasonably related to the scale, type and location of premises;
  - consistent with the licensing objectives, and
  - reasonable in all other respects.
- 19.3 Decisions about individual conditions will be made on a case by case basis, although there will be a number of control measures the council will consider using, such as supervision of entrances, supervision of adult gaming machines, appropriate signage for adult only areas etc. There are specific comments made in this regard under each of the licence types in this policy. The council will also expect the applicant to offer his/her own suggestions as to the way in which the licensing objectives can be met effectively.
- 19.4 Where certain measures are not already addressed by the mandatory/default conditions or by the applicant, the council may consider licence conditions to cover issues such as:
- proof of age schemes;
  - CCTV;
  - supervision of entrances;
  - supervision of machine areas;
  - a reduction in the number of betting machines (betting premises);
  - the staffing of premises;
  - physical separation of areas;
  - location of entrance points;
  - notices / signage;
  - specific opening hours;
  - a requirement that children must be accompanied by an adult;
  - enhanced CRB checks of the applicant and/or staff;
  - support to persons with gambling addiction;
  - policies to address seasonal periods where children may more frequently attempt to gain access to premises and gamble such as pre and post school hours, half terms and summer holidays;
  - policies to address the problems associated with truant children who may attempt to gain access to premises and gamble;
  - any one or a combination of these measures.
- 19.5 This list is not mandatory or exhaustive and is merely indicative of examples of certain

measures which may satisfy the requirements of the licensing authority and the responsible authorities, depending on the nature and location of the premises and the gambling facilities to be provided.

19.6 There are conditions which the council cannot attach to premises licences which are:

- any condition on the premises licence which makes it impossible for the applicant to comply with an operating licence condition;
- conditions relating to gaming machine categories, numbers, or method of operation;
- conditions which provide that membership of a club or body be required (the Gambling Act 2005 specifically removes the membership requirement for casino and bingo clubs and this provision prevents it being reinstated) and
- conditions in relation to stakes, fees, winnings or prizes.

## **20. Door supervision**

The council will consider whether there is a need for door supervision in terms of the licensing objectives of protection of children and vulnerable persons from being harmed or exploited by gambling, and also in terms of preventing premises becoming a source of crime. It is noted though that the Gambling Act 2005 has amended the Private Security Industry Act 2001 and that door supervisors at casinos or bingo premises are not required to be licensed by the Security Industry Authority. Where door supervisors are provided at these premises the operator should ensure that any persons employed in this capacity are fit and proper to carry out such duties. Possible ways to achieve this could be to carry out a criminal records (CRB) check on potential staff and for such personnel to have attended industry recognised training.

## **21. Adult gaming centres**

Under the Act a premises holding an adult gaming centre licence will be able to make category B, C and D gaming machines available and no one under 18 will be permitted to enter such premises.

21.1 The council will specifically have regard to the need to protect children and vulnerable persons from harm or being exploited by gambling in these premises. The council will expect applicants to satisfy the authority that there will be sufficient measures to ensure that under 18 year olds do not have access to the premises.

21.2 Where certain measures are not already addressed by the mandatory and default conditions and the Gambling Commission Codes of Practice or by the applicant, the council may consider licence conditions to address such issues, examples of which are provided at paragraph 16.16.

## **22. Licensed family entertainment centres (FECs)**

22.1 Licensed family entertainment centres are those premises which usually provide a range of amusements such as computer games, penny pushers and may have a separate section set aside for adult only gaming machines with higher stakes and prizes. Licensed family entertainment centres will be able to make available unlimited category C and D machines where there is clear segregation in place so children do not access the areas where the category C machines are located.

22.2 Where category C or above machines are available in premises to which children are admitted then the council will ensure that:

- all such machines are located in an area of the premises separate from the remainder of the premises by a physical barrier which is effective to prevent access other than through a designated entrance. For this purpose a rope, floor markings or similar provision will not suffice and the council may insist on a permanent barrier of at least 1 meter high;
- only adults are admitted to the area where the machines (category C) are located;
- access to the area where the machines are located is supervised at all times;
- the area where the machines are located is arranged so that it can be observed by staff; and
- at the entrance to, and inside any such area there are prominently displayed notices indicating that access to the area is prohibited to persons under 18.

22.3 The council will specifically have regard to the need to protect children and vulnerable persons from harm or being exploited by gambling in these premises. The council will expect applicants to satisfy the authority that there will be sufficient measures to ensure that under 18 year olds do not have access to the adult only gaming machine areas.

22.4 The council will expect the applicant to show that there are policies and procedures in place to protect children from harm. Harm in this context is not limited to harm from gambling but includes wider child protection considerations.

22.5 The efficiency of such policies and procedures will each be considered on their merits, however, they may include:

- appropriate measures and training for staff as regards suspected truant children on the premises;
- measures and training covering how staff would deal with unsupervised very young children being on the premises;
- measures and training covering how staff would deal with children causing perceived problems on or around the premises;
- the arrangements for supervision of premises either by staff or the use of CCTV.

22.6 Any CCTV system installed should both the interior and the entrance working to the latest Home Office and ACPO standards and to the satisfaction of Metropolitan Police and the local authority. The system must record images clearly and these recordings be retained for a minimum of 31 days. If the equipment is inoperative the police and local authority must be informed as soon as possible and immediate steps taken to make the system operative. Notices must be displayed at the entrances advising that CCTV is in operation.

22.7 Due to the nature of these premises, which are attractive to children, applicants who employ staff to supervise the premises should consult with the Independent Safeguarding Authority to determine if their staff need to be CRB checked.

22.8 The council will refer to the Commission's website to familiarise itself with any conditions that apply to operating licences covering the way in which the area containing the category C machines should be delineated. The council will also make itself aware of the mandatory or default conditions and any Gambling Commission Codes of Practice on

these premises licences.

### **23. Casinos**

The London Borough of Haringey has not passed a resolution in relation to casinos, but it is noted that the Government has not awarded a casino licence to Haringey.

### **24. Bingo premises**

There is no official definition for bingo in the Gambling Act 2005 however from a licensing point of view there is a category of premises licence specifically for bingo premises which is used by traditional commercial bingo halls for both cash and prize bingo. In addition this premises licence will authorise the provision of a limited number of gaming machines in line with the provisions of the Act.

24.1 The council is aware that it is important that if children are allowed to enter premises licensed for bingo that they do not participate in gambling, other than on category D machines. Where category C or above machines are available in premises to which children are admitted then the council will ensure that:

- all such machines are located in an area of the premises separate from the remainder of the premises by a physical barrier which is effective to prevent access other than through a designated entrance. For this purpose a rope, floor markings or similar provision will not suffice and the council may insist on a permanent barrier of at least one meter high;
- only adults are admitted to the area where the machines are located;
- access to the area where the machines are located is supervised at all times;
- the area where the machines are located is arranged so that it can be observed by staff;
- at the entrance to, and inside any such area there are prominently displayed notices indicating that access to the area is prohibited to persons under 18;
- children will not be admitted to bingo premises unless accompanied by an adult.

24.2 The Gambling Commission has provided Guidance for Licensing Authorities and Licence Conditions and Code of Practice which are applied to Operator's Licences. The council will take this into consideration when determining licence applications for bingo premises.

24.3 Where certain measures are not already addressed by the mandatory/default conditions, the Gambling Commission Code of Practice or the applicant, the council may consider licence conditions to address such issues, examples of which are provided at paragraph 13.15.

### **25. Betting premises**

Betting premises are premises such as bookmakers where various types of gambling are authorised to take place. The Act contains a single class of licence for betting premises however within this single class there are different types of premises which require licensing such as high street bookmakers, bookmakers located in self-contained facilities at race courses as well as the general betting premises licences that track operators will require.



25.1 Betting machines

The council is aware that Section 181 of the Act contains an express power for licensing authorities to restrict the number of betting machines, their nature and the circumstances in which they are made available by attaching a licence condition to a betting premises licence. When considering whether to impose a condition to restrict number of betting machines in particular premises, the council, amongst other things, will take into account the size of the premises, the number of counter positions available for person-to-person transactions, and the ability of staff to monitor the use of the machines.

25.2 Where an applicant for a betting premises licence intends to offer higher stake category B gaming machines (categories B2-B4) including any Fixed Odds Betting Terminals (FOBTs), then applicants should consider the control measures related to the protection of vulnerable persons, highlighted in section 13.

25.3 Where certain measures are not already addressed by the mandatory/default

conditions, Gambling Commission Code of Practice or the applicant, the council may consider licence conditions to address such issues.

**26. Tracks**

Tracks are sites (including racecourses and dog tracks) where races or other sporting events take place. Betting is a major gambling activity on tracks, both in the form of pool betting (often known as the “totaliser” or “tote”), and also general betting, often known as “fixed-odds” betting. Multiple betting outlets are usually located on tracks such as ‘on-course’ betting operators who come onto the track just on race days to provide betting for the races taking place on that track. There can also be ‘off-course’ betting operators who may operate self-contained facilities at the tracks which offer customers the chance to bet on other events, not just those taking place on the track.

27.1 All tracks will require a primary ‘general betting premises licence’ that the track operator will hold. It should be noted that track operators do not require an operating licence from the Gambling Commission although they may apply for one. This is because the various other gambling operators offering betting at the track will each hold an operating licence.

27.2 Tracks may also be subject to one or more premises licences, provided each licence relates to a specified area of the track. This may be preferable for any self-contained premises providing off-course betting facilities at the track. The council will however assess each individual case on its merits before deciding if this is necessary. Where possible the council will be happy for the track operator to decide if any particular off-course operators should apply for a separate premises licence.

27.3 If any off-course operators are permitted to provide betting facilities under the authorisation of the track operator’s premises licence, then it will be the responsibility of the premises licence holder to ensure the proper conduct of such betting within the premises boundary.

27.4 Gambling Commission guidance also indicates that it would be possible for other types of gambling premises to be located at a track under the authorisation of separate premises licences, e.g. a casino premises licence or adult gaming centre premises licence. If you require further guidance on this provision please contact the Licensing

Team.

- 27.5 Children and persons will be permitted to enter track areas where facilities for betting are provided on days when dog-racing and/or horse racing takes place, although they are still prevented from entering areas where gaming machines and betting machines (other than category D machines) are provided.
- 27.6 The council will consider the impact upon the protection of children licensing objective and the need to ensure that entrances to each type of betting premises are distinct and that children are excluded from gambling areas where they are not permitted to enter.

## **28. Travelling fairs**

Travelling fairs have traditionally been able to provide various types of low stake gambling without the need for a licence or permit provided that certain conditions are met and this provision continues in similar fashion under the new Act.

- 28.1 Travelling fairs have the right to provide an unlimited number of category D gaming machines and/or equal chance prize gaming (without the need for a permit) as long as the gambling amounts to no more than an ancillary amusement at the fair.
- 28.2 The council will consider whether any fairs which take up the above entitlement fall within the statutory definition of a travelling fair.
- 28.3 The council is aware that the 27 day statutory maximum for the land being used as a fair is per calendar year and that it applies to the piece of land on which the fairs are held, regardless of whether it is the same or different travelling fairs occupying the land. The council will work with its neighbouring authorities to ensure that land which crosses the council boundary is monitored so that the statutory limits are not exceeded.

## **29. Provisional statements**

A provisional statement application is a process which allows a developer to examine the likelihood of whether a building which he expects to be constructed, to be altered or to acquire a right to occupy would be granted a premises licence. A provisional statement is not a licence and merely gives the holder some form of guarantee that a premises licence would be granted so the developer can judge whether a development is worth taking forward in light of the need to obtain a premises licence. An applicant may also apply for a provisional statement for premises which already hold a premises licence (either for a different type of gambling or the same type).

- 29.1 In terms of representations about premises licence applications, following the grant of a provisional statement, no further representations from responsible authorities or interested parties can be taken into account unless they concern matters which could not have been addressed at the provisional statement stage, or they reflect a change in the applicant's circumstances. In addition, the council may refuse the premises licence (or grant it on terms different to those attached to the provisional statement) only by reference to matters:
- a) which could not have been raised by objectors at the provisional licence stage; or
  - b) which in the authority's opinion reflect a change in the operator's circumstances.
- 29.2 When determining a provisional statement application the council will operate in accordance with the Act and will not have regard to any issues related to planning consent or building regulations, e.g. the likelihood that planning consent will be granted.

## **Part D - Permits, notices and lottery registrations.**

### **30. Unlicensed family entertainment centre gaming machine permits (UFECs)**

The term 'unlicensed family entertainment centre' is one defined in the Act and refers to a premises which provides category D gaming machines along with various other amusements such as computer games and penny pushers. The premises is 'unlicensed' in that it does not require a premises licence but does require a permit to be able to provide category D machines. It should not be confused with a 'licensed family entertainment centre' which requires a premises licence because it contains both category C and D gaming machines.

30.1 The council will expect the applicant to show that there are policies and procedures in place to protect children from harm. Harm in this context is not limited to harm from gambling but includes wider child protection considerations.

30.2 The efficiency of such policies and procedures will each be considered on their merits, however, they may include:

- appropriate measures and training for staff as regards suspected truant children on the premises;
- measures and training covering how staff would deal with unsupervised very young children being on the premises;
- measures and training covering how staff would deal with children causing perceived problems on or around the premises;
- the arrangements for supervision of premises either by staff or the use of CCTV.

30.3 Any CCTV system installed should both the interior and the entrance working to the latest Home Office and ACPO standards and to the satisfaction of The Metropolitan Police and the local authority. The system must record images clearly and these recordings be retained for a minimum of 31 days. If the equipment is in-operative the Police and Local Authority must be informed as soon as possible and immediate steps taken to make the system operative. Notices must be displayed at the entrances advising that CCTV is in operation.

30.4 Due to the nature of these premises, which are attractive to children, applicants who employ staff to supervise the premises should consult with the Independent Safeguarding Authority to determine if their staff need to be CRB checked.

30.6 The council will also expect, as per the Gambling Commission Guidance, that applicants demonstrate:

- a full understanding of the maximum stakes and prizes of the gambling that is permissible in unlicensed FECs;
- that the applicant has no relevant conviction (those that are set out in Schedule 7 of the Act), and
- that staff are trained to have a full understanding of the maximum stakes and prizes.

30.7 In line with the Act, while the council cannot attach conditions to this type of permit, the council can refuse applications if they are not satisfied that the issues raised in the “Gambling Policy” have been addressed through the application.

30.8 Applicants only need to address the “Gambling Policy” when making their initial applications and not at renewal time.

### **31 Gaming machine permits in premises licensed for the sale of alcohol**

There is provision in the Act for premises licensed to sell alcohol for consumption on the premises, to automatically have two gaming machines, of categories C and/or D. The premises merely need to notify the council. The council can remove the automatic authorisation in respect of any particular premises if:

- provision of the machines is not reasonably consistent with the pursuit of the licensing objectives;
- gaming has taken place on the premises that breaches a condition of Section 282 of the Gambling Act (i.e. that written notice has been provided to the licensing authority, that a fee has been provided and that any relevant code of practice issued by the Gambling Commission about the location and operation of the machine has been complied with);
- the premises are mainly used for gaming; or
- an offence under the Gambling Act has been committed on the premises.

31.1 If a premises wishes to have more than two machines, then it needs to apply for a permit and the council must consider that application based upon the licensing objectives, any guidance issued by the Gambling Commission issued under Section 25 of the Gambling Act 2005, and “*such matters as they think relevant.*” The council considers that “such matters” will be decided on a case by case basis but generally there will be regard to the need to protect children and vulnerable persons from harm or being exploited by gambling. The council will also expect the applicant to satisfy the authority that there will be sufficient measures to ensure that children and young people under the age of 18 do not have access to the adult only gaming machines.

31.2 All alcohol licensed premises with gaming machines must have regard to the need to protect children and vulnerable persons from harm or being exploited by gambling and provide sufficient measures to ensure that under 18 year olds do not use the adult only gaming machines.

31.3 Measures which may satisfy the council that persons under 18 years will be prevented from using the machines may include the machines being in close proximity to the bar, or in any other area where they are capable of being adequately supervised. Notices and signage may also help. As regards the protection of vulnerable persons, applicants may wish to consider the provision of information leaflets and or helpline numbers for organisations such as GamCare.

31.4 The council can decide to grant the permit with a smaller number of machines and/or a different category of machines than that applied for. Conditions other than these cannot

be attached.

31.5 The holder of a permit must comply with any Code of Practice issued by the Gambling Commission about the location and operation of the machine(s).

31.6 It is recognised that some alcohol licensed premises may apply for a premises licence for their non-alcohol licensed areas. Any such application would need to be dealt with under the relevant provisions of the Act.

31.7 Alcohol licensed premises are able to provide some limited equal chance gaming. Licensees are referred to the advice provided by the Gambling Commission on the website.

## **32. Prize gaming permits**

Section 288 defines gaming as prize gaming if the nature and size of the prize is not determined by the number of people playing or the amount paid for or raised by the gaming. The prizes will be determined by the operator before play commences. Prize gaming can often be seen at seaside resorts in amusement arcades where a form of bingo is offered and the prizes are displayed on the walls.

32.1 A prize gaming permit is a permit issued by the licensing authority to authorise the provision of facilities for gaming with prizes on specified premises.

32.2 The council will expect the applicant to show that there are policies and procedures in place to protect children from harm. Harm in this context is not limited to harm from gambling but includes wider child protection considerations.

32.3 The efficiency of such policies and procedures will each be considered on their merits, however, they may include:

- appropriate measures and training for staff as regards suspected truant children on the premises;
- measures and training covering how staff would deal with unsupervised very young children being on the premises;
- measures and training covering how staff would deal with children causing perceived problems on or around the premises.
- the arrangements for supervision of premises either by staff or the use of CCTV.

32.4 Any CCTV system installed should both the interior and the entrance working to the Home Office and ACPO standards and to the satisfaction of The Metropolitan Police and the local authority. The system must record images clearly and these recordings be retained for a minimum of 31 days. If the equipment is inoperative, the police and local authority must be informed as soon as possible and immediate steps taken to make the system operative. Notices must be displayed at the entrances advising that CCTV is in operation.

32.5 Due to the nature of these premises, which are attractive to children, applicants who employ staff to supervise the premises should consult with the Independent Safeguarding Authority to determine if their staff need to be CRB checked.

32.6 The council will also expect, as per the Gambling Commission Guidance, that applicants demonstrate:

- A full understanding of the maximum stakes and prizes of the gambling that is permissible;
- That the gaming offered is within the law.

32.7 In line with the Act, while the council cannot attach conditions to this type of permit, the council can refuse applications if they are not satisfied that the issues raised in the “Gambling Policy” have been addressed through the application.

32.8 There are conditions in the Gambling Act 2005 by which the permit holder must comply. The conditions in the Act are:

- the limits on participation fees, as set out in regulations, must be complied with;
- all chances to participate in the gaming must be allocated on the premises on which the gaming is taking place and on one day; the game must be played and completed on the day the chances are allocated; and the result of the game must be made public in the premises on the day that it is played;
- the prize for which the game is played must not exceed the amount set out in regulations (if a money prize), or the prescribed value (if non-monetary prize); and
- Participation in the gaming must not entitle the player to take part in any other gambling.

### **33. Club gaming and club machine permits**

Members clubs and miners’ welfare institutes may apply for a ‘club gaming permit’ or a ‘club machine permit’. The ‘club gaming permit’ will enable the premises to provide gaming machines (three machines of categories B4, C or D), equal chance gaming. i.e. poker, bingo etc. A ‘club machine permit’ will enable the premises to provide gaming machines (three machines of categories B4, C or D). Commercial clubs may apply for a ‘club machine permit’ only.

33.1 To qualify for these special club permits a members club must have at least 25 members and be established and conducted “wholly or mainly” for purposes other than gaming. A members’ club must be permanent in nature, not established to make commercial profit, and controlled by its members equally. Examples include working men’s clubs, branches of the Royal British Legion and clubs with political affiliations.

33.2 Clubs must have regard to the protection of children and vulnerable persons from harm or being exploited by gambling. They must provide sufficient measures to ensure that under 18 year olds do not use the adult only gaming machines. These measures may include:

- the machines being in close proximity to the bar, or in any other area where they are capable of being adequately supervised;
- notices and signage;
- the provision of information leaflets / helpline numbers for organisations such as GamCare.

33.3 Before granting the permit the council will need to satisfy itself that the premises meets

the requirements of a members' club and that the majority of members are over 18.

33.4 The council may only refuse an application on the grounds that:

- (a) the applicant does not fulfil the requirements for a members' or commercial club or miners' welfare institute and therefore is not entitled to receive the type of permit for which they have applied;
- (b) the applicant's premises are used wholly or mainly by children and/or young persons;
- (c) an offence under the Act or a breach of a permit has been committed by the applicant while providing gaming facilities;
- (d) a permit held by the applicant has been cancelled in the previous ten years; or
- (e) an objection has been lodged by the Commission or the police.

33.5 There is also a 'fast-track' procedure available for premises which hold a club premises certificate under the Licensing Act 2003. Under the fast-track procedure there is no opportunity for objections to be made by the Commission or the police, and the ground upon which the council can refuse a permit is reduced. The grounds on which an application under the process may be refused are:

- (a) that the club is established primarily for gaming,
- (b) that in addition to the prescribed gaming, the applicant provides facilities for other gaming; or
- (c) that a club gaming permit or club machine permit issued to the applicant in the last ten years has been cancelled.

#### **34. Temporary use notices**

Temporary use notices allow the use of premises on not more than 21 days in any 12 month period for gambling where there is no premises licence but where a gambling operator wishes to use the premises temporarily for providing facilities for gambling. Premises that might be useful for a temporary use notice would include hotels, conference centres and sporting venues.

34.1 Temporary Use Notices allow the use of premises for any form of equal chance gambling where those participating in the gaming are taking part in a competition which is intended to produce a single, overall winner.

34.2 Only persons or companies holding a relevant operating licence can apply for a temporary use notice to authorise the particular class of gambling permitted by their operating licence.

34.3 A temporary use notice must be lodged with the licensing authority not less than three months and one day before the day on which the gambling is due to take place. Detailed information about how to serve a temporary use notice will be available in a separate guidance note.

34.4 The Act makes a special reference, in the context of temporary use notices, to a "set of premises" to try and ensure that large premises which cannot reasonably be viewed as separate are not used for more temporary use notices than permitted under the Act. The council considers that the determination of what constitutes "a set of premises" will be a question of fact in the particular circumstances of each notice that is given. In considering whether a place falls within the definition of a "set of premises", the council will look at, amongst other things, the ownership/occupation and control of the

premises. The council will be ready to object to notices where it appears that their effect would be to permit regular gambling in a place that could be described as one set of premises.

### **35. Occasional use notices (for tracks)**

There is a special provision in the Act which provides that where there is betting on a track on eight days or less in a calendar year, betting may be permitted by an occasional use notice without the need for a full premises licence. Occasional use notice is different to that for a temporary use notice. The application may be made in writing, to the council by the person responsible for the administration of the events on a track or by an occupier of the track.

35.1 The council has very little discretion as regards these notices aside from ensuring that the statutory limit of 8 days in a calendar year is not exceeded. The council will however consider the definition of a 'track' and whether the applicant is entitled to benefit from such notice.

### **36. Small society lottery registrations**

36.1 A lottery generally refers to schemes under which prizes are distributed by chance among entrants who have given some form of value for their chance to take part.

36.2 The Act creates two principal classes of lotteries: Licensed lotteries and exempt lotteries. Licensed lotteries are large society lotteries and lotteries run for the benefit of local authorities. These will be regulated by the Gambling Commission. Within the class of exempt lotteries there are four sub classes, one of which is small society lotteries.

36.3 A small society lottery is a lottery promoted on behalf of a non-commercial society as defined in the Act which also meets specific financial requirements set out in the Act. These will be administered by the council for small societies who have a principal office in Haringey and want to run such lottery.

36.4 A lottery is small if the total value of tickets put on sale in a single lottery is £20,000 or less and the aggregate value of the tickets put on sale in a calendar year is £250,000 or less.

36.5 To be 'non-commercial' a society must be established and conducted:

- for charitable purposes;
- for the purpose of enabling participation in, or supporting, sport, athletics or a cultural activity; or
- for any other non-commercial purpose other than that of private gain.

36.6 The other types of exempt lotteries are 'incidental non-commercial lotteries', 'private lotteries' and 'customer lotteries'. If you require guidance on the different categories of lotteries please contact the council.

36.7 The National lottery is not licensed by the Gambling Act 2005 and continues to be regulated by the National Lottery Commission under the National Lottery Act 1993.



## Part E

### 37. Enforcement

The council will work closely with the responsible authorities in accordance with a locally established joint enforcement protocol and will aim to promote the licensing objectives by targeting known high risk premises following government guidance around better regulation.

37.1 In carrying out its enforcement duties with regards to the inspection of premises; and the powers to institute criminal proceedings in respect of certain offences under the Act the council will endeavour to be:

- **proportionate:** regulators should only intervene when necessary: remedies should be appropriate to the risk posed, and costs identified and minimised;
- **accountable:** regulators must be able to justify decisions, and be subject to public scrutiny;
- **consistent:** rules and standards must be joined up and implemented fairly;
- **transparent:** regulators should be open, and keep regulations simple and user friendly; and
- **targeted:** regulation should be focused on the problem, and minimise side effects

37.2 The council will endeavour to avoid duplication with other regulatory regimes so far as possible.

37.3 Where there is a Primary Authority scheme in place, the council will seek guidance from the Primary Authority before taking any action involving test purchasing operations, unless these arise as a result of a complaint.

37.4 Further information, including an index of all Primary Authority arrangements can be found at <https://primaryauthorityregister.info/par/index.php/home>

37.5 The council will also adopt a risk-based inspection programme in line with government recommendations around better regulation and the principles of the Hampton Review.

37.6 The main enforcement and compliance role for the council in terms of the Gambling Act 2005 will be to ensure compliance with the premises licences and other permissions which it authorises. The Gambling Commission will be the enforcement body for the operator and personal licences. Concerns about the manufacture, supply or repair of gaming machines will not be dealt with by the council but will be notified to the Gambling Commission. In circumstances where the council believes a premises requires a premises licence for gambling activities and no such licence is in force, the council will alert the Gambling Commission.

37.7 The Gambling Commission have highlighted that local authorities in general are likely to receive very few, or no complaints about gambling. Unlike other regulated areas, such as alcohol, gambling is much less visible as a concern for residents. As a result, the Gambling Commission advises the Council to proactively conduct inspections, to build up the picture of whether a premises can establish true compliance, and can assess whether the necessary protections, especially for the young and vulnerable are in place and working effectively.

37.8 The Council's Inspection programme requires all new licensed premises to be inspected shortly after the licence has been issued, and every premises should expect at least one inspection per year. Inspections of premises are also undertaken if complaints are received, if variation applications are received or there is some other intelligence that suggests an inspection is appropriate. Compliance will be checked in a daytime or evening inspection. Where a one-off event takes place under a Temporary Use Notice or Occasional Use Notice, the Council may also carry out inspections to ensure the Licensing Objectives are being promoted.

37.9 High-risk premises are those premises that have a history of complaints, a history of non-compliance and require greater attention. The Council will operate a lighter touch in respect of low-risk premises so that resources are more effectively targeted to problem premises. We will also target enforcement towards illegal gambling as it is potentially higher risk/harm due to the lack of regulation. The council will also keep itself informed of developments as regards the work of the Better Regulation Executive in its consideration of the regulatory functions of local authorities. The council's enforcement/compliance protocols/written agreements will be available upon request.

### **38. Legislation, Policies and Strategies**

In undertaking its licensing function under the Gambling Act 2005, the Council is also bound by other legislation, including:-

1. Section 17 of the Crime and Disorder Act 1988;
2. Human Rights Act 1998;
3. Health and Safety at Work Act 1974;
4. Environmental Protection Act 1990;
5. The Anti-Social Behaviour Act 2003;
6. The Race Relations Act 1976 (as amended);

However, the policy is not intended to duplicate existing legislation and regulation regimes that already place obligations on employers and operators.

#### **38.1 National Strategies**

The Council will also seek to discharge its responsibilities identified by other Government Strategies, in so far as they impact on the objectives of the licensing function.

#### **38.2 Local Strategies and Policies**

Where appropriate, the Council will consider applications with reference to other adopted local strategies and policies, including the following:-

1. Working Together with Communities
2. The Haringey Safer Communities Strategy
3. Enforcement Policies.

#### **38.3 Integrating Strategies**

There are many stakeholders involved in the Leisure industry and many are involved in the promotion of the licensing objectives. A number of stakeholders' plans and strategies deal with matters related to the licensing function. Where this is the case, the Council will aim, as far as possible, to co-ordinate them.

The Council considers that where appropriate and in so far as is consistent with the Gambling Act, Guidance and Codes of Practice issued under sections 24 and 25 of the

Gambling Act 2005, it is desirable that this Policy complements other relevant plans and strategies aimed at the management of town centres and the night-time economy.

#### 38.4 Relevant plans and strategies include:-

Crime and Disorder Strategy – The Council will fulfil its duty under section 17 of the Crime and Disorder Act 1998 to do all it reasonably can to prevent crime and disorder in the Borough. As far as possible, licensing decisions will aim to contribute to the targets set in the Crime and Disorder Strategy and conditions attached to licences and certificates will reflect local crime prevention strategies.

#### 38.5 Safer Communities Strategy

The Community Safety Strategy is committed to tackling the key areas of crime and building prevention initiatives into neighbourhoods. The licensing authority will support the work of the Safer Communities Strategy within the scope of the licensing objectives under the Act

- Haringey Council – A Community Plan – As far as possible, any licensing decisions will be in line with the aspirations of this community plan.
- Local Transport Plan – the Council aims to work with the local transport authority and will consider ways in which the public can be dispersed from licensed premises and events so as to avoid disturbance, crime and disorder. The Police will be encouraged to report on matters related to the swift and safe dispersal of people from licensed premises.
- Racial Equality – The Council is required under race relations legislation to have due regard to the need to eliminate unlawful discrimination and to promote equality of opportunity and good relations between persons of different racial groups. The impact on these issues of the Gambling Policy will be monitored and amendments will be made as necessary.
- Domestic Violence Strategy – The Council will ensure consultation to ensure that any correlation between gambling and domestic violence can be detected at the earliest opportunity.
- Children and Young Persons Strategy – The Council will have regard to the impact on this strategy and the criteria for safeguarding children from becoming addicted.
- Anti-Poverty Strategy – As far as possible, any licensing decisions will have regard to this strategy. It will support the work of the Anti Poverty Strategy as they are developed within the scope of the licensing objectives under the Act.
- Proper integration will be assured by the Licensing Authority's Licensing Committee providing reports, when appropriate, to its Planning Committee on the situation regarding licensed premises in the area, including the general impact of gambling related crime and disorder, to enable the Planning Committee to have regard to such matters when taking its decisions.
- The Council will ensure that the Licensing Committee receives reports, when appropriate, on the needs of the local tourist economy to ensure that these are reflected in their considerations.

- Economic Strategies – The Council will ensure that the Licensing Committee is appraised of the employment situation in the area and the need for new investment and employment where appropriate.
- Enforcement Policy – All licensing enforcement will be conducted in accordance with the Enforcement Concordat, and the Haringey Enforcement Policy.

These links to other corporate strategies will be formulated in detail as a result of the consultation process.

### **39. Decision Making**

#### Committee Terms of Reference

A Licensing Sub-Committee of Councillors will sit to hear applications where representations have been received from interested parties and responsible authorities. Ward Councillors will not sit on a Sub-Committee involving an application within their ward.

#### **39.1 The Licensing Committee**

The Licensing Committee will also sit to determine general licensing matters that have been delegated to it by the full Council that are not associated with the Gambling Act 2005. Where a Councillor who is a member of the Licensing Committee is making or has made representations regarding a licence on behalf of an interested party, in the interests of good governance they will disqualify themselves from any involvement in the decision making process affecting the licence in question.

39.2 The Licensing Sub-Committee will also refer to the Licensing Committee any matter it is unable to deal with because of the number of its members who are unable to take part in the consideration or discussion of any matter or vote on any question with respect to it. The Licensing Committee will refer to the Full Council any matter it is unable to deal with because of the number of its members who are unable to take part in the consideration or discussion of any matter or vote on any question with respect to it.

39.3 Every determination of a licensing decision by the Licensing Committee or a Licensing Sub-Committee shall be accompanied by clear, cogent reasons for the decision. The decision and the reasons for that decision will be sent to the applicant and those who have made relevant representations as soon as practicable. A summary of the decision shall also be posted on the Council's website as soon as possible after the decision has been confirmed, where it will form part of the statutory licensing register required to be kept by the Council.

39.6 The Council's Licensing Officers will deal with all other licensing applications where either no representations have been received, or where representations are irrelevant, frivolous or vexatious will be made by Council Officers, who will make the decisions on whether representations or applications for licence reviews should be referred to the Licensing Committee or Sub-Committee. Where representations are rejected, the person making that representation will be given written reasons as to why that is the case. There is no right of appeal against a determination that representations are not admissible.

#### **39.7 Allocation of Decision Making Responsibilities**

The Council will be involved in a wide range of licensing decisions and functions and has established a Licensing Committee to administer them.

Appreciating the need to provide a speedy, efficient and cost-effective service to all parties involved in the licensing process, the Committee has delegated certain decisions and functions and has established a Sub-Committee to deal with them.

Many of the decisions and functions will be purely administrative in nature and the grant of non-contentious applications, including for example those licences and permits where no representations have been made, will be delegated to Council Officers.

The table shown at Appendix A sets out the agreed delegation of decisions and functions to Licensing Committee, Sub-Committee and Officers.

This form of delegation is without prejudice to Officers referring an application to a Sub-Committee or Full Committee if considered appropriate in the circumstances of any particular case.

## 40 Reviews

40.1 A review is a process defined in the legislation which ultimately leads to a licence being reassessed by the Licensing Committee with the possibility that the licence may be revoked, suspended or that conditions may be amended or new conditions added.

40.2 Requests for a review of a premises licence can be made by interested parties or responsible authorities; however, it is for the council to decide whether the review is to be carried-out. This will be on the basis of whether the request for the review is:

- i) in accordance with any relevant code of practice issued by the Gambling Commission
- ii) in accordance with any relevant guidance issued by the Gambling Commission
- iii) reasonably consistent with the licensing objectives and
- iv) in accordance with this authority's Gambling Act 2005 – Statement of Licensing Policy.

In addition the council may also reject the application on the grounds that the request is frivolous, vexatious, will certainly not cause this authority to wish to alter, revoke or suspend the licence, or is substantially the same as previous representations or requests for review.

40.3 The council can also initiate a review of a licence on the basis of any reason which it thinks is appropriate. Once a valid application for a review has been received by the licensing authority, representations can be made by responsible authorities and interested parties during a 28 day period. This period begins 7 days after the application was received by the licensing authority, who will publish notice of the application within 7 days of receipt.

40.4 The licensing authority must carry out the review as soon as possible after the 28 day period for making representation has passed.

40.5 The purpose of the review will be to determine whether the licensing authority should take any action in relation to the licence. If action is justified, the options open to the licensing authority are:-

- (a) add, remove or amend a licence condition imposed by the licensing authority;
- (b) exclude a default condition imposed by the Secretary of State (e.g. opening hours) or remove or amend such an exclusion;
- (c) suspend the premises licence for a period not exceeding three months; and
- (d) revoke the premises licence.

40.6 In determining what action, if any, should be taken following a review, the licensing authority must have regard to the principles set out in section 153 of the Act, as well as any relevant representations.

40.7 In particular, the licensing authority may also initiate a review of a premises licence on the grounds that a premises licence holder has not provided facilities for gambling at the premises. This is to prevent people from applying for licences in a speculative manner without intending to use them.

40.8 Once the review has been completed, the licensing authority must, as soon as possible, notify its decision to:

- the licence holder
- the applicant for review (if any)
- the Commission
- any person who made representations
- the chief officer of police or chief constable; and
- Her Majesty's Commissioners for Revenue and Customs

#### **41. Diversity and Equality**

Subject to the general requirements of the Act, the Licensing Authority will promote equality of opportunity. In such respects, nothing within this statement of licensing principles shall undermine the right of any individual to apply for any of the licences and/or authorisations provided under the terms of the Act. The Council is aware that some applications may have greater impact on groups, organisations or associations in respect of their race, gender, age, disability, sexuality or religious beliefs. With a view to eliminating unlawful discrimination, applicants will be expected (where appropriate) to address these concerns.

Where applications made by these groups or organisations representing them highlight special needs or customs that may affect their application, the Council, in recognising its duty to promote good relations between persons of different groups, will give consideration to supporting those needs or customs whilst seeking to promote the three licensing objectives.

#### **42. Human Rights**

The Human Rights Act 1998 incorporates the European Convention on Human Rights and makes it unlawful for a local authority to act in a way that is incompatible with a Convention Right. The Council will have particular regard to its rights and responsibilities under the Human Rights Act 1998 when determining applications, considering enforcement and reviewing this policy.

42.1 The Council will have particular regard to:

- Article 6 – that in determination of civil rights everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law;
- Article 8 – that everyone has the right to respect for his home and private life (removal or restriction of a licence may effect a persons private life); and
- Article 1 of the First Protocol – that every person is entitled to peaceful enjoyment of his or her possessions (a licence is considered a possession in law);

**TABLE OF DELEGATIONS OF LICENSING FUNCTIONS**

**APPENDIX 1**

<b>MATTER TO BE DEALT WITH</b>	<b>FULL COUNCIL</b>	<b>SUB-COMMITTEE</b>	<b>OFFICERS</b>
Three year licensing policy	X		
Policy not to permit casinos	X		
Fee Setting - when appropriate		Can only be delegated to a sub-committee, not officers	

Application for premises licences		Where representations have been received and not withdrawn	Where no representations received/ representations have been withdrawn
Application for a variation to a licence		Where representations have been received and not withdrawn	Where no representations received/ representations have been withdrawn
Application for a transfer of a licence		Where representations have been received from the Commission	Where no representations received from the Commission
Application for a provisional statement		Where representations have been received and not withdrawn	Where no representations received/ representations have been withdrawn
Review of a premises licence			The initial grounds for review will be for officers to validate. Licensing Sub Committee will then hear the review if the grounds are valid under s.198
Application for club gaming /club machine permits		Where representations have been received and not withdrawn	Where no representations received/ representations have been withdrawn
Cancellation of club gaming/ club machine permits			Cancellation of club gaming /machine permits and other permits decisions would be appropriate for officers.
Applications for other permits			Dealt with by officers



Cancellation of licensed premises gaming machine permits			Dealt with by officers
Consideration of temporary use notice		X	
Decision to give a counter notice to a temporary use notice			

## Definitions

**NOTE:** In this Policy, the following definitions are included to provide an explanation to certain terms included in the Act and, therefore, in the Statement of Gambling Policy. In some cases, they are an abbreviation of what is stated in the Gambling Act 2005 or an interpretation of those terms. For a full definition of the terms used, the reader must refer to the Gambling Act 2005.

'The Council' means London Borough of Haringey, acting as the Licensing Authority as defined by the Gambling Act 2005.

'The Act' means the Gambling Act 2005.

'The Licensing Authority' the authority in whose area the premises is wholly/partly situated. The Licensing Authority (as in the issuing authority) is also a responsible authority.

'The Gambling Commission' a body set up by the Government as the unified regulator for gambling, replacing the Gaming Board.

'Responsible Authority' means a public body that must be notified of certain applications for premises licences and permits, and are entitled to make representations on any of the licensing objectives.

'Children' means individuals who are less than 16 years old.

'Young person' means individuals who are aged less than 18 years old and 16 years and over.

'Mandatory Conditions' means a specified condition provided by regulations to be attached to premises licences.

'Default Conditions' means a specified condition provided for by regulations to be attached to a licence unless excluded by the Council.

'Premises' means any place, including a vessel or moveable structure.

'LCCP' Licensing Conditions Code of Practice issued by the Gambling Commission

**GAMBLING ACT 2005  
GAMBLING LOCAL AREA PROFILE  
JANUARY 2019**

## 1. Introduction

1.1 This profile has been drafted by the Council as an associate document to the Council's Statement Gambling Policy following the recommendations of the Gambling Commission and the Local Government Association. Data has been used from a number of published sources together with information from the responsible authorities. It is intended to assist local Gambling Operators prepare their local assessments.

At this time the Council does not have any evidence to indicate Gambling activities in the Borough are a problem. However potential risks are always present and the Council encourages operators and all others involved to work together to address such issues or concerns.

1.2 This document is to highlight areas of the borough inhabited or frequented by people who might be at risk of being harmed or exploited by gambling. Licensees have a specific responsibility to assess local risks to the licensing objectives that come about due to the provision of gambling facilities at each of their premises. Whilst it is not a requirement for licensing authorities to complete a risk assessment of the local area, it is encouraged by the Gambling Commission that such risk assessments, known as the local area profile are a significant benefit to both the licensing authority and the operators. The benefits listed are:

- it enables licensing authorities to better serve their local community, by better reflecting the community and the risks within it
- greater clarity for operators as to the relevant factors in licensing authority decision making, will lead to improved premises licence applications, with the operator already incorporating controls and measures to mitigate risk in their application
- it enables licensing authorities to make robust but fair decisions, based on a clear, published set of factors and risks, which are therefore less susceptible to challenge
- it encourages a proactive approach to risk that is likely to result in reduced compliance and enforcement action.

## 2. Haringey approach to local area profile

2.1 The Local Area Profile Supplementary document establishes that the Council has serious concerns of the impact from on street gambling premises particularly those in the most vulnerable and 'at risk' areas of the borough. The Council considers that it is necessary to seek to control the number of facilities for gambling in areas where its most vulnerable residents may be placed at increasing risk, and in line with the duty, to aim to permit gambling insofar as it is reasonably consistent with the pursuit of the licensing objectives. The document provides an overview of the geographical areas in the borough identified as currently being of greater risk to gambling related harm.

2.2 All areas shown within the local area profile as being at high overall risk of Gambling related harm, are generally considered inappropriate for further gambling establishments, which could potentially raise the risk of gambling

related harm to vulnerable people living in those areas. Operators are asked to consider very carefully whether seeking to locate new premises or relocating existing premises within these areas would be consistent with the licensing objectives and the local risks identified.

2.3 This begins with the Gambling Act 2005 and the objective of the protection of children from harm and other vulnerable persons from being harmed or exploited by gambling. Within the Haringey Statement of Gambling Policy we state that the East of the borough carries higher deprivation and social economic imbalances and therefore should have special consideration given to it in relation to the proximity of gambling premises to

- an educational establishment, including colleges and universities, youth clubs, recreational establishments;
- close to a centre dealing with vulnerable people, including housing, clinics, recovery centre, food banks;
- situated in an area of high crime;
- situated in an area of deprivation;
- close to the location of services for children such as libraries and leisure centres;
- Places of worship, community facilities or public buildings
- Areas where there is considered to be an over concentration of similar existing licensed operations.
- close to the location of businesses providing instant access to cash such as payday loans, pawn shops.

2.4 In this context and in response to the changes in the GLA, we have completed an assessment of the key characteristics of the Borough to identify areas of higher risk of vulnerability to gambling-related harm. This assessment is Haringey's local area profile.

Our approach is based on the possible risk to gambling-related harm and does not mean that just because an area is seen as being at higher risk that all people in that area will suffer harm or be at risk of suffering harm.

2.5 This Authority will take specific note of whether an application relates to a premise that is:

- close to an educational establishment, including colleges and universities;
- close to a centre dealing with vulnerable people;
- situated in an area of high crime;
- situated in an area of deprivation;
- close to the location of services for children such as libraries and leisure centres;
- close to the location of businesses providing instant access to cash such as payday loans, pawn shops.

2.6. This Authority will expect applicants for a new licence to submit the completed assessment with their application. It must identify the risks and state what control mechanisms are to be employed at the premises to ensure that the licensing objectives are being met having regard to the local area profiles produced by this Authority. The assessment must consider at a minimum:

- The local area, including but not restricted to the types of premises and operation in the area surrounding the gambling premises; the character of the area, for example is it predominantly residential or commercial, is it a family orientated area; transport links; educational facilities; centres for vulnerable people; ethnicity, age, economic makeup of the local community; high crime area; high unemployment area; pawn broker/pay day loan businesses in the vicinity; footfall in the vicinity; recorded incidents of attempted underage gambling; other gambling premises in the vicinity
- The gambling operation, including but not restricted to what gambling products it provides in the premises; the staffing levels within the premises; the level and requirement for staff training; whether loyalty or account cards are used or not; the security and crime preventions arrangements it has in place; how it advertises locally and on the premises; the marketing material within the premises; the display and provision of information
- The design and layout of the premises, including but not restricted to whether the staff have obstructed views of gaming machines or entrances; whether the design is such that children can see gambling taking place.
- The control mechanisms to be put in place to mitigate the risks e.g. the use of CCTV cameras, the provision of magnetic door locks, employment of door supervisors, employing a challenge 25 scheme, increased number of trained staff

2.7 Other issues that may be considered such as:

- Matters of faith, including all religious or faith denominations including proximity to churches, mosques, temples or any other place of worship.

2.8 If an application for a new licence or variation is submitted that is within 400 metres of premises/location where children, young persons and vulnerable persons are operators are encouraged to provide details of the measures to be implemented that would overcome the potential risks in the identified areas.

2.9 If the operator does not put forward measures to overcome the risks, or the Council considers that the operator's proposed measures do not adequately mitigate the risk, the council will consider what measures are needed which can include additional conditions or even refusal of the application if appropriate. The Authority expects that each shop will have a copy of its local area risk assessment onsite for authorised officers to view on request.

### 3 The Profile of The London Borough of Haringey

Map of the London borough of Haringey



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3.1 Haringey is one of London's 32 Boroughs. It is located in the north of the capital and is more than 11 square miles in area. According to the 2001 Census nearly half of its 254,900 people come from ethnic minority backgrounds. It is often said that Haringey is an outer London Borough with inner London challenges.

3.2 As a gateway to central London we are determined to be a well-connected hub of activity rather than a Dormitory Borough. Our Growth Strategy lays out ambitious objectives for achieving full employment and establishing Haringey at the epicentre of London's small and medium sized innovation economy.

Haringey is a vibrant place to live, with many different cultures mixing, and a fantastic variety of characterful High Streets – from the metropolitan centre at Wood Green to the boutiques and restaurants of Muswell Hill and Crouch End – creating a strong sense of local pride.

- 3.3 There are approximately 100,000 dwellings and approximately 8,200 businesses employing 64,700 people. The most recent indices of multiple deprivation (IMD) (2010) show that Haringey is one of the most deprived authorities in the country, ranking 13<sup>th</sup> out of 326 authorities, and it is ranked 4<sup>th</sup> in London, yet it is also a borough of contrasts, with great prosperity and affluence in some communities.
- 3.4 Persistent inequalities are manifest in the health and wellbeing of our residents. The life expectancy gap between the most and least deprived wards is 7 years for men and 3 years for women. The borough is facing an obesity crisis with 1 in 4 reception aged children, and 1 in 3 10/11 year olds, measured as overweight or obese. The number of people with long term conditions like diabetes and heart disease is increasing and there are approximately 4,000 adults with severe mental illnesses – three times more than would be expected, even given Haringey's level of deprivation.
- 3.5 There are also inequalities in educational achievement, access to employment and housing quality. The borough has seen twelve consecutive years of improvement in GCSE performance and A-levels scores, making Haringey one of the top 3 most improved areas. Yet too many of our young people still leave school without the skills needed to secure sustainable employment, blocking their access to one of the world's most dynamic economies at their doorstep. It remains our priority to make all of our schools outstanding and, through our new STEM commission, to ensure our young people are accessing the skills needed for the jobs of the future.
- 3.6 The Council's response to these challenges is to meet them head on with ambition, innovation and a commitment to work ever more closely with residents, businesses and public sector partners. Nowhere is our ambition greater than in our most deprived communities in Tottenham. Working with central and local Government, developers and major local businesses like Tottenham Hotspur, the Council has secured £1bn of public and private investment in Tottenham's physical environment. Wood Green is another community that will be the focus of major regeneration that will look to build more homes, create better connections to Alexandra Palace and maximise the impact of new transport links provided by Crossrail 2. We are determined that regeneration will be shaped by the views of residents and are pioneering new governance structures to embed the residents voice in the key decisions.
- 3.7 We are also determined that regeneration has a transformative effect on the health and wellbeing of residents. Regeneration has the potential to promote health and wellbeing through the built environment in a number of ways, including designing infrastructure to increase ease of walking and cycling, increasing the accessibility and perceived safety of green space, and shaping the retail offer in our town centres. The local area profiles will enable us to better manage the expectations of the betting operator.



#### **4. Local Area Profile/Social Responsibility**

4.1 Haringey is concerned with the impact on the vulnerable who are at risk from betting in the borough. The nature of the risk cuts across a number of themes such as health impact, mental health, drug and alcohol addiction, bad debt, crime and anti-social behaviour as well as risk from violence within the home.

4.2 Haringey will take a robust and proportionate approach to licensing issues. Premises which will impact on the economy of this borough and its community will be expected to build into operation plans, sufficient measures to minimise the impact of the premises operation on the residential, and other economic based activities.

In order to protect its community's well being and family life, the borough will require significant risk assessments and control methods to be available with any application for a premises licence. The east of the borough has particular heightened risk around anti-social behaviour and deprivation, risk assessments for betting premises in these areas will need to show specific measures to deal with these issues that will not exacerbate existing problems. This does not mean that an assessment does not need to be made for the rest of the Borough only that assessments need to be relevant to the risks.

4.3 Although gambling is a legal entertainment activity it can, in some locations have a negative impact on individuals and the wider community. The Council has tried to understand how gambling can affect its residents and visitors. The Council has also sought to identify individuals who live in the local area who are potentially vulnerable to gambling related harm through work carried out by the ASBAT Team and information from the Citizen Advice Team.

4.4 In order to protect its community and family life, the borough will require risk assessments and control methods to be available with any application for a premises licence.

#### **Appendix 2 Local Licensing Guidance**

1. The risk based approach provides a better understanding of, and enables a proportionate response, to risk. Risk is related to the probability of an event

happening and the likely impact of that event. In this case it is the risk of the impact on the licensing objectives. This guide will assist gambling operators in undertaking and preparing their local (premises) risk assessments. This guidance provides a framework for the local risk assessment process that will provide a uniform approach across all non-remote gambling sectors. This will benefit the Council as Licensing Authority under the Gambling Act 2005 (the Act), as well as responsible authorities and interested parties when considering new and variation applications.

2. Gambling operators will be required to undertake a risk assessment for all of their existing premises. Operators must also undertake a review of those assessments when certain triggers are met. These are,
  - new premises application
  - significant changes in local circumstances
  - Variation of the premises licence
3. This Authority considers that these local risk assessments are a key component of the overall assessment and management of the local risks. Each locality has its own challenges and in order to assist applicants this Authority has produced maps of the area containing the location of existing gambling premises, and centres dealing with vulnerable persons. In addition, the Authority has produced local profiles for each Ward which contains demographic, economic and crime information. This information will be available on the Council's website and will be reviewed and updated.
4. Haringey is concerned with the impact on the vulnerable who are at risk from betting in their areas, we have therefore made an assessment of the pattern of gambling and associated risks to the licensing objectives in wards across the borough.

The policy is reflective of local issues, local data, local risk and the expectations that a licensing authority has of operators who either currently offer gambling facilities or wish to do so in the future. The existence of a clear and robust statement of policy provides greater scope for licensing authorities to work in partnership with operators, other local businesses, communities, and responsible authorities to identify and to proactively mitigate local risks to the licensing objectives.



## 5. Methodology – Datasets used

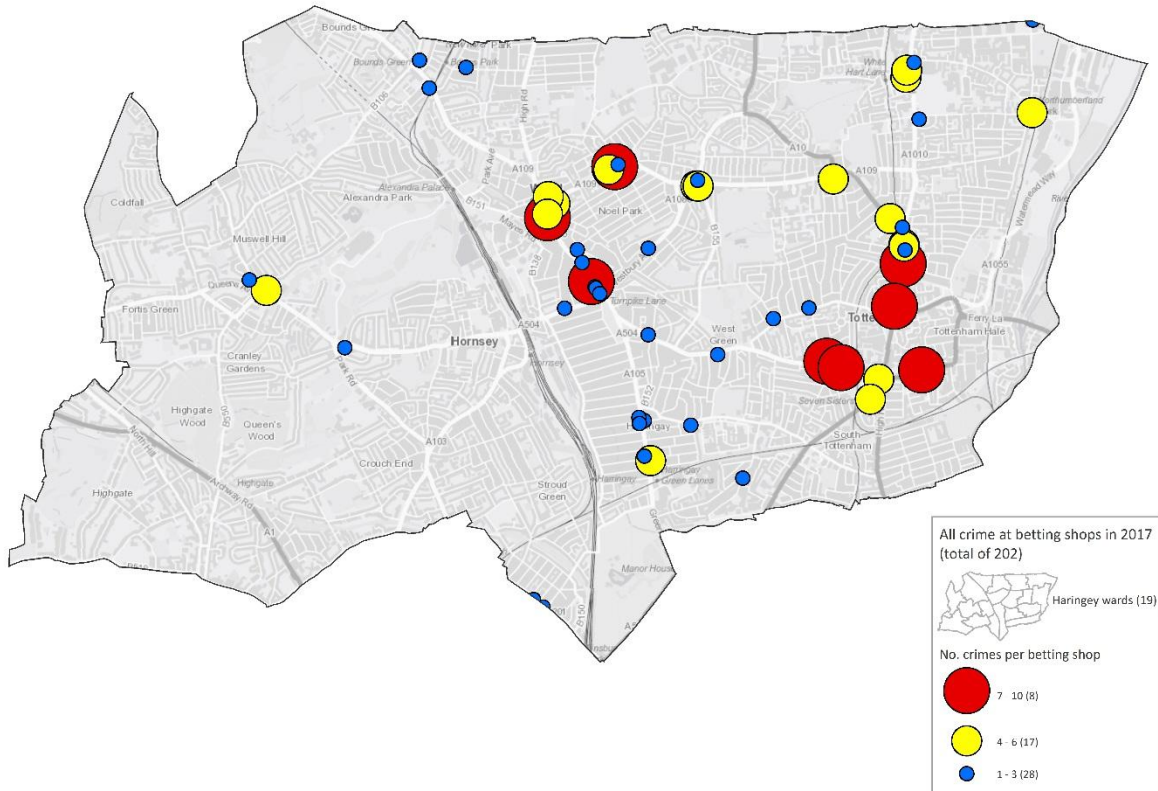
Table 1. Special consideration is given in relation to the proximity of gambling premises to the following locations;

Criteria	Datasets	Source	Access to data
Local schools	All secondary schools in Haringey	Corporate GIS	Green
Youth clubs	Youth clubs registered in Haringey	LBH	Red
Shops used by families & children	Shopping centres, supermarkets & shops relevant to children & families in Haringey	LBH	Red
Parks & open spaces	Parks, open spaces, play areas/adventure playgrounds & basketball courts in Haringey	Corporate GIS	Green
Leisure & recreational establishments used by families	List of leisure centres, cinemas, theatres, cultural events, museums, galleries & community organisations in Haringey	LBH	Yellow
Area with high level of organised crime	Suspected & convicted CSE offences, human trafficking, modern day slavery & drug offences in Haringey	Haringey police	Red
Places of worship	List of faith premises in Haringey	Corporate GIS	Green
Community facilities & public buildings	List of community centres, tenant halls, libraries & other public buildings in Haringey		Red
Areas with an over-concentration of similar existing licensed operation	List of current licensed gambling establishments in Haringey		Green

Table 2. Special consideration is given in relation to the proximity of gambling premises to the following vulnerable groups:

Criteria	Description	Source	Access to data
Children (<18) & young people (students in higher education)	No. residents under 18, educational establishments (colleges) & student accommodation	LBH	Green
Problem gamblers seeking treatment	Gamblers anonymous		Red
Living in deprived areas	IMD 2015		Green
Financial difficulties / debt	List of food banks, pawnbrokers & payday loan shops	LBH	Yellow
Substance abuse / misuse	List of drug & alcohol treatment services, narcotics & alcohol anonymous meetings & needle exchange services	Public health	Yellow
Poor mental health	List of GPs treating patients for schizophrenia, bipolar affective disorder, depression & other psychoses	Public health	Green
Unemployed	List of Job centres & economically active unemployed residents	2011 Census	Green
Homeless	List of hostels, supported housing, registered care & temporary accommodation in Haringey.	Public Health	Red
Minority ethnic groups	No. of Asian / African / Caribbean / Black British & Arab or other ethnic groups	Nomis	Green

Map showing crime in betting shops in Haringey for 2017:

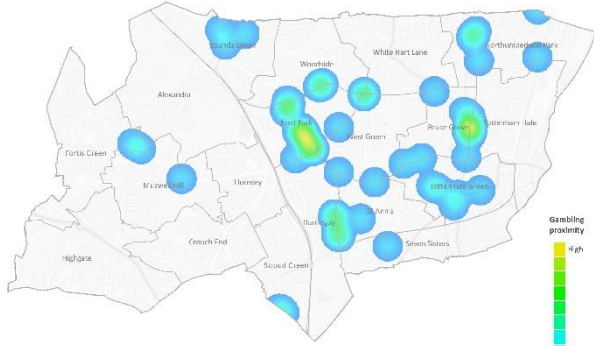
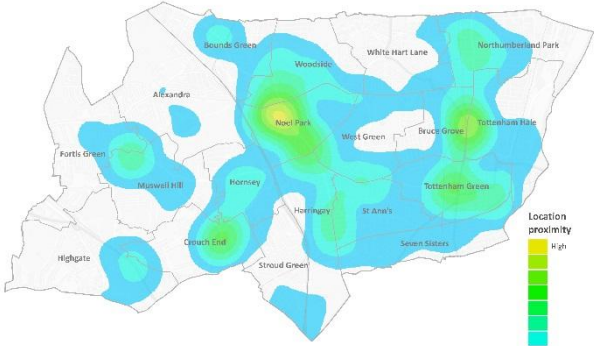


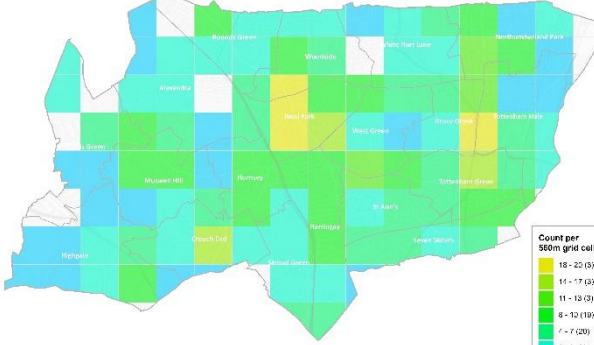
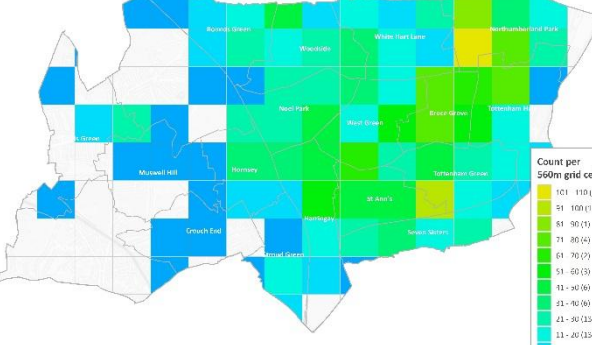


6. The above map illustrates the wards with the highest crimes relating to betting shops within Haringey that will require additional consideration from operators wishing to operate in these areas:

- Noel Park Ward
- Bruce Grove Ward
- West Green Ward
- Tottenham Green Ward
- Tottenham Hale Ward
- Northumberland Park ward
- White Hart Lane.

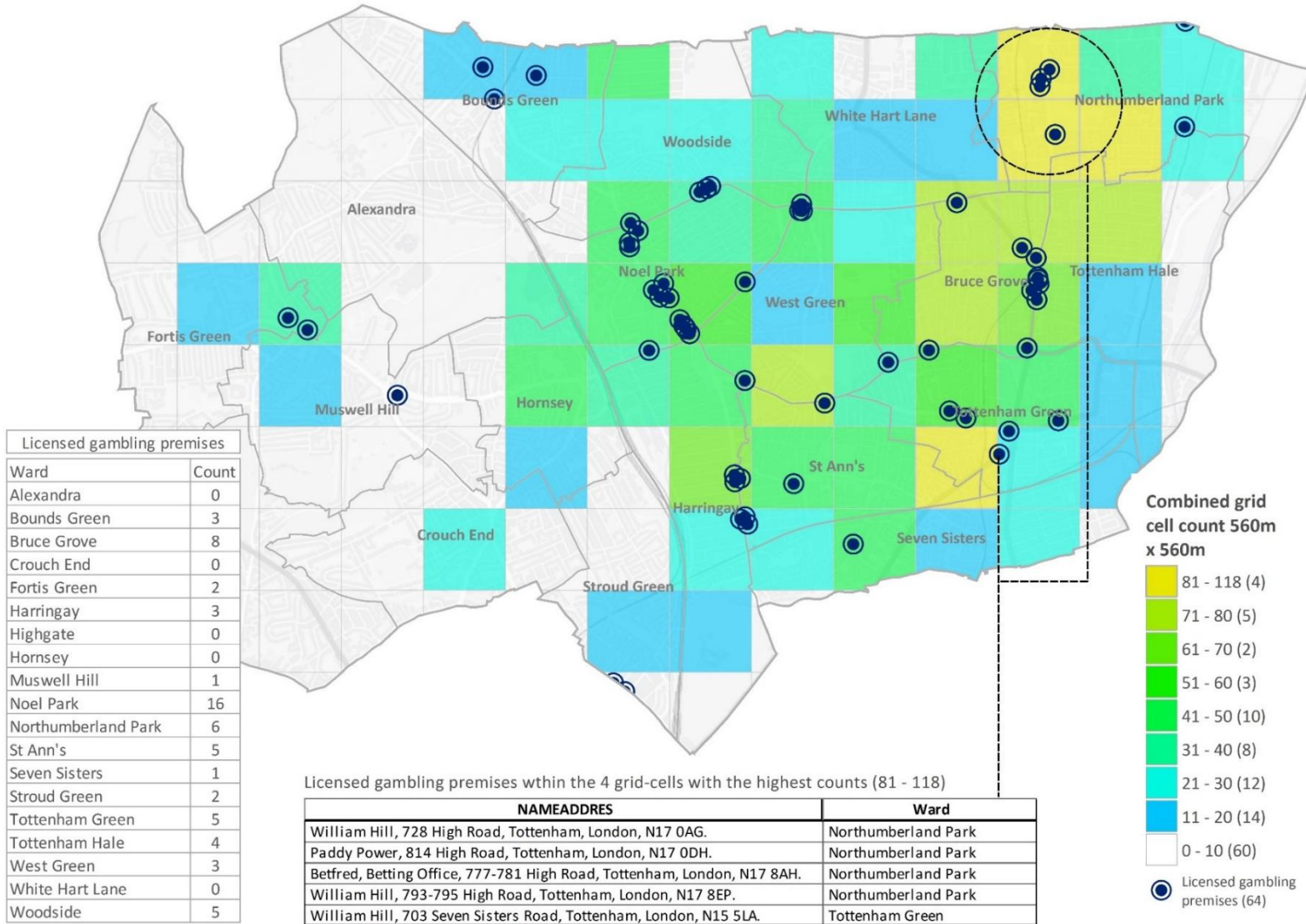
These areas have been chosen due to:

- Higher levels of crime
- Drug dealing and misuse
- Gang activity in the area
- Issues with street drinking and anti-social behaviour
- Issues with street begging
- Homelessness
- Mental health support accommodation

<p><b>Areas in Haringey identified as being at risk to gambling-related harm</b></p> <p>Proximity or hotspot maps identify clusters of location and vulnerable persons incidents relative to each other compared to their overall dispersal throughout the borough (Maps 1, 2 &amp; 3)</p>			
<p><b>Map 1. Licensed gambling premises proximity</b></p>	<p><b>Map 2. Locations criteria proximity</b></p>	<p><b>Map 3. Vulnerable persons criteria proximity</b></p>	
<p>PROXIMITY MAPS</p>	<p>Licensed gambling premises proximity</p>  <p>Gambling proximity</p> <p>High</p> <p>Low</p>	<p>Locations criteria proximity</p>  <p>Location proximity</p> <p>High</p> <p>Low</p> <p>Including: Parks and open spaces, community centres, libraries, cinemas, clubs, licensed gambling premises, museums, skate parks, schools and colleges, supermarkets, take-aways, places of worship, money lending/pawn shops, foodbanks, crime locations</p>	<p>Vulnerable persons proximity</p>  <p>Vulnerable persons proximity</p> <p>High</p> <p>Low</p> <p>Including: Residents under 18 years old, unemployed, minority ethnic groups, residents in high deprivation areas, persons living in temporary accommodation, substance misuse treatment services, ESA claimants for mental health issues,</p>
<p>Data source: LBH Licensing</p>	<p>Data source: See Table 1</p>	<p>Data source: See Table 2</p>	
<p>Count or thematic maps total the sum of location and vulnerable person's incidents by grid-cell. Each cell measures 560m x 560m and there are a total of 118 grids covering Haringey borough (Maps 4, 5, 6 &amp; 7)</p>			
<p><b>Map 4. Licensed gambling premises count</b></p>	<p><b>Map 5. Locations criteria count</b></p>	<p><b>Map 6. Vulnerable persons criteria count</b></p>	
<p>COUNT MAPS</p>	<p>Licensed gambling premises</p>  <p>Count per 560m grid cell</p> <p>0 (0)</p> <p>&gt; 90</p> <p>1 (1)</p> <p>9 (6)</p> <p>2 (5)</p> <p>1 (1)</p> <p>300</p>	<p>Location criteria count</p>  <p>Count per 560m grid cell</p> <p>18 - 20 (5)</p> <p>14 - 17 (3)</p> <p>11 - 13 (3)</p> <p>8 - 10 (10)</p> <p>7 - 9 (20)</p> <p>2 - 3 (20)</p> <p>0 (10)</p>	<p>Vulnerable persons criteria count</p>  <p>Count per 560m grid cell</p> <p>101 - 110 (1)</p> <p>91 - 100 (1)</p> <p>81 - 90 (1)</p> <p>71 - 80 (2)</p> <p>61 - 70 (2)</p> <p>51 - 60 (3)</p> <p>41 - 50 (6)</p> <p>31 - 40 (6)</p> <p>21 - 30 (13)</p> <p>11 - 20 (13)</p> <p>1 - 10 (12)</p> <p>0 (18)</p>
<p>Data source: LBH Licensing</p>	<p>Data source: See Table 1</p>	<p>Data source: See Table 2</p>	

Map 7. Combined locations and vulnerable persons incident count per grid-cell overlaid with current licensed gambling premises (64 in total)







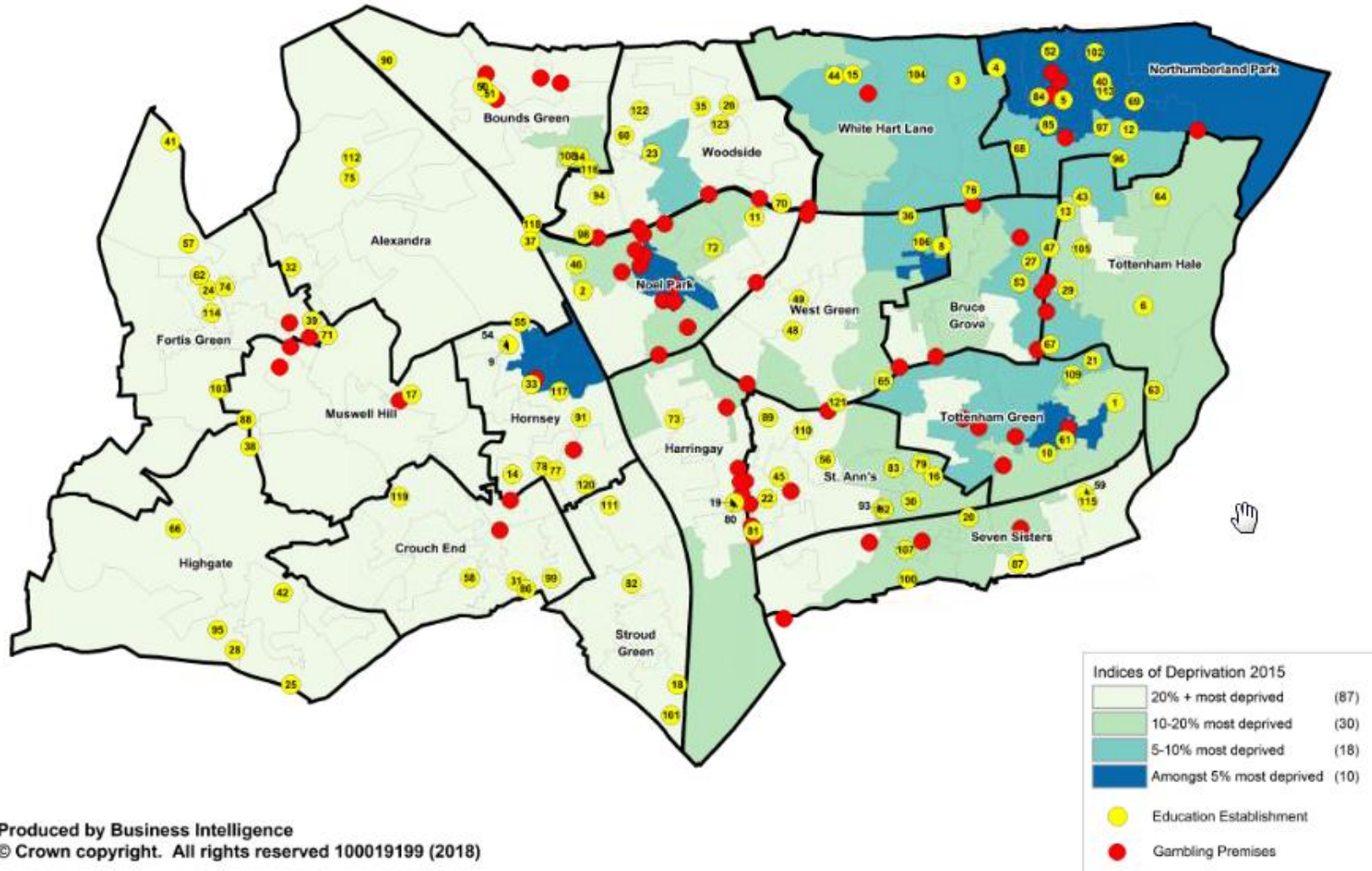
The Gambling Act 2005 prescribes in its licensing objectives the “protection of children and other vulnerable persons from being harmed or exploited by gambling”. Data shown in Table 1 and Table 2 below was collated and used to determine risk areas vulnerable to gambling related harm

Description	Datasets	Geography	Source
Area with high levels of organised crime	Suspected & convicted Child Sexual Exploitation (CSE) incidents, human trafficking, modern day slavery & drug offences	Ward	Haringey police
Areas with an over-concentration of similar existing licensed operation	Licensed gambling establishments in Haringey i.e. betting shops & adult gaming centres (AGC)	Building	LBH , Licensing
Community facilities & public buildings	Community centres, tenant halls, libraries & other public buildings	Building	Valuations Office
Leisure & recreational establishments used by families	Leisure centres, cinemas, theatres, cultural events, museums, galleries & community organisations	Building	LBH, Licensing, Planning
Education	Secondary schools and further education establishments	Building	LBH, Environments & Neighbourhood
Recreational grounds	Parks, open spaces, play areas/adventure playgrounds	Polygon	LBH, Environments & Neighbourhood
Places of worship	Churches and faith based premises	Building	LBH, Environments & Neighbourhood
Shops used by families & children	Shopping centres, supermarkets and take-away/chicken shops	Building	LBH, Licensing, Planning
Youth clubs	Youth clubs	Building	LBH, YJS

Description	Datasets	Geography level	Source
Young people	No. residents under 18	LSOA	Census 2011
Financial difficulties / debt	Food banks, pawnbrokers & payday loan shops	Building	LBH, Licensing
Homeless	Temporary accommodation	Building	LBH, Housing
Living in deprived areas	Index of Multiple Deprivation (IMD) 2015	LSOA	Dept. Communities & Local Government
Minority ethnic groups	Non- white ethnic groups i.e. Asian / African / Caribbean / Black British & Arab or other ethnic groups	LSOA	Census 2011
Poor mental health	Employment Support Allowance (ESA) claimants for mental health conditions	LSOA	Nomis
Problem gamblers seeking treatment	No data found for Haringey	NA	NA
Substance abuse / misuse	Drug & alcohol treatment services & needle exchange pharmacies	Building	LBH, Public health
Unemployed	Job Seekers Allowance (JSA) claimants	LSOA	Nomis

Methodology: Datasets were mapped using their Easting and Northing co-ordinates. Address-point level co-ordinates were created from building address information in datasets where co-ordinates were not provided. Datasets relating to areas such as parks/open spaces and deprivation data aggregated to LSOA - used their polygon centroid as co-ordinates. The distance used for measuring proximity and grid-cell size is 560m. This distance is based on the average of distances measured between residents homes and local facilities (post office, primary school, general store or supermarket and GP surgery) in Haringey as published by the Department for Communities and Local Government

**Gambling Premises & All Educational Establishments with Indices of Multiple Deprivation (IMD 2015)**

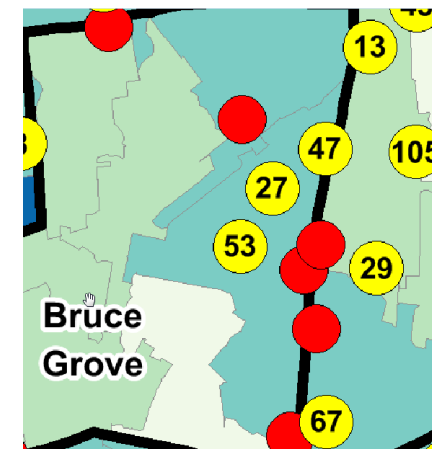
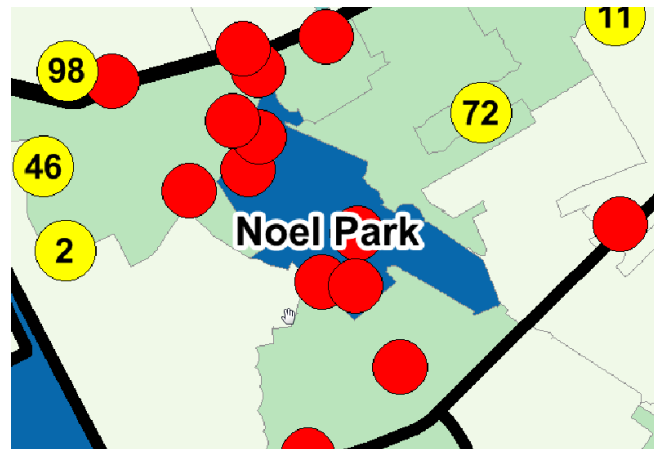
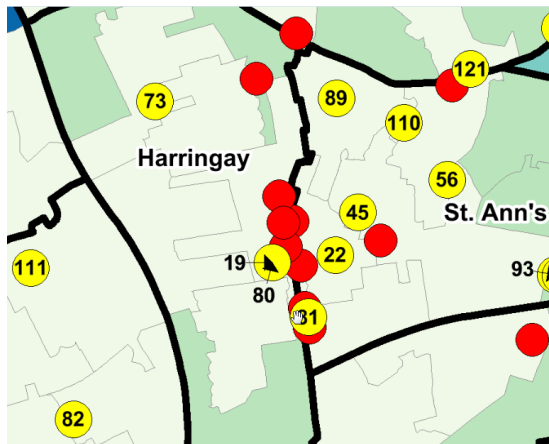


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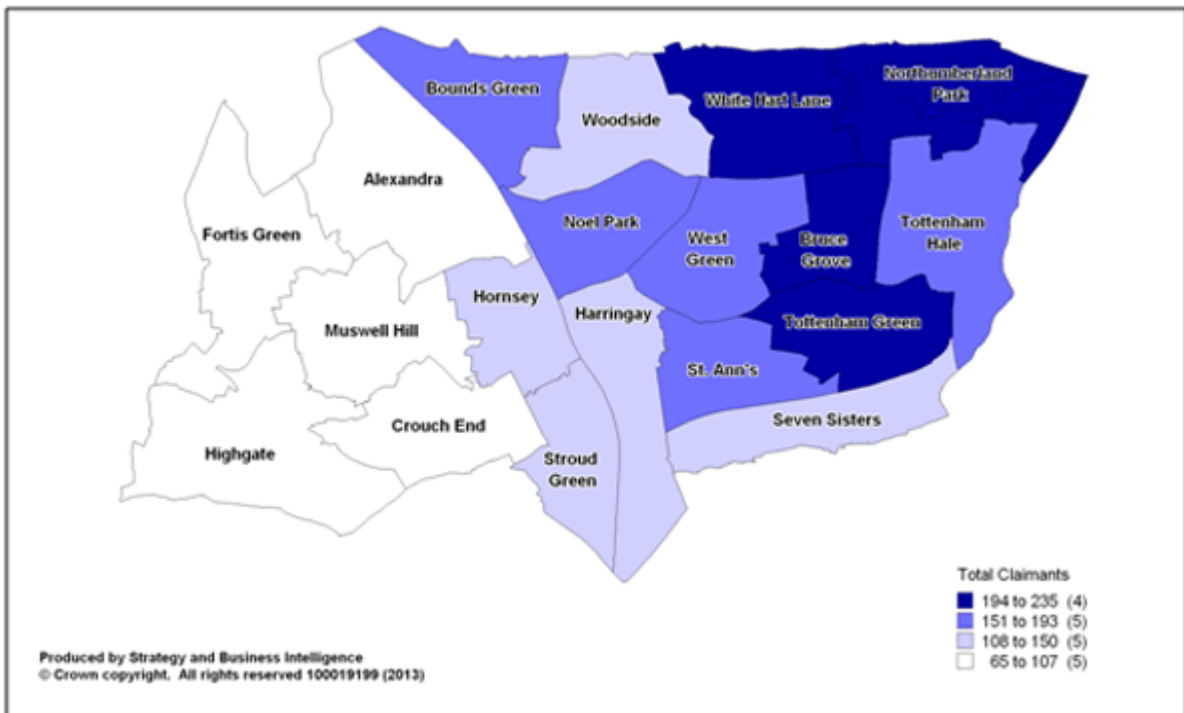
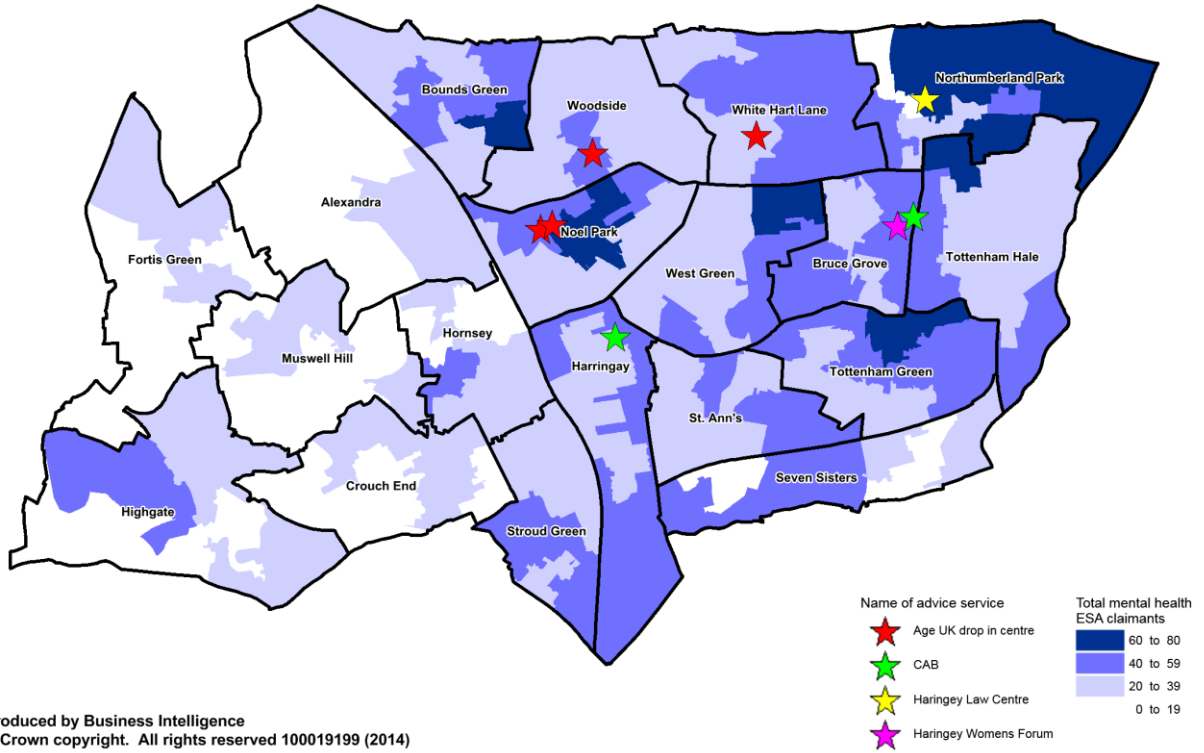


## Schools with the highest number of gambling premises within the 400m radius

School Name	Number of Gambling Premises
(80,81) South Haringay Junior and Infant School	8
(53) Bruce Grove Primary School	7
(72) Noel Park Primary School	6



Total number of Employment Support Allowance (ESA) claimants for Mental Health  
May 2014

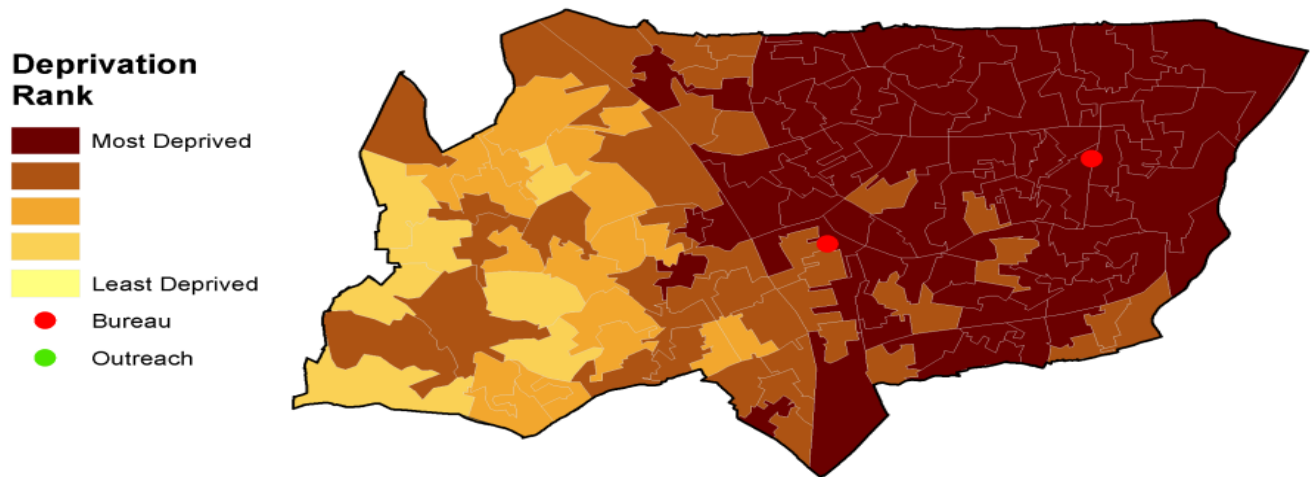
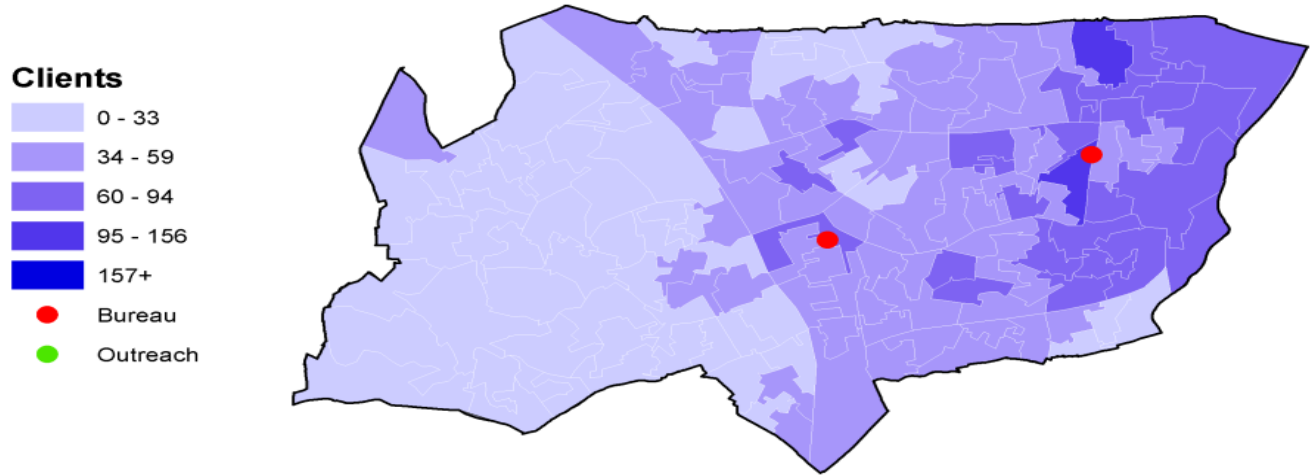


## Risk factors in Haringey

Haringey has high level of factors that increase the risk to mental health, such as deprivation, unemployment and homelessness, all of which are more concentrated in the east of the borough. The proportion of residents living alone (24%) locally is greater than in London and England (22% and 18% respectively). Five in every 1,000 residents in Haringey are homeless, a rate which is higher than the London average (Source: DCLG). Joblessness is higher in the east and 48% of people claiming allowance have mental health behavioral disorders. Increases in unemployment, debt, overcrowding and homelessness (driven by changes to the temporary accommodation subsidy system, combined with high rents) can potentially further increase the level of mental health problems in Haringey

- Risk factors associated with poor mental health and wellbeing, such as unemployment, economic deprivation and poor quality housing, are high in Haringey compared to London and England. These issues are more prevalent in the east of the borough.
- Haringey has high levels of severe and enduring mental illness compared to London and England (Source: [Community mental health profile 2013 - external link](#)). The rate of psychotic disorder is more prevalent in the east of Haringey (Source MH First – QOF).
- Patients from black or black British ethnic groups account for less than fifth (18.8%, Census 2011) of Haringey population but represent over a quarter (28%) of hospital admissions for mental health issues and further 44 per cent of admissions under the Mental Health Act (1983) Section (Source: BEH Mental Health Trust 2012/13).
- Haringey's suicide rate is higher than in London and England. On average 26 Haringey residents, of whom the majority are men, commit suicide each year. Only one in four are known to mental health services and one in twenty to a GP. (Source: Coroners Suicide Audit data Produced by Public Health Directorate).
- Nearly one in three (32%) offenders on probation report having a mental health issue. For one in five (20%) this is compounded by problems with drug or alcohol misuse. (Source: Community Safety Strategic Assessment: Annual audit of crime and disorder in Haringey 2012/13).
- Haringey has a large independent supported housing provision for people with mental health issues. This provision is used by local authorities around London which places extensive pressures on Haringey services. Most of these services are placed in east of the borough.

Map showing clients attending Citizens Advice in relation to debt matters. The map below relates to areas of deprivation across the borough.



## 9. Local risks and control measures

- 9.1 There are two specific parts to the risk assessment process, the assessment of the local risks and the determination of appropriate mitigation to reduce those risks.
- 9.2. Operators may be familiar with identifying risks in relation to health and safety and food hygiene legislation. Risk assessments are also used for security and crime purposes, for example for money laundering and as part of trade association best practice, such as the Safe Bet Alliance.
- 9.3 This local risk assessment process, although similar requires a much broader range of considerations when identifying local risk. Operators must consider the local area in which the premises are situated, the gambling operation and the premises both internally and externally.
- 9.4 The control measures that operators will put in place to mitigate any risk associated with the gambling operation will be dependent on the type of gambling activities provided, how the company operates and the size of the organisation.
- 9.5 The final control measures relate to specific physical measure that will address an identified risk factor. These physical control measures may, for example, include alarms, CCTV cameras, doors, magnetic locks, time locks on safes, spit kits, window shutters, fogging systems, UV lights in toilets.
- 9.6 The control measures identified to mitigate a perceived risk may involve a combination of systems, design and physical measures. For example to address the risk factors relating to children gaining access to an over 18 restricted gambling premises, the operator may identify the following control measures:
- Systems: PASS card or age verification policies, challenge 21 scheme, staff training and door staff.
  - Design: Exterior design which will not attract children into the premises, the entrance layout will enable staff and security to watch those entering the premises and challenge them on the grounds of age.
  - Physical: Magnetic door locks and ID scans.

## 10 Licence conditions

As set out in the code provisions, applications for new premises licences and for variations to existing licences will require a local risk assessment. The control measures specified in these risk assessments may be incorporated into the new or varied premises licences through the imposition of appropriate conditions.

## 11 Specific considerations for Fixed Odds Betting Terminals:

Fixed odds betting terminals (FOBTs) are electronic machines, sited in betting shops, which contain a variety of games, including roulette. Each machine accepts bets for amounts up to a pre-set maximum and pays out according to fixed odds on the simulated outcomes of games.

- 11.1 The *Gambling Act 2005* classified FOBTs as B2 gaming machines. Up to four



machines can be sited on betting premises. Betting Operators are required to show in their risk assessments how they will show responsible management to customers at risk of harm from this form of gambling. The operator's approach to social responsibility focusing particularly on how staff are trained to engage with customers to monitor their frequency, duration and spend of their gambling behavior at the FOBT. Operators should demonstrate their escalation process for interaction with customers.

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**Report for:** Cabinet on 13 November 2018

**Title:** Cessation of the Shared Digital Service

**Report**

**authorised by:** Richard Grice Director of Customers, Transformation and Resources

**Lead Officer:** Mark Rudd Assistant Director Corporate Resources  
Email: [mark.rudd@haringey.gov.uk](mailto:mark.rudd@haringey.gov.uk)  
Tel: 0208 489 3630

**Ward(s) affected:** N/a

**Report for Key/**

**Non Key Decision:** Key Decision

**1. Describe the issue under consideration**

- 1.1 This report provides an update to Cabinet on the development of our Shared Digital Service (“Shared Digital”) with the London Boroughs of Camden and Islington. It has become clear that the three Councils have different local priorities and approaches with regards to ICT and digital services. As such, new arrangements are needed to ensure that each Council has the most suitable arrangements in place for its own local circumstances and projects.
- 1.2 This report sets out the process to discontinue the arrangement with effect from 31 December 2018, ensuring a rapid process to ensure stability for our ICT and Digital services in Haringey.

**2. Cabinet Member Introduction**

- 2.1 This matter relates to the end of the Shared Digital project. Although that endeavour was based on a worthwhile principle, that of gaining improvements by joint working with other local authorities, it was not possible to continue with the project. Nevertheless there have been some benefits to Haringey from participation in Shared Digital thus far, as described in the report. Although the termination of the project was not something which was sought by our borough, it does provide Haringey with more direct operational control of our ICT and digital services going forward. I have discussed the situation with the trade

unions, who are happy with staff remaining in the direct employment of the London Borough of Haringey.

### **3. Recommendations**

3.1 The Cabinet is asked:

3.1.1 To agree that the Cabinet resolutions made on the 17th July 2018 are not progressed and that a local Haringey Council ICT service will become operational ahead of the ending of the shared service arrangement, anticipated by the 1st January 2019.

3.1.2 To delegate authority to the Director of Customers, Transformation and Resources to put the above into effect, including: finalising dates for incremental transition of the service; the final date on which the shared service arrangements will end, and the agreeing of the financial implications of the cessation of the SDS delivery arrangements and their return to Haringey sovereign management.

### **4. Reasons for decision**

4.1 This report is submitted for consideration by Cabinet urgently because it is clear that the three Councils have different local priorities and approaches with regards to ICT and digital services. This means that the proposed Digital Shared Service can no longer be implemented and it is necessary to revert to local operations at pace to maintain integrity of service.

4.2 Given the diverging priorities of the three councils, it is no longer possible or practical to implement a shared service, or 'light' model, as envisaged.

### **5. Alternative options considered**

5.1 In light of the decisions made by the other partner boroughs (Camden and Islington), to the effect that the Shared Digital Service should be closed and that the pure shared risk and reward principle is no longer viable, it is not practical to pursue another option at this stage although, where possible the Council may seek to work closely again with Camden in the future as and when it is mutually beneficial to do so.

### **6. Background information**

- 6.1 Shared Digital was created by the London Boroughs of Camden, Haringey and Islington and formally came into existence in October 2016. The agreed principles of that service were that it should be a 'high trust' model, operating with a fully integrated staffing model, and with an open book, transparent operation, encompassing all areas of ICT and digital services, in which all three boroughs would be engaged. As a result of that model, there was also expected to be equality of investment and risk, and therefore equal shares of benefit, saving and underspend. Governance was via a Joint Committee structure with two executive Members from each council acting as members of that committee.
- 6.2 In July 2018, it was agreed to amend the basis of the proposed Shared Digital service from that fully integrated approach to a "light" model that focussed on shared infrastructure, whilst continuing the core principles of: 1) shared investment / shared savings and 2) a high trust approach to sharing across boroughs. Cabinet agreed a delegation of authority to the Director of Customers, Transformation and Resources to take all necessary steps to put arrangements for the new governance model into effect, including but not limited to finalising the detailed specifications and resource implications of the Shared Functions, the terms of a revised inter-authority agreement for the operation of the three way Shared Digital service and a commencement date for the new model including the date for the TUPE transfer.
- 6.3 It is now clear that the three councils have different local priorities and approaches with regards to ICT and digital services. It is therefore no longer possible or practical to implement a shared service or 'light' model, as envisaged. This means that the proposed ICT and Digital Shared Service can no longer be implemented and it is necessary to revert to local operations at pace to maintain integrity of service.
- 6.4 Nonetheless, since we established the shared service in October 2016, a great deal has been achieved by working together. Shared technology and joint procurement projects will deliver annual cost reductions of £2.4m for the councils (£800k each). Shared Digital has also delivered significant improvements including better collaboration tools, facilities to support flexible working and to enable secure working on the move. These service improvements and savings will continue to deliver value to the Council.
- 6.5 The Inter Authority Agreement between the three councils stipulates a notice period to end the arrangement of 18 months. This can be varied by agreement. Following review and analysis it has been determined that the arrangement can, and should, be ended within 3 months; by the end of the 2018 calendar year. It is proposed that the shared service should be ended by 31 December 2018 and for local services to return to full operation on 1 January 2019; this

reduces the notice period by agreement and waives the 18-month required in the Inter Authority Agreement.

- 6.6 This means that the Council will no longer share services and retain a complete local digital and ICT function whilst potentially cooperating on some procurement activities and contracts, as we do on a range of services as a matter of course. Camden and Haringey may explore the potential for some joint working in the future.
- 6.7 Although there were clear advantages in a shared service, such as ensuring resilience and developing an attractive employment offer, Haringey will be able to mitigate these disadvantages as we develop our local service offer given we will now have a more singular focus.
- 6.8 This will require a pragmatic transition from the shared service. The transition will be undertaken at pace and will be incremental to facilitate a managed change for Haringey and its staff.
- 6.9 Officers and staff operating within Shared Digital remain employed by their original boroughs and are 'shared' under the terms of instructions issued pursuant to section 113 Local Government Act 1972. It is intended that the Council will rescind those instructions in tranches between October and 31 December 2018. The intention is to release officers and councils from their section 113 obligations at the earliest practical opportunity for that officer, such as where the impact on any business as usual IT service will be limited or non-existent. It is not anticipated that TUPE will apply.
- 6.10 Camden has acted as the hiring / engaging body for all agency workers / contractors / consultants for the last 18 months. Where such people are engaged solely in the operations of a single borough, early transfer of those contractors will be effected with Camden ceasing to be the 'employing' or 'managing' borough on transfer. TUPE will not apply, as the above individuals are not employees.
- 6.11 The Senior Leadership Team for Shared Digital (SDSLT) were appointed on the basis of the shared service being operational and an on-going service. Camden is the employing borough for all of those included in this group and consultation has already been held between those officers and management in Camden to consider the impact this change will have on them. It is anticipated that some of these roles will end by 31 December and others will be reviewed to identify if there is a requirement for them continue to support transitional arrangements. Employees impacted by these changes will continue to be supported through the organisational change process.

- 6.12 The Inter Authority Agreement between the boroughs confirms that any reasonable redundancy costs incurred – as a result of this change - will be met on an equal shares basis by the three boroughs. Whilst redundancy is not a necessary impact of this change, it is expected that should any occur it will not extend beyond those existing shared posts. No redundancies are anticipated for Haringey staff.
- 6.13 Camden, as the host authority for the shared service, has acted as the purchasing body for ICT and digital contracts for the three boroughs over the last 18 months. Work will be undertaken to ensure that, where appropriate, contracts are returned or novated to the respective boroughs. This will require some level of pragmatism, for instance, where a contract is due to end shortly after the implementation date of this change, it may be sensible to allow it to continue running. All renewals of existing, non-shared, contracts will be reverted to the appropriate borough with immediate effect.
- 6.14 A small number of contracts which remain shared and are delivering the savings set out for all three boroughs, will continue to be administered by Camden for their duration. Costs of this continued administration will be calculated and, where practical, shared. Any change to the current arrangements for these shared contracts will be deleterious to the savings that are achievable and this risk needs to be managed.
- 6.15 The three Directors of Finance have been tasked with ensuring a prompt closure of the positions in respect of the 2017/18 and 2018/19 finances, and to resolve any residual financial issues.
- 6.16 There are two principle risks that are particularly noteworthy:
- 6.16.1 Impact on staff is the highest factor for consideration and is being managed by careful communication and engagement by the current Shared Digital leadership with the workforce and Trades Unions. At all stages, we are aiming to deliver communications to local teams at the earliest opportunity. For most staff across the service, the impact will – in fact – be negligible as staff have been operating cross-borough under section 113 and so have remained employed by their original borough. There are also limited arrangements whereby we have integrated teams. As such, we will look to terminate all S113 arrangements by the 31 December 2018.
- 6.16.2 Impact of delay: All planning for transition from a shared service to local ICT and Digital teams is based on a conclusion at the end of the 2018 calendar year. Should this timeline be missed, the resultant impact would be to increase uncertainty, artificially extend management arrangements which, in effect, will already be unrealistic (i.e. boroughs are already planning projects and work on the basis that there will be no shared service).

6.17 Resource Implications:

6.17.1 From 2017/18, Shared Digital has been operating under a combined revenue budget, based on an agreed baseline funding requirement for the service. Under the terms of the Inter Authority Agreement, Haringey and Islington are required to contribute the agreed budgeted amounts to Camden with a settlement payment due at the end of each financial year to ensure that the full costs of the service are shared between the three partner authorities.

6.17.2 By discontinuing the shared service and moving back to a sovereign approach, the combined budget will revert back to the three individual councils. Work is currently being undertaken to unpick the current financial arrangements and to establish the process for managing the transition, including the calculation of the final settlement payment due to Camden.

6.18 Consultation / Engagement:

6.18.1 There has been regular engagement with relevant staff and Trades Union representatives.

6.19 Timetable for Implementation:

6.19.1 The following workstreams will be created under the management of a Transition Board – consisting of the Executive Director responsible for Corporate Services for Camden and Islington and the Director of Customers, Transformation and Resources for Haringey.

- 1) **People:** This strand will work through all matters related to people, roles and current agreements/statutory elements. As part of this, we will seek to work with staff to ensure that they are fully aware of the process and what this means for future local approaches.
- 2) **Finance:** This will finalise all outstanding financial matters, both in respect of the position up to 31 December and thereafter.
- 3) **Contracts:** We will need to disaggregate and determine return dates and methods for all non-shared contracts. As part of this, we will review all shared technologies and establish principles and controls for any contracts for shared technologies moving forward.
- 4) **Existing Projects (including ‘in flight’ procurement):** We will evaluate extant shared projects and to establish how these projects will be continued in the context of digital services being brought back under local control.



6.19.2 All workstreams will be instructed to complete their work, or to have agreements in place for any on-going 'shared' contracts etc. by the end of December 2018.

## **7. Contribution to strategic outcomes**

7.1 These proposals will allow the Council to optimise the delivery of Digital and ICT services, supporting efficiency and digital service improvements to residents.

## **8. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)**

### **8.1 Finance**

8.1.1 Having now completed the end of the financial cycle in the SDS, this has identified that the existing Haringey budgets for ICT (including those held corporately and at directorate level) amount to £12.6m, less than the £13.8m calculated to be available and transferrable at the inception of the new partnership.

8.1.2 In 2017/18 the costs to Haringey of services managed by SDS on our behalf under the agreement was £13.8m. In part anticipation of this, provision was made in 2017/18 for a further payment to Camden of £0.7m over and above the total ICT budgets held of £12.6m for that year. The further amount due of £0.5m can be funded by changing the financing arrangements of the desktop estate in 2018/19.

8.1.3 The 2018/19 financial position to the point of SDS cessation and any financial implications thereafter will be addressed via the combined work of the three finance directors and reported back to Cabinet in a later Corporate Financial Monitoring report.

8.1.4 There will be no redundancy costs as a result of this proposals, so no additional costs are envisaged.

### **8.2 Strategic Procurement**

8.2.1 The report recommends the end of the Shared Digital Service and therefore the joint procurement of allied IT hardware, software and services. Future procurement will be the responsibility of Haringey and the Councillors should note that all related procurements will be undertaken in accordance with

Haringey's Contract Procedure Rules, Part 4, Section J of Haringey Constitution and Public Contract Regulations 2015

8.2.2 It should be noted that some of the upcoming procurements may be Key Decisions but may not yet be on the Forward plan. Consideration should be given as to how these will be managed to ensure continuity of service. Procurement will consult with the Services and local IT to determine such instances.

### **8.3 Legal**

8.3.1 The Assistant Director of Corporate Governance has been consulted on this report. Under the terms of the inter authority agreement between Camden, Islington and Haringey any party may withdraw from the agreement by giving the other parties 18 months written notice in advance or such notice period as otherwise agreed. It will therefore be necessary for all three parties to agree the final notification period in order for the shared service to end as anticipated on the 1 January 2019. The Agreement places an obligation on all parties to co-operate in terminating or novating any contractual arrangements and to use best endeavours to secure an amicable financial settlement. Any relevant termination provisions including those pertaining to the employees of the shared digital service who are directly impacted by the termination of the agreement will need to be observed by the parties.

8.3.2 The Councils should adhere to all the relevant legal processes when dealing with the employees who may be affected by the above termination, including the provision of notice and consultation. This will reduce the incidents of legal challenge for unfair/redundancy dismissal and breach of contract.

8.3.3 Further legal advice will be needed during the transition back to local service delivery, particularly with regards to contractual arrangements and any staffing matters.

### **8.4 Equality**

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

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

- 8.4.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.
- 8.4.3 The Council has undertaken an Equalities Impact Assessment and while this identifies that certain protected characteristics are over-represented among the workforce; the overall risk is low as the impact on staff is likely to be very limited. This is because the three boroughs have been operating cross-borough under s113 and so staff have remained employed by their original borough. There are also limited arrangements whereby we have integrated teams.
- 8.4.4 The Council is organising a number of engagement sessions with staff and the trade unions. These will continue to be held throughout the change process, providing the opportunity for staff to ask questions in both a group setting and on an individual basis.
- 8.4.5 Formal collective consultation meetings will also be held with the Trade Unions. Haringey's employee assistance programme is also available for staff to access free confidential counselling by telephone. HR and the Trade Unions will be involved throughout this process to answer any queries staff may have in relation to their personal circumstances or the overall process.
- 8.4.6 In implementing the undertakings of this document, the Council will continue to review and consider potential equality impacts, as part of the transition plan. This information will be shared with the Unions and all staff affected by this process.

## **9. Use of Appendices**

- 9.1 Appendix 1: Equalities Impact Assessment

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**EQUALITY IMPACT ASSESSMENT**

The **Equality Act 2010** places a ‘**General Duty**’ on all public bodies, in the exercise of their functions, to have ‘**due regard**’ to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct prohibited by or under the Act
- Advance equality of opportunity between persons who share a ‘relevant protected characteristic’ and persons who do not share it
- Foster good relations between persons who share a ‘relevant protected characteristic’ and persons who do not share it

The “relevant protected characteristics” are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

In addition, the Council complies with the Marriage (Same Sex Couples) Act 2013.

**Stage 1 – Screening**

Please complete the equalities screening form. If screening identifies that your proposal is likely to impact on protected characteristics, please proceed to stage 2 and complete a full Equality Impact Assessment (EqIA).

**Stage 2 – Full Equality Impact Assessment**

An EqIA provides evidence for meeting the Council’s commitment to equality and its responsibilities under the Public Sector Equality Duty.

**When an EqIA has been undertaken, it should be submitted as an attachment/appendix to the final decision making report. This is so the decision maker (e.g. Cabinet, Committee, senior leader) can use the EqIA to help inform their final decision. The EqIA once submitted will become a public document, published alongside the minutes and record of the decision.**

Please read the Council’s Equality Impact Assessment Guidance before beginning the EqIA process.

**1. Responsibility for the Equality Impact Assessment**

<b>Name of proposal</b>	Cessation of the Shared Digital Service
<b>Service area</b>	Shared Digital
<b>Officer completing assessment</b>	Debi Morgan   Head of HR Operations

<b>Equalities/ HR Advisor</b>	Debi Morgan   Head of HR Operations
<b>Cabinet meeting date (if applicable)</b>	13 November 2018
<b>Director/Assistant Director</b>	Mark Rudd   Assistant Director Corporate Resources

## 2. Summary of the proposal

*Please outline in no more than 3 paragraphs*

- *The proposal which is being assessed*
- *The key stakeholders who may be affected by the policy or proposal*
- *The decision-making route being taken*

Haringey have agreed to cease the Shared Digital arrangements with Camden and Islington by 31 December 2018.

All three boroughs are currently working on a transition plan that includes a number of workstreams. The 'workforce' workstream is ensuring that all staff impacted by this decision are supported throughout the process. It is not anticipated that any Haringey staff are significantly impacted by this decision.

## 3. What data will you use to inform your assessment of the impact of the proposal on protected groups of service users and/or staff?

*Identify the main sources of evidence, both quantitative and qualitative, that supports your analysis. Please include any gaps and how you will address these*

*This could include, for example, data on the Council's workforce, equalities profile of service users, recent surveys, research, results of relevant consultations, Haringey Borough Profile, Haringey Joint Strategic Needs Assessment and any other sources of relevant information, local, regional or national. For restructures, please complete the restructure EqIA which is available on the HR pages.*

**Outline the key findings of your data analysis. Which groups are disproportionately affected by the proposal? How does this compare with the impact on wider service users and/or the borough's demographic profile? Have any inequalities been identified?**

*Explain how you will overcome this within the proposal.  
Further information on how to do data analysis can be found in the guidance.*



Haringey's Workforce Profile - Total: 2204 Employees (as at April 2018)		Shared Digital staffing Profile – Total 59 Employees (as at 1 July 2018 )		Haringey Borough Profile Total 282,904 Residents (as per GLA 2018 estimate)
<b>Protected Characteristics</b>				
<b>Gender</b>	<b>Female</b>	66.4%	27.1%	49.3%
	<b>Male</b>	33.6%	72.9%	50.7%
<b>Age</b>	<b>16 - 24</b>	1.4%	0%	11%
	<b>25 - 34</b>	14.4%	1.7%	20%
	<b>35 - 44</b>	24.3%	32.2%	18%
	<b>45-54</b>	33.5%	50.8%	13%
	<b>55-64</b>	24%	15.3%	9%
	<b>65+</b>	2.4%	0%	10%
<b>Disability</b>	<b>% Declared Disabled</b>	7.8%	3.4%	5.4% (Percentage of working age population claiming ESA, DWP and GLA)
	<b>% Declared Non-Disabled</b>	71.8%	83.1%	-
	<b>Not Declared</b>	20.5%	13.6%	-
<b>Sexual Orientation</b>	<b>% Declared LGBT</b>	1.8%	0%	-
	<b>% Declared Heterosexual/ Straight</b>	32.1%	6.8%	-
	<b>% Prefer not to say</b>	10.5%	5.1%	-



	<b>Not Declared</b>	55.6%	88.1%	-
<b>Race</b>	<b>BAME</b>	51.1%	32.2%	40.4%
	<b>White (including White British and Other White)</b>	44.3%	57.6%	59.5%
	<b>Not Declared</b>	4.3%	10.2%	
<b>Religion or Belief</b>	<b>Christian</b>	19%	3.2%	45%
	<b>Muslim</b>	3.6%	0%	14%
	<b>Other</b>	2.1%	0%	7%
	<b>No Religion</b>	10.1%	1.7%	25%
	<b>Prefer not to say</b>	8.8%	6.8%	9%
	<b>Not Declared</b>	<b>55.5%</b>	<b>88.1%</b>	-

The current work profile of Haringey's Shared Digital Service shows that overall 72.9% of the staff is male, as compared with the percentage of male staff in the Council's workforce of 33.6%. Although there are only 27.1% females this is significantly higher than across IT in UK where the figure is 16%. Also the percentage of Black and Asian Minority Ethnic staff in this service is 32.2% (compared with the percentage of BAME staff in the Council's workforce of 51.6%). There is a higher percentage of white staff in the service at 57.6%, as compared with the percentage of white staff in the Council's workforce of 44.3%

The percentage of staff in this service who have declared a disability is 3.4%, as compared with the percentage of the staff in the Council's workforce who have declared a disability of 7.8%

The age profile of the Shared Digital workforce is higher than that of the Council's workforce profile. The percentage of staff within the service aged under 35 is 1.7% which is significantly lower than the Council's workforce of 15.8%. The percentage of staff aged between 35-44 in the service is higher 32.2% compared with the percentage of staff aged between 35- 44 in Council's workforce of 24.3%. The percentage of staff aged between 45-54 in the service is significantly higher at 50.8% compared with the percentage of staff aged between 45- 54 in Council's workforce of 33.5%.

88.1% of the employees in the service have not declared their religion or belief, which is significantly higher than the percentage of the Council's workforce which has not declared their religion of belief, of 55.5%. Given the very high percentage of non-declaration of religion or belief in the service, it is not necessarily the case that the percentages of employees in the service who are Christian, Muslim, who have some other religion or belief or who have no religion significantly differ from those percentages in the Council workforce.

Given the very high percentage of non-declaration of sexual orientation in the service, it is not necessarily the case that the percentages of employees in the service who are LBGT or heterosexual/straight significantly differ from those percentages in the Council workforce.

The recommendations in this report are not anticipated to have a potential adverse impact as no posts are significantly impacted.

#### **4. a) How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff?**

*Please outline which groups you may target and how you will have targeted them*

Further information on consultation is contained within accompanying EqlA guidance

It is recognised that this is a difficult time for some individuals and a number of engagement sessions with staff and the trade unions has taken place. We will continue to do so throughout the change process. These sessions will allow staff to ask questions in both a group setting and on an individual basis.

We will hold formal collective consultation meetings with the Trade Unions. Our employee assistance programme is also available for staff to access our free confidential counselling telephone service.

HR and the Trade Unions will also be involved throughout this process to answer any queries staff may have in relation to their personal circumstances or on the overall process.

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

*Explain how will the consultation's findings will shape and inform your proposal and the decision making process, and any modifications made?*

N/A

**5. What is the likely impact of the proposal on groups of service users and/or staff that share the protected characteristics?**

*Please explain the likely differential impact on each of the 9 equality strands, whether positive or negative. Where it is anticipated there will be no impact from the proposal, please outline the evidence that supports this conclusion.*

Further information on assessing impact on different groups is contained within accompanying EqIA guidance

**1. Sex** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive		Negative		Neutral impact	X	Unknown Impact	
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**2. Gender reassignment** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive		Negative		Neutral impact		Unknown Impact	X
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**3. Age** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive		Negative		Neutral impact	X	Unknown Impact	
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**4. Disability** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive		Negative		Neutral impact	X	Unknown Impact	
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**5. Race and ethnicity** (Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)

Positive		Negative		Neutral impact	X	Unknown Impact	
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**6. Sexual orientation** (Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)

Positive		Negative		Neutral impact	X	Unknown Impact	
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**7. Religion or belief (or no belief)** (Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)

Positive		Negative		Neutral impact	X	Unknown Impact	
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**8. Pregnancy and maternity** (Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)

Positive		Negative		Neutral impact		Unknown Impact	X
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**9. Marriage and Civil Partnership** (Consideration is only needed to ensure there is no discrimination between people in a marriage and people in a civil partnership)

Positive		Negative		Neutral impact		Unknown Impact	X
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**10. Groups that cross two or more protective characteristics e.g. young black women**

N/A

**Outline the overall impact of the policy for the Public Sector Equality Duty:**

- Could the proposal result in any direct/indirect discrimination for any group that shares the protected characteristics?
- Will the proposal help to advance equality of opportunity between groups who share a protected characteristic and those who do not?

This includes:

- a) Remove or minimise disadvantage suffered by persons protected under the Equality Act
  - b) Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups
  - c) Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low
- Will the proposal help to foster good relations between groups who share a protected characteristic and those who do not?

The proposal will not have a potential adverse impact as at this stage no jobs are expected to be significantly impacted.

**6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?**

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

Outcome	Y/N
<b>No major change to the proposal:</b> the EQIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. <u>If you have found any inequalities or negative impacts that you are unable to mitigate, please provide a compelling reason below why you are unable to mitigate them.</u>	Y
<b>Adjust the proposal:</b> the EQIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality. Clearly <u>set out below</u> the key adjustments you plan to make to the policy. If there are any adverse impacts you cannot mitigate, please provide a compelling reason below	Y

<b>Stop and remove the proposal:</b> the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.	N
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**6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty**

Impact and which protected characteristics are impacted?	Action	Lead officer	Timescale
N/A			

**Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.**

N/A

**6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:**

- If any further information prior to the transfer comes to light this EQIA will be updated accordingly.

**7. Authorisation**

Mark Rudd   Assistant Director Corporate Resources	Date 18 October 2018
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**8. Publication**

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

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

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**Report for:** Cabinet 13 November 2018

**Title:** Local Implementation Plan 3 (LIP3) (2019/2020 – 2021/22)

**Report authorised by:** Helen Fisher, Interim Director of Housing, Regeneration, Planning and Development

**Lead Officer:** Emma Williamson/Neil Goldberg

**Ward(s) affected:** ALL

**Report for Key/  
Non Key Decision:** N/A

## **1. Describe the issue under consideration**

- 1.1 Investment in transport infrastructure is a key part of the Council's Corporate Plan to support economic growth and improve the health and wellbeing of our residents and businesses.
- 1.2 The Council is legally required to prepare a Local Implementation Plan (LIP) containing proposals for the delivery of the Mayor's Transport Strategy (MTS) in July 2018.
- 1.3 The LIP therefore represents a significant annual investment programme that specifically supports Priority 3 and Priority 4 of the Corporate Plan. Details of the linkage between the LIP and Corporate Plan are shown in Appendix 2. Transport for London (TFL) gives boroughs the opportunity to bid for money to deliver projects in their LIP.
- 1.4 The plan covers both physical renewal and improvement of the Borough's transport infrastructure alongside softer measures to promote behaviour change and engage with wider safety, health and environmental objectives including improving air quality through support for more walking and cycling. The full details of the submission can be found in Appendix 1.
- 1.5 TFL has produced guidance setting out their funding priorities to deliver of the 2018 MTS. The guidance refers to this LIP submission as 'LIP3' and boroughs are required to prioritise their projects and programmes over a 3 year delivery period. The LIP3 period covers the years 2019/20, 2020/21 and 2021/22.

1.6 The Haringey Transport Strategy was adopted in March 2018 and sets the Council's transport objectives over the next 10 years. It's overarching vision is *'to deliver a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all.'* This vision will be achieved through four outcomes:

1. A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions
2. Active travel the easier choice, with more people choosing to travel by walking or cycling
3. An improved air quality and a reduction in carbon emissions from transport
4. A well maintained road network that is less congested and safer

1.7 The LIP3 submission has been informed by the Mayor's objectives in the MTS and Haringey-led transport priorities. Both are aligned and seek to put people's health and quality of life at the very heart of planning for transport.

1.8 Prior to submitting the LIP3 to TFL for approval in February 2019, boroughs are required to submit a draft to TFL in November 2018. There is no requirement to consult on the draft submission but for reasons of transparency, and to better inform how the LIP funds are spent, most boroughs are consulting the public on the draft at the same time. It is our intention, on approval by Cabinet, to carry out a public consultation exercise on Haringey's draft LIP3 submission. The consultation exercise will be carried out in accordance with the Council's adopted Statement of Community Involvement. We are required to consult the statutory bodies on the draft submission.

1.9 Appendix 1 lists the LIP programmes and projects and outcomes from the Haringey Transport Strategy they will help to deliver. In summary, the LIP programme will improve cycling, walking and accessibility in the Borough and make Haringey roads safer. Behavioural change is a key principle of the LIP programme and will be achieved through cycling awareness and training programmes, electric vehicle and car sharing initiatives/promotion and personal travel planning to schools and places of work.

1.10 The draft LIP3 submission is accompanied by an Equalities Impact Assessment (EQIA) and Strategic Environmental Assessment (SEA) which are attached as appendices 3 and 4.

1.11 The proposed consultation draft of the LIP3, which will be submitted to TFL and published for consultation, is attached as appendix 5.

## **2. Cabinet Member Introduction**

2.1 Transport is central to the success and prosperity of our residents and businesses. Everyone, whether a bus passenger or a pedestrian, cyclist, motorist or rail user, engages with Haringey's transport infrastructure every day. Making the best use of our existing assets and spending money wisely to improve safety, ease of movement and usage is one of the important roles for the Council. Investment in transport programmes and infrastructure has a key part to play in supporting delivery of all of our aspirations in the Corporate Plan across the Borough and in the 2018 Haringey Transport Strategy.

2.2 The transport programmes contained in the LIP target investment across the borough, into residential areas, high streets and into programmes that seek to build upon our successful promotion of walking and cycling as we encourage behaviour change to low carbon modes of transport. These measures are complemented by investment to improve road safety and accessibility and efforts to minimise traffic congestion, improve air quality, reduce crime and fear of crime and reduce CO2 emissions.

## **3. Recommendations**

3.1 It is recommended that Cabinet approves the draft LIP3 submission as set out in appendix 1 and agrees to:

- a) submit the draft LIP3 to Transport for London;
- b) carry out statutory consultation (in accordance with the requirements of section 145 of the Greater London Authority Act 1999) and public consultation on the draft LIP3; and to
- c) delegate authority to the Director of Housing, Regeneration, Planning and Development to sign off, in consultation with the Cabinet Member for Environment and the Director of Environment and Neighbourhoods, the final LIP3 to be submitted to the Mayor of London following consideration of the consultation responses

## **4. Reasons for decision**

4.1 The LIP submission provides a major source of funding over a three-year period to deliver the draft Haringey transport strategy projects and programmes.

## **5. Alternative options considered**

5.1 The draft LIP3 submission supports the priorities in the Corporate Plan and 2018 Haringey Transport Strategy. There are no alternative sources of funding to deliver these important projects and programmes. It is, therefore, not considered necessary to consider other options.

## **6. Background information**

6.1 The LIP forms the basis for delivering the Council's transport projects and programmes set out in the Haringey Transport Strategy. Although the Mayor's Transport Strategy (MTS) provides the context for our LIP, there is scope to interpret the MTS objectives and develop a programme tailored to delivering both the MTS and the Haringey Transport Strategy.

6.2 This report sets out the content of the LIP3. Although the LIP is a three-year programme, each year the borough is required to submit an Annual Spending Submission (ASS) which details how each year's funds will be spent. Through the ASS there is an opportunity to target funds into other projects if necessary. This is agreed by TFL on an annual basis. For the LIP3 submission, the Council's funding programme beyond the first year only needs to be indicative.

6.3 The LIP3 has two deadlines:

- Submission of a draft LIP3 to TFL – November 2018
- Submission of the final LIP3 to The Mayor of London (including the 2019/20 Annual Spending Submission (ASS)) by February 2019

6.4 As with previous LIPs, LIP3 funding for transport projects is provided through the following main categories: Corridors/Neighbourhoods and supporting measures; Local Transport Fund; and Principle Road Maintenance (PRM). Outside the LIP formula funding are Liveable Neighbourhoods and other strategic funding. TFL suspended the PRM funding for 2018/19 and 2019/20 with a commitment to reviewing this funding source in the 2019 TFL business plan. Until the new business plan is published, there is uncertainty if PRM funding will be made available beyond the two year suspension.

The draft LIP3 submission for Haringey is as follows:

Table 1 – Haringey's Draft LIP3 Submission

	2019/20	2020/21	2021/22	<b>Total LIP funding</b>
Corridors, Neighbourhoods and Supporting Measures	£1,900,000	£2,124,000	£2,052,000	£6,076,000
Local Transport Fund	£100,000	£100,000	£100,000	£300,000
Principal Road Maintenance	£200,000	£499,623	£500,733	£1,200,356
	£2,200,000	£2,723,623	£2,652,733	£7,576,356

6.5 In addition to the LIP3 funding, Haringey successfully won £4.8m to deliver a liveable neighbourhood in Crouch End. The annual breakdown of the liveable neighbourhood funding is announced by TFL on approval of each annual

spending submission. The Council also receives funding for bridge strengthening and assessment, which is based on need. These are not reflected in the funding above.

- 6.6 TFL has asked the boroughs to benchmark their LIP3 submissions against the December 2017 revision to 2018/19 LIP allocations while they revise the 2018 TFL business plan. The 2018/19 LIP allocations were revised twice by TFL between October 2017 and March 2018. The first revision was in response to the 2018 TFL business plan which reduced all LIPs, removing the PRM allowance for two years initially but reinstated the Local Transport Fund (which was not included in the October 2017 allocations) and in March 2018, TFL found an additional £10m to top up the Corridor and neighbourhood LIP funds across the capital. Haringey received a top up of £340,100.

Table 2 – 2018/19 LIP allocation revisions

	2018/19 LIP Allocation (October 2017)	2018/19 LIP Allocation (December 2017)	Final 2018/19 LIP Allocation (March 2018)
Corridors, Neighbourhoods and Supporting Measures	£2,224,000	£1,898,500	£1,898,500 (+£340,100 top up)
Local Transport Fund	£0	£100,000	£100,000
Principal Road Maintenance (PRM)	£429,000	£0	
	£2,653,000	£1,998,500	£2,338,600

- 6.7 Our draft LIP3 submission (see table 1) exceeds TFL's suggested benchmark allocation for all three years of the LIP3. The increase is a demonstration to TFL that we need more money to support the delivery of the MTS and the Haringey Transport Strategy over the next three years. There is a risk that TFL will ask us to reduce the submission for all three years when we consult them on the draft, if this does happen, there is enough flexibility to re-profile and/or reduce project funding to minimise impact.
- 6.8 the higher submission amounts is the result primarily of the Council including the financial shortfall in the Council's road maintenance programme as a result of TFL suspending the PRM. We don't know if the PRM will be reinstated after the two year suspension but this is to further highlight the effect of their cuts in LIP funding. Currently the Local Transport Fund of £100,000 per annum plugs some of the shortfall but this fund was not intended to pay for road maintenance. Recognising that the PRM is suspended for until 2020/21 but at the same time recognising the condition of the principal roads network in Haringey, we intend to submit the full PRM

amount for years 2 (£499,623) and 3 (£500,733) of the LIP and a small emergency fund of £200,000 for year 1.

- 6.9 The “Corridors, Neighbourhoods and Supporting Measures” category is an integrated funding pot which allows the Council to fund a wide range of projects and programmes such as cycling and walking schemes, local safety schemes, traffic management and calming projects, environmental measures such as proposals to improve air quality and behaviour change programmes.
- 6.10 Within this part of the submission the Council seeks funding for improvements to the Wightman Road/Green Lanes area to deliver outcomes from the Green Lanes Study. Funding is also requested for road safety schemes arising from the identification by TFL of a high rate of pedestrian casualties in the Borough. Detailed studies will identify the exact opportunities for spending this money.
- 6.11 Also within this part of the submission we are seeking funding for the continuation of cycling training in schools as well as improvements to cycle lanes and routes in the borough and the provision of bike hangars. The continuation of funding for the expansion of the low emission car clubs, car sharing schemes and shared mobility modes is proposed, together with support for the continued expansion of electric vehicle charging point infrastructure in Haringey. Funding is also sought for the continuation of active travel initiatives including school and workplace travel planning and personalised travel planning for schools and road safety education. To support Haringey’s bus services and walking in Haringey, funds have been set aside to review bus routes and bus/network accessibility in Haringey and to ensure the routes meet existing and future demands, as well as the preparation of a wayfinding strategy to support walking in the borough.
- 6.12 The Council is considering opportunities for securing additional Liveable Neighbourhood funds in future funding rounds of the Liveable Neighbourhood Initiative. Opportunities, particularly in the east of the borough, are being explored by officers with a view to submitting a bid in October 2019.
- 6.13 Haringey is part of the North London sub regional transport group which also receives an annual allocation of approximately £100,000. This fund goes towards the delivery of sub regional projects which are agreed by the four member boroughs: Waltham Forest, Barnet, Enfield and Haringey. Recently, this funded a strategy to manage heavy goods vehicle traffic in North London.

### **Next Steps and Engagement**

- 6.14 Following agreement from Cabinet, the LIP3 (at Appendix 1) will be published for public consultation and submitted to TFL and the statutory bodies.



- 6.15 A workshop will be held for all Councillors and the Haringey Transport Forum will be utilised to present the consultation draft.
- 6.15 The form of the consultation will be decided after approval is granted. However, this will be carried out using internal resources.
- 6.16 All responses received will be analysed and the LIP3 amended, where necessary.
- 6.17 Prior to submission of the Final LIP3 to TFL, the Cabinet Member for Environment will sign it off.

## **7. Contribution to strategic outcomes**

- 7.1 The LIP contributes to the delivery of Priorities 2 (Enabling all adults to live healthy, long and fulfilling lives), 3 (A clean, well maintained and safe borough where people are proud to live and work) and 4 (Drive growth and employment from which everyone can benefit) of the Corporate Plan (see Appendix 2)
- 7.2 The LIP also contributes to meeting the outcomes of the Haringey Transport Strategy as set out in the final column of Appendix 1.

## **8. Statutory Officers comments (Chief Finance Officer [including procurement], Assistant Director of Corporate Governance, Equalities)**

### Finance

- 8.1 The Local Implementation Plan funding from Transport for London provides a major source of funding to deliver the Council's transport projects and programmes.
- 8.2 It also supports the wider budget within the Council due to fees earned from supporting the projects identified.
- 8.3 The level of funding received in 2018/19 and anticipated in the next 3 years are as shown in the table below.

	2018/19 FINAL LIP ALLOCATION	2019/20 LIP SUBMISSION	2020/21 LIP SUBMISSION	2021/22 LIP SUBMISSION
Corridors, Neighbourhoods and supporting Measures	£2,238,600	£1,900,000	£2,124,000	£2,052,000
Local Transport Fund	£100,000	£100,000	£100,000	£100,000
Principle Road Maintenance (PRM)	£0	£200,000	£499,623	£500,733
	£2,338,600	£2,200,000	£2,723,623	£2,652,733

8.4 There appears to be a potential funding shortfall in 2019/20 compared to the current year LIP funding.

8.5 The proposed LIP programme under the Corridors, Neighbourhoods and Supporting Projects funding programme for 2019/20 totalling £2,000,000 is fully funded, subject to final confirmation of the value of the LIP settlement.

8.6 Cost of consultation will be contained within this year's budget and technical staff time will be charged to the capital schemes within the LIP allocation.

#### Strategic Procurement

8.7 Strategic Procurement notes the contents of the report; however, there are no procurement implications at this point.

#### Legal

8.8 Under section 145 Greater London Authority Act 1999 ("the Act") the Council must formulate and submit to the Mayor of London a local implementation plan containing proposals for implementation of the Mayor's transport strategy for London published under section 142 of the same Act. The Council must do so as soon as reasonably practicable after the Mayor has published his transport strategy.

8.9 There are consultation requirements set out in the Act, which specifies those bodies that must be consulted, and each such plan must contain a timetable for implementing the different proposals in the plan and the date by which all the proposals in the plan are to be implemented. Whilst there is no statutory requirement to consult the public on the draft LIP3, the Council may still opt to do so and must ensure that any responses are conscientiously taken into account before the final submission is made to the GLA.

8.10 The Mayor must then approve the plan following consultation and final submission but cannot do so unless satisfied that the plan is consistent with his transport strategy, the proposals in the plan are adequate for the purposes



of the implementation of the transport strategy and that the timetable for implementation is adequate.

- 8.11 When the plan is approved by the Mayor it must be implemented by the Council by the date set in the plan.
- 8.12 The Council needs to comply with its duties under equalities legislation (see below) and that regard must be had to the updated Equalities Impact Assessment.
- 8.13 Submission of local implementation plans is an executive function and is reserved for Cabinet approval with the Council's Constitution. It is open however, for Cabinet to delegate its function to a Cabinet Member as recommended in section 3 of the report.

## Equalities

- 8.13 The Council has a Public Sector Equality Duty under the Equality Act 2010 (as amended) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
  - Advance equality of opportunity between people who share those protected characteristics and people who do not
  - Foster good relations between people who share those characteristics and people who do not.
- 8.14 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.
- 8.15 An Equalities Impact Assessment on how LIP3 (2019/2020-2121-2022) may impact on groups protected under the Equalities Act 2010 has been undertaken. The EQIA went further than the Equality Act 2010 to include people on lower incomes in its assessment. The EQIA has concluded that the policies in the LIP are likely to:
- i. Benefit people in many of the protected groups
  - ii. Disproportionately benefit some protected groups, i.e. older people, children and disabled people

The EQIA therefore concluded that no mitigation measures are required as no adverse or discriminatory impacts are identified in the development of the Local Implementation Plan. It is not envisaged that there will be any disproportionate negative equality impacts as a result of implementing this recommendation.

8.16 The EqIA assessment (attached) found that the LIP and transport strategy programme is not likely to have a disproportionate adverse impact on any of the protected characteristics. One of the LIP's core objectives is to reduce deprivation and health inequalities through increasing accessibility to essential services such as employment, health, leisure and education facilities for those groups who need them most. This includes: women, BAME communities, children & young people, older people and disabled people. Measures included increasing cycling and walking through improved safety and awareness aim to improve the health and wellbeing for particular groups who are known to currently face inequalities.

## **9. Use of Appendices**

Appendix 1 - LIP Annual Spending Submission for the next three years and delivering the Outcomes of the Haringey Transport Strategy

Appendix 2 – Linkages between LIP and Corporate Plan

Appendix 3 – draft Equalities Impact Assessment

Appendix 4 – draft Strategic Environmental Assessment

Appendix 5 - Proposed LIP3 consultation draft

## **10. Local Government (Access to Information) Act 1985**

TfL Guidance on Local Implementation Plan 3

Haringey Corporate Plan 2015 - 2018

Haringey Transport Strategy 2018

## Appendix 1

LIP Annual Spending Submission for the next three years and delivering the Outcomes of the Haringey Transport Strategy

Programme/ Project	2019/20 £k	2020/21 £k	2021/22 £k	Reasoning	Delivering the Outcomes of the Haringey Transport Strategy
<b>Corridors, Neighbourhoods and Supporting measures and Local Transport Funding</b>					
Local Transport Fund	100	100	100	Supports the delivery of local transport schemes and initiatives and helps deliver road maintenance projects	Outcomes 1, 2, 3 and 4
Local Safety Schemes	465	445	435	Supports Council and Mayoral targets for road casualty reduction. Schemes often arising from safety studies. TFL has undertaken an analysis of road casualties which highlighted the relatively high number of pedestrian casualties. We will undertake a more detailed study to identify projects/programmes to reduce these.  Includes the final delivery phase of the Green Lanes study which identified a range of short, medium and long term projects and programmes. Some measures could be delivered by 2019. This scheme supports	Outcomes 1, 2, 3 and 4

				<p>Council targets for reduction in road user casualties and modal share for cycling and walking.</p> <p>Other schemes include new zebra crossings, minimising rat runs and speeding and associated traffic calming measures.</p> <p>The priority project areas include:</p> <ul style="list-style-type: none"> <li>• Bruce Grove/The Avenue/Mount Pleasant Road</li> <li>• Ferme Park Study</li> <li>• West Green Road/Spur Road</li> <li>• Dowsett Road</li> <li>• Elsdon/Newly/Hartham/Pembury Roads</li> <li>• Lordship lane (between Turnant road and Lordsmead Road)</li> <li>• Weston Park</li> </ul>	
Traffic Calming and community streets	175	267	255	<p>Physical measures such as VAS to support compliance of 20mph speed limit, introduction of speed bumps, upgrading beacons, improving road markings and street furniture reviews/</p> <p>The priority project areas include:</p> <ul style="list-style-type: none"> <li>• The Avenue</li> <li>• Wood Lane</li> <li>• Hampstead lane</li> </ul>	Outcome 2 and 4

				<ul style="list-style-type: none"> <li>• Perth road</li> <li>• Cranley Gardens</li> <li>• Highgate Avenue</li> <li>• Borne Avenue/Mansfield Road</li> <li>• West Green Road/The Avenue</li> </ul>	
Walking and cycling schemes	630	850	750	Delivery of new cycle infrastructure and routes and the maintenance of existing including the extension of cycle superhighway 1 towards Lee Valley; commence work on cycle routes in Haringey to support sustainable regeneration; support delivery of Haringey Cycling Campaign top priorities; permeability measures and bike hangars. Walking projects could include school crossings and pedestrian facilities.	Outcome 1, 2,3,4
Active Travel	299	299	299	Active travel initiatives including school and workplace travel planning, cycle training, personalised travel planning for schools, road safety education, training and publicity, complementary measures to support cycling infrastructure schemes and CPZ proposals. Supports Council's targets to increase cycling/walking mode share and CO2 reduction	Outcome 1, 2, 3, 4
Cycle Training	86	86	86	Consistent with overcoming identified barriers to greater cycle use by residents. Cycle training for schools and adults. Supports Council's targets for more cycling.	Outcome 1,2, 3
Wayfinding	0	34	34	A walking project to increase modal shift away from the private car. Challenging the barriers to walking.	Outcome 1, 2 and 3

Shared and electric mobility innovations	60	60	60	Additional investment to support the delivery of more electric vehicle charging points in Haringey and to support CO2 reduction through mobility innovations such as car clubs and car sharing initiatives.	Outcome 3
Liveable Neighbourhood contribution	150	100	150	Match funding required to deliver the Crouch End Liveable Neighbourhood Project. £4.8m is being received from TFL towards the project.	Outcome 1, 2 and 3
Haringey Bus Review	35			Reviewing Haringey's bus network to deliver a service fit for existing and future residents' needs	Outcome 1, 2 and 3
Sub Total	£2,000,000	£2,224,000	£2,152,000		
Principle Road Maintenance (PRM)	200	499	500	Road maintenance. Should funding be received, the key maintenance locations are: <ul style="list-style-type: none"> <li>• High Street N8</li> <li>• Lordship Lane N22</li> <li>• Turnpike Lane N8</li> <li>• High Road N17</li> <li>• Lordship Lane N17</li> <li>• Muswell Hill Broadway N10</li> <li>• Park Road N8</li> <li>• West Green Road N15</li> <li>• The Broadway N8</li> <li>• Tottenham Lane N8</li> </ul>	Outcome 4
Total (incl. PRM)	£2,200,000	£2,723,623	£2,652,733		

## Appendix 2

### Linkages to Corporate Plan

The table below summarises how LIP funded projects and programmes support Corporate Plan priorities and objectives.

Priority	Objective	LIP funded projects and programmes
Outstanding for All Priority 2 – Enabling all adults to live healthy, long and fulfilling lives	A borough where the healthier choice is the easiest choice	Cycling and walking infrastructure including cycle routes and cycle parking; on-street bike hangars. Behaviour change programme including cycle training and promotional campaigns for more walking and cycling; supporting measures 20mph speed limit; car club infrastructure
Clean and Safe Priority 3 – A clean, well maintained and safe borough where people are proud to live and work	We will make our streets, parks and estates clean, well maintained and safe	Local safety scheme programme; bus service reliability programme and bus stop accessibility programme;
Clean and Safe Priority 3 – A clean, well maintained and safe borough where people are proud to live and work	We will make Haringey one of the most cycling and pedestrian friendly boroughs in London	Cycling and walking infrastructure including cycle routes, parking; on-street bike hangars; road safety measures targeted at vulnerable road users; 20 mph speed limits; behavioural change programme including training and travel planning
Sustainable Housing, Growth and Employment Priority 4 – Drive growth and employment from which everyone can benefit	We will enable growth by securing infrastructure including transport,	Cycling infrastructure throughout Haringey to support sustainable development

	broadband, schools and health services	
Sustainable Housing, Growth and Employment Priority 4 – Drive growth and employment from which everyone can benefit	We will manage the impact of growth, by reducing carbon emissions across the borough	Measures to promote alternatives to the car including promotion of electric vehicles charging infrastructure and low emission car clubs/car sharing
Sustainable Housing, Growth and Employment Priority 4 – Drive growth and employment from which everyone can benefit	We will focus growth by prioritising new homes and jobs in Wood Green and particularly Tottenham where need and opportunity are greatest and by bringing some of the borough's key community assets into more active use	Investment in cycle route network in Tottenham and Wood Green



## Report

18<sup>th</sup> October 2018



**TEMPLE**

LEADERS IN ENVIRONMENT,  
PLANNING & SUSTAINABILITY.

In association with **steer**

**Report for** – London Borough of Haringey  
Local Implementation Plan  
Initial Equalities Impact Assessment Report

Draft Final



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**Document version control**

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## Contents

1.0	Introduction	1
1.1	Overview of the Local Implementation Plan (LIP)	1
1.2	Purpose of this report	2
1.3	Report Structure	4
2.0	Scoping and defining	5
3.0	Summary of the Local Implementation Plan	6
4.0	Data to Inform the Assessment	7
4.1	Sex	7
4.2	Gender Reassignment	7
4.3	Age	7
4.4	Disability	8
4.5	Race & Ethnicity	9
4.6	Sexual Orientation	9
4.7	Religion or Belief (or No Belief)	10
4.8	Pregnancy & Maternity	10
4.9	Marriage and Civil Partnership	11
4.10	Londoners on Low Incomes	11
5.0	Outline of key findings	12
5.1	Approach to Assessment	12
5.2	Consultation	13
5.3	Action Planning (Mitigation)	13
6.0	Conclusions and Findings	20
6.1	Introduction	20
6.2	EqIA findings	20

## 1.0 Introduction

### 1.1 Overview of the Local Implementation Plan (LIP)

The London Borough of Haringey's third Local Implementation Plan is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999. This Act requires each of London's 33 local authorities to prepare a LIP containing proposals for the implementation of the Mayors Transport Strategy<sup>1</sup> in their area.

The LIP guides transport priorities and projects and details a three-year programme of investment (2019/20 to 2021/22).

The central aim of the MTS – the Mayor's vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in. The overarching aim of the Strategy is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63% today. The Mayor is seeking to achieve his vision by focusing the policies and proposals in his transport strategy on the achievement of the following three overarching MTS outcomes:

- **Healthy Streets and healthy people, including traffic reduction strategies:**
  - Active: London's streets will be healthy, and more Londoners will travel actively.
  - Safe: London's streets will be safe & secure.
  - Efficient: London's streets will be used more efficiently & have less traffic on them.
  - Green: London's streets will be clean and green.
- **A good public transport experience:**
  - Connected: The public transport network will meet the needs of a growing London.
  - Accessible: Public transport will be safe, affordable and accessible to all.
  - Quality: Journeys by public transport will be pleasant, fast and reliable.
- **New homes and jobs:**
  - Good Growth: Active, efficient and sustainable travel will be the best option in new developments.
  - Unlocking: Transport investment will unlock the delivery of new homes and jobs.

The rationale and detail of each of these outcomes is set out in the third MTS. The LIP responds to the third MTS, the Sub Regional Transport Plan (north), the Haringey Transport Strategy and other relevant policies. This LIP will replace the council's second LIP (2011). The third round of LIPs will become effective from April 2019

The LIP does not set out binding policies, rather it pulls together key objectives, policies, themes and priorities from other documents and looks at what can be achieved in the next five years given

<sup>1</sup> Mayor of London (2018) – **Mayors Transport Strategy** - Greater London Authority, March 2018

the availability of resources. It also acts as bridge between existing planning documents and any proposed changes to the Local Development Framework, which will set out strategic policies and priorities in relation to transport.

## 1.2 Purpose of this report

This report details the methodology and findings of an Equality Impact Assessment (EqIA) of the London Borough of Haringey's LIP.

The London Borough of Haringey has "general public body duties" under equalities legislation and statutory duties to promote equality arising from the Equality Act 2010.

The purpose of undertaking an EqIA is to help ensure the strategy does not discriminate against any individual or community and to promote equality for all, where possible. The EqIA identifies the potential impacts and any disproportionate effects on Target Equalities Groups because of the implemented strategy and reports committed mitigation measures to reduce negative impacts and increase benefits to maximise positive equality outcomes.

Under the 2010 Act, the council's duties apply to groups with protected characteristics as the grounds upon which discrimination is unlawful. The protected characteristics are age; disability; gender; gender reassignment; marriage and civil partnership; pregnancy and maternity; race/ethnicity/ nationality; religion/belief; and sexual orientation.

The public sector equality duty placed on Haringey Council by §149 of the 2010 Act requires that:

- *"A public authority must, in the exercise of its functions, have due regard to the need to—*
  - *eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
  - *advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and*
  - *foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*
- *Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—*
  - *remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;*
  - *take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; and*
  - *encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.*
- *The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.*

- *Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—*
  - *tackle prejudice, and*
  - *promote understanding.*
- *Compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act.”*

The 2010 Act identifies a number of Protected Characteristics Groups (PCG) for consideration within EqIAs, as follows:

- Age: A person of a particular age or persons of the same age group, i.e. children (0-4); younger people (aged 18-24); older people (aged 60 and over);
- Disability: A person with physical or mental impairment which has a substantial and long-term adverse effect on that person’s ability to carry out normal day-to-day activities, i.e. disabled people;
- Gender reassignment: A person in the process of transitioning from one gender to another;
- Marriage & civil partnership: A person in a civil partnership or marriage between same sex or opposite sex.
- Pregnancy & maternity: A person who is pregnant or expecting a baby and a person who has recently given birth;
- Race: A person defined by their race, colour and nationality (including citizenship) ethnic or national origins, i.e. Black, Asian and minority ethnic (BAME) groups;
- Religion & belief: A person with religious and philosophical beliefs including lack of belief
- Sex: A man or a woman, recognising that women are more frequently disadvantaged; and
- Sexual orientation: A person’s sexual orientation towards persons of the same sex, persons of the opposite sex or persons of either sex.

Transport for London (TfL) in other studies has more specifically identified seven Target Equalities Groups of Londoners<sup>2</sup> which relate to these categories in the 2010 Act, i.e.:

- Older Londoners (aged 65 and over) covered under Age;
- Younger Londoners (aged 24 and under) also covered under Age;
- Disabled Londoners covered under Disability;
- Black, Asian and minority ethnic groups covered under Race/ethnicity/nationality and Religion/belief in the Act;

<sup>2</sup> Transport for London (2015) – **Travel in London: Understanding Our Diverse Communities** – A Summary of Existing Research –pp.5.

- Women covered under Gender and Pregnancy and maternity in the Act;
- Lesbian, gay, bisexual and transgender Londoners covered under Sexual orientation and Gender reassignment; and
- Londoners on lower incomes (with household income of less than £20,000 pa), not identified as a PCG in the Act, but included in this assessment

In addition to promoting equality, an effective EqIA assists in achieving a more cohesive relationship and increased transparency between policy makers and Londoners. It means that equality issues are considered in policy development, contributing to better access, safety, security and health, as well as promoting greater equality of opportunity and assisting in improving quality of life for residents and communities in line with legislation and policies.

### 1.3 Report Structure

The method for completing the EqIA has been defined by three key steps:

- Scoping and defining – the assessment area is defined, and Equalities Groups that may be impacted by the scheme are identified, along with the equalities determinants most relevant for each group;
- Information gathering – socio-demographic profiling is undertaken and scheme proposals and consultation findings are summarised to provide a knowledge base for the analysis; and
- Assessment and action planning – potential impacts during implementation of the strategy are identified, and findings from other assessments pulled together to determine the scale of impact on specific vulnerable groups. Mitigation measures are suggested, where necessary.

The outcomes of each step are reported within the following sections of this EqIA report:

- **Section 2:** Screening the EqIA;
- **Section 3:** Summary of the LIP;
- **Section 4:** Information gathering; and
- **Section 5:** Outline of key findings.

The overall conclusions of the assessment are summarised in **Section 5: EqIA Conclusions and findings**.



## 2.0 Screening

**Table 2.1: Screening of the Equalities Impact Assessment for Haringey LIP**

Response to Screening Questions	Yes	No	Please explain your answer.	
a) Type of proposal				
1.	Is this a new proposal or a significant change to a policy or service, including commissioned service?	Yes		Replaces LIP2 to implement the updated Mayor of London's Transport Strategy.
2.	Does the proposal remove, reduce or alter a service or policy?	Yes		As above
3.	Will there be a restructure or significant changes in staffing arrangements?		No	
4.	If the service or policy is not changing, have there been any known equality issues or concerns with current provision. For example, cases of discrimination or failure to tackle inequalities in outcomes in the past?			Not known.
b) Known inequalities				
8.	Could the proposal disproportionately impact on any particular communities, disadvantaged or vulnerable residents?	Yes		
9.	Is the service targeted towards particular disadvantaged or vulnerable residents?		No	Transport infrastructure and services delivered via the policies and proposals of the LIP are for use by all people living in, working in and visiting the borough.
10.	Are there any known inequalities? For example, particular groups are not currently accessing services that they need or are more likely to suffer inequalities in outcomes, such as health outcomes.	Yes		The TfL Document " <i>Understanding the travel needs of London's diverse communities: A summary of existing research</i> " August 2014 sets out the variety of barriers faced by different protected groups when accessing transport.
11.	If you have answered yes to at least one question in both sections a) and b), Please complete an EqIA.		Yes	The policies and proposal of the LIP have the potential to impact on groups that share the protected characteristics or other disadvantaged groups



### 3.0 Summary of the Local Implementation Plan

The objectives that will be the focus of the London Borough of Haringey LIP include:

- Increasing connectivity and accessibility on the Borough's road, cycling and public transport networks to support the Council's regeneration and growth ambitions for businesses, housing and jobs.
- Working with partners to maximise investment in the Borough's road and public transport networks.
- Getting more people to choose walking, cycling and public transport as means of travel by making Haringey one of the most cycling and pedestrian friendly boroughs in London. The Council will also manage parking demand and provision on the borough's road network and improving wayfinding and signs across the Borough.
- Delivering the Council's health ambitions by enabling active travel and increasing the use of electric vehicles and car sharing schemes. The Council will also seek to reduce overall motor vehicle movements, taking account of the needs of mobility impaired users of all transport modes.
- Improving air quality through projects and programmes to reduce vehicle use, particularly diesel-powered vehicles.
- Supporting alternative means of transport to motor vehicles such as through behavioural change programmes.
- Reducing the need to travel by linking transport and land use planning.
- Supporting the use of electric/hybrid vehicles, bike hire schemes, car clubs, car sharing and electric motorcycles/scooters.
- Maintaining and enhancing the Borough's road network, making it best in class in London.
- Reducing road casualties, especially among children, pedestrians, cyclists, motorcyclists/scooters and other vulnerable road users.
- Minimising the use of the Borough's back streets as 'rat runs'.
- Reducing the speed and enforcing speed limits of road traffic in residential areas and shopping streets.

## 4.0 Data to Inform the Assessment

### 4.1 Sex

There are marginally more women and girls than men and boys living in the London Borough of Haringey, but no significant differences from the proportions at London and national levels.

### 4.2 Gender Reassignment

No reliable data on the number of transgender people at local or national level are currently available. However, the EqIA has considered representation of this group within the assessment to ensure any likely impacts arising because of the LIP are considered.

### 4.3 Age

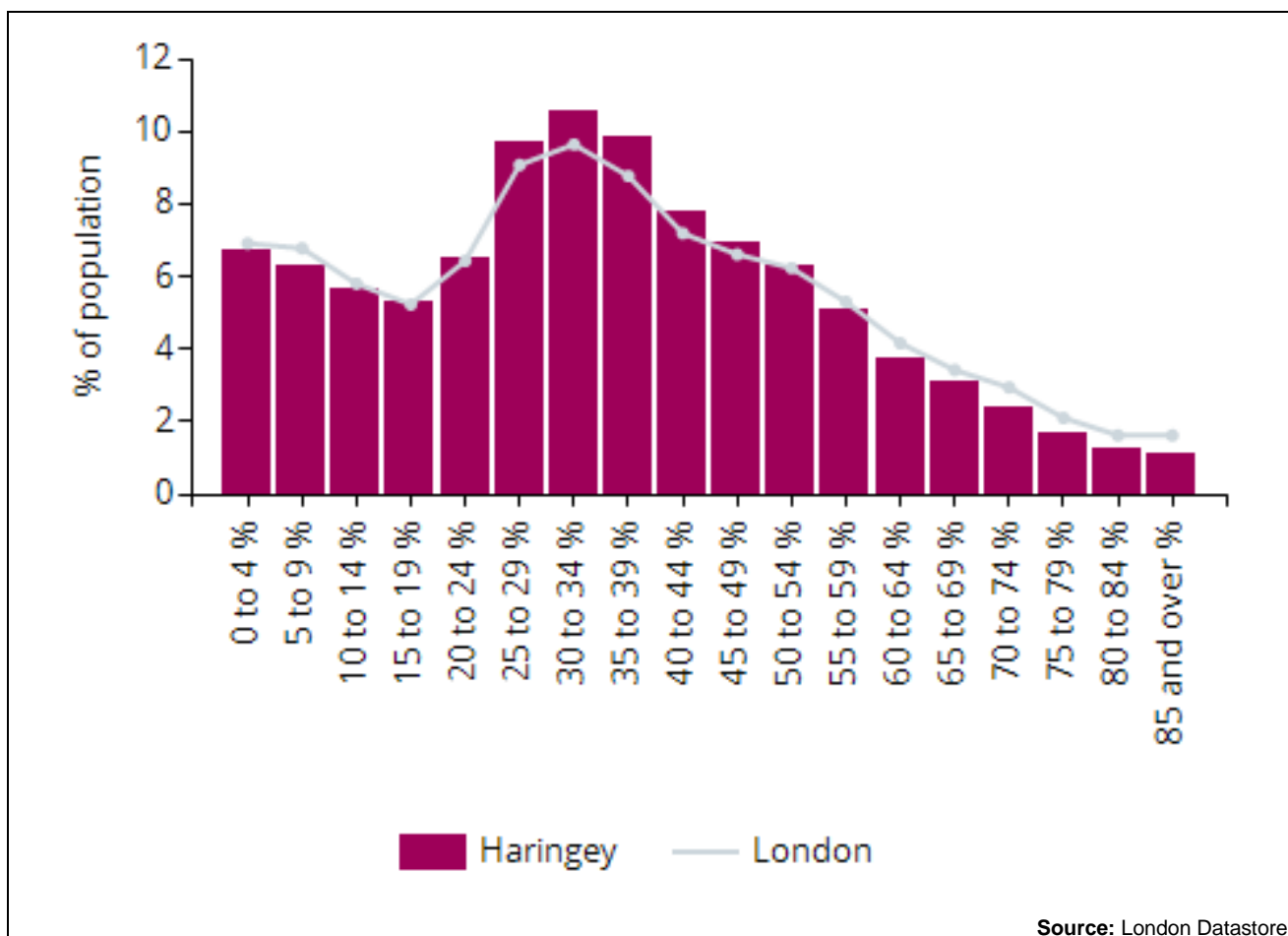
The overall population of Haringey in 2018 was just under 284,300. The percentage of the population in each age group is set out in **Table 4.1** below, and illustrated in **Figure 4.1** following:

**Table 4.1: Percentage of Population by Age Group, Haringey and Greater London 2018**

Age group	Haringey (%)	Greater London (%)
0 to 4	6.7	6.9
5 to 9	6.3	6.8
10 to 14	5.7	5.8
15 to 19	5.3	5.2
20 to 24	6.5	6.4
25 to 29	9.7	9.1
30 to 34	10.6	9.7
35 to 39	9.8	8.8
40 to 44	7.8	7.2
45 to 49	6.9	6.6
50 to 54	6.3	6.2
55 to 59	5.1	5.3
60 to 64	3.8	4.2
65 to 69	3.1	3.4
70 to 74	2.4	3
75 to 79	1.7	2.1
80 to 84	1.3	1.6
85 and over	1.1	1.6

Source: London Datastore - GLA 2016-based housing-led population projections

Figure 4.1: Age Group Breakdown for Haringey and Greater London



As may be seen from **Figure 4.1**, Haringey has a slightly lower proportion of its population in the youngest and oldest age groups compared with London as a whole, while the proportion between the ages of 25 to 50 is above this average.

The fastest growing population locally is typically among working age people aged between 30 and 50. The number of people aged 65 and over has typically been declining. Population growth locally seems mostly due to an increase in birth rates locally and net gain from international migration, principally from EU states in Eastern and Southern Europe.

#### 4.4 Disability

The 2011 census indicated 14% of Haringey's residents have a long-term health problem that limits their day to day activity. This is lower than the proportion for England overall, but in line with the proportion across Greater London. 5.7% of residents report being in bad health, slightly higher than the comparable proportions for England and London as a whole.

**Table 4.2** following sets out the numbers of people in Haringey receiving benefits relating to disability, and the proportion that this represents of benefit claimants overall in the borough. From this it may be seen that for Employment Support Allowance (ESA) and incapacity benefits these proportions are higher than for London as a whole, although lower than Great Britain overall. For

people with disabilities, the proportions in Haringey are lower than both London and Great Britain overall.

**Table 4.2: Working-age client group - main benefit claimants (2016)**

Claimant Group	Haringey (numbers)	Haringey (%)	London (%)	Great Britain (%)
ESA and incapacity benefits	11,320	5.9	4.8	6.1
Disabled	1,130	0.6	0.7	0.8

## 4.5 Race & Ethnicity

The London Borough of Haringey is exceptionally diverse and fast-changing. The population was just under 255,000 at the 2011 Census. This is estimated to have risen to under 284,300 by mid-2018, an increase of nearly 11.5%. Almost two-thirds of people living in the borough, and over 70% of young people, are from ethnic minority backgrounds, and over 100 languages are spoken in the borough. This makes Haringey one of the most ethnically diverse places in the country. The breakdown of Haringey's population by ethnicity is indicated in **Table 4.3** following:

**Table 4.3: Ethnic makeup of London Borough of Haringey 2018**

Ethnicity	Number	%
White - British	95,579	33.6
White - Irish	7,985	2.8
Other White	73,592	25.9
White and Black Caribbean	4,929	1.7
White and Black African	2,896	1
White and Asian	4,204	1.5
Other Mixed	6,522	2.3
Indian	6,147	2.2
Pakistani	1,870	0.7
Bangladeshi	4,367	1.5
Chinese	4,699	1.7
Other Asian	9,498	3.3
Black African	23,418	8.2
Black Caribbean	16,418	5.8
Other Black	7,468	2.6
Arab	2,634	0.9
Other ethnic groups	12,061	4.2
<i>Total</i>	<i>284,287</i>	<i>100</i>

Source: London Datastore

## 4.6 Sexual Orientation

**Table 4.4** following sets out the recorded information available at the Greater London and UK levels:

**Table 4.4: Representation of LGBT (%)**

LGBT	Greater London	UK
Heterosexual	89.9	93.5
Lesbian/gay/bisexual	2.5	1.5
Other	0.4	0.3
Don't know/refusal/non-response	7.2	4.7

Source: ONS - Integrated Household Survey 2012

ONS also estimates that 3.7% of Haringey's population are Lesbian, Gay or Bisexual, which would be the 15<sup>th</sup> largest estimated community in the UK<sup>3</sup>.

No reliable data on the number of transgender people at local or national level are currently available. However, the EqIA has considered representation of this group within the assessment to ensure any likely impacts arising because of the LIP are considered.

## 4.7 Religion or Belief (or No Belief)

**Table 4.5** sets out the breakdown of religious belief among people living in Haringey.

**Table 4.5: Population by Religion 2016**

Religion	Haringey		Greater London		Great Britain	
	Number	%	Number	%	Number	%
Christian	117,300	43.1%	4,057,000	46.8%	34,328,800	54.7%
Buddhist	4,900	1.8%	99,100	1.1%	281,000	0.4%
Hindu	3,900	1.4%	446,000	5.1%	960,100	1.5%
Jewish	6,700	5.0%	178,300	2.1%	298,700	0.5%
Muslim	42,300	15.5%	1,246,300	14.4%	3,292,300	5.2%
Sikh	-	-	127,400	1.5%	411,500	0.7%
Other religion	4,800	1.8%	189,000	2.2%	1,029,100	1.6%
No religion	92,200	33.9%	2,328,700	26.9%	22,136,700	35.3%
Total	272,100	100%	8,671,700	100.0%	62,738,100	100.0%

Source: ONS Annual Population Survey

As can be seen, the Borough has a greater proportion of people expressing religious belief than London as a whole, although not when compared with the national level. There is a lower proportion of Christians than at both the London level and the national level. The proportion of Muslims is higher than both London-wide and national levels.

## 4.8 Pregnancy & Maternity

The number of births, fertility rates and comparisons are shown in **Table 4.6** following. From this, it can be seen that fertility rates are marginally lower than those for Greater London. At a national level, rates are higher than the general rate nationally, although lower than the total rate.

<sup>3</sup> London Borough of Haringey (2018) - **Transport Strategy Equalities Impact Assessment** - 21<sup>st</sup> February 2018.

**Table 4.6: Live births, General Fertility Rates<sup>4</sup> and Total Fertility Rates<sup>5</sup> 2017**

Area	Live Births	GFR	TFR
Haringey	3,881	61.5	1.69
Greater London	126,308	62.9	1.70
England and Wales	646,794	61.2	1.76

Source: ONS

## 4.9 Marriage and Civil Partnership

**Table 4.7** following sets out the marital status of people living in Haringey at the 2011 census compared with London-wide and national figures. This shows that the proportion of single people was higher than average elsewhere, while the proportion of those married was much lower. The proportion of people in civil partnerships was also higher than London-wide or national levels. Proportions of people divorced or separated were broadly comparable with elsewhere, although the proportion of whose spouse or partner has died was lower

**Table 4.7: Marriage and Civil Partnership in Haringey 2011**

Marital and civil partnership status	Haringey	London	England and Wales
Single (never married or in civil partnership)	50.0%	44.1%	34.6%
Married	33.3%	39.8%	46.6%
Civil partnership	0.6%	0.4%	0.2%
Separated	3.3%	3.2%	2.6%
Divorced or formerly in civil partnership	8.2%	7.4%	9.0%
Widowed or surviving civil partner	3.9%	5.0%	7.0%

Source: 2011 Census

## 4.10 Londoners on Low Incomes

The borough also ranks as one of the most deprived in the country with pockets of extreme deprivation in the east of the area. Haringey is the 13th most deprived borough in England and the 4th most deprived in London.

<sup>4</sup> GFR = Live births per 1,000 women aged 15-44.

<sup>5</sup> TFR = Average number of children born if women experience age-specific fertility rates in 2017.

## 5.0 Outline of key findings

### 5.1 Approach to Assessment

In this section, Equalities Groups are considered in terms of how they may be impacted by the LIP, based on professional judgement and published evidence on the issues faced by specific Equalities Groups. The issues (equality determinants) that may affect these groups because of the LIP also are identified for the policy areas considered in it, i.e.:

- Increasing connectivity and accessibility on the Borough's road, cycling and public transport networks.
- Maximise investment in the Borough's road and public transport networks, maintaining and enhancing the Borough's road network.
- Getting more people to choose walking, cycling and public transport, by enabling active travel and increasing the use of electric vehicles and car sharing schemes.
- Reducing overall motor vehicle movements, taking account of the needs of mobility impaired users of all transport modes, and improving air quality.
- Supporting behavioural change programmes.
- Reducing the need to travel by linking transport and land use planning.
- Reducing road casualties, especially among children and other vulnerable road users.
- Minimising the use of the Borough's back streets as 'rat runs'.
- Reducing the speed and enforcing speed limits of road traffic in residential areas and shopping streets.

The likely impacts of the LIP are considered in the light of the baseline data described in **Section 4** above to provide an assessment of its effects on the various equalities groups as set out in **Table 5.1** on the following pages.

The EqIA recognises that the impacts of the strategy will be experienced by all sections of the population living and working in the areas within the London Borough of Haringey and beyond that are affected by the strategy. However, the requirements of the EqIA focus only on the equalities groups identified in the 2012 Act, and people on low incomes, as identified in **Section 1.2** above.

The assessment considers the overall impact of the policy for the Public Sector Equality Duty for the council in terms of whether proposals of the LIP:

- Could result in any direct/indirect discrimination for any group that shares the relevant protected characteristics;
- Help to advance equality of opportunity between groups who share a relevant protected characteristic and those who do not. This includes:
  - Removing or minimising disadvantage suffered by persons protected under the Equality Act;

- Taking steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups; and
  - Encouraging people protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- Help foster good relations between groups who share a relevant protected characteristic and those who do not.

## 5.2 Consultation

Typically, consultation and/or engagement is used to inform the assessment of the impact of proposed policies on protected groups of residents and service users. However, at this stage of the development of the LIP, Temple and Steer understands that no specific engagement has been undertaken.

However, consultation on the draft LIP policies and proposals will be undertaken prior to the finalisation of the LIP and adoption by Haringey Council in 2019. At this stage, an updated EqIA will outline the key findings of your consultation / engagement activities when completed, particularly in terms of how this relates to groups that share the protected characteristics. The updated EqIA also will explain how the consultation's findings will have shaped and informed the LIP proposals and the decision-making process, and any modifications made consequently.

Also, account has been taken in this EqIA of public consultation that was held on the Haringey Transport Strategy<sup>6</sup> between 10<sup>th</sup> November and 22<sup>nd</sup> December 2017. Responses to this included:

- Concerns regarding two bus routes which provide a vital link between Highgate School and neighbouring areas.
- Responses from resident groups and individual residents who were supportive of the Strategy but wanted more detail on how the outcomes would be achieved.
- Concerns raised by the Haringey motorcycling community over lack of acknowledgement of the role of motorcycles for those in transport poverty and providing a more sustainable solution to the car. The strategy was amended to reflect this.
- The needs of mobility impaired users on all modes of transport were not adequately recognised. A priority was subsequently introduced which acknowledges these specific needs and the role this will play in getting more people to make sustainable transport choices.

## 5.3 Action Planning (Mitigation)

Action planning in this context means the development of measures to mitigate and/or manage any identified discriminatory effects of the proposed scheme, so that these can be avoided or reduced to acceptable levels. Also, this provides an opportunity to identify positive effects of the scheme, so that these can be actively promoted. Changes recommended to the LIP because of the EqIA may be made in terms of:

<sup>6</sup> London Borough of Haringey (2018) – *Ibid*.



- **No major change to the proposal:** the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken.
- **Adjust the proposal:** the EqIA identifies potential problems or missed opportunities. In this case, the it may be recommended the policy or proposal is adjusted to remove barriers or better promote equality.
- **Stop and remove the proposal:** the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.

These actions are identified in the 'Approach and Mitigation' column in **Table 5.1** following.

Table 5.1: EqIA Summary Table

Issue	Potential Impacts	Equalities Groups Affected	Impact* (+ / -)	Approach and Mitigation
Increasing connectivity and accessibility on the Borough's road, cycling and public transport networks.	Improved access to facilities for all.	Older Londoners	+	The potential impacts of these policies are likely to benefit people in many of the protected groups, e.g. the benefits to many older and/or disabled people of better access to facilities will be greater than for the general population. No mitigation measures required as no adverse or discriminatory impacts identified.
		Children and younger people	+	
		People with disabilities	+	
		Pregnant women and parents	+	
		People from BAME groups	+	
		Faith groups	+	
		Women, people identifying as LGBT	+	
		Londoners on lower incomes	+	
Maximise investment in the Borough's road and public transport networks, maintaining and enhancing the Borough's road network	Maintaining and improving access to facilities for all.	Older Londoners	+	The potential impacts of these policies are likely to benefit people in many of the protected groups, e.g. the benefits to many older and/or disabled people of better access to facilities will be greater than for the general population. No mitigation measures required as no adverse or discriminatory impacts identified.
		Children and younger people	+	
		People with disabilities	+	
		Pregnant women and parents	+	
		People from BAME groups	+	
		Faith groups	+	
		Women, people identifying as LGBT	+	

		Londoners on lower incomes	+	
Getting more people to choose walking, cycling and public transport, by enabling active travel and increasing the use of electric vehicles and car sharing schemes.	Less traffic congestion Safer roads Less air pollution and noise Greater participation in physical exercise	Older Londoners	+	The potential impacts of these policies are likely to benefit people in many of the protected groups, e.g. the health benefits to many older and/or disabled people with respiratory illnesses will be greater than for the general population. Groups who may have greater reliance on travel by car (e.g. people with disabilities; parents with childcare commitments; people in transport poverty) may be affected adversely in comparison to other groups who are better able to use public transport or travel actively. The LIP should include proposals to provide a range of suitable alternatives to the car, with action plans for those who want to choose more sustainable modes of transport but at the same time recognising some users will need to use their car.
		Children and younger people	+	
		People with disabilities	+/-	
		Pregnant women and parents	+/-	
		People from BAME groups	+	
		Faith groups	N	
		Women, people identifying as LGBT	+	
		Londoners on lower incomes	+/-	
Reducing overall motor vehicle movements, taking account of the needs of mobility impaired users of all transport modes, and improving air quality.	Less traffic congestion Safer roads Less air pollution and noise Greater participation in physical exercise	Older Londoners	+	The potential impacts of these policies are likely to benefit people in many of the protected groups, e.g. the health benefits for children from greater participation in active travel will be greater than for the general population. Groups who may have greater reliance on travel by car (e.g. people with disabilities; parents with childcare commitments; people in transport poverty) may be affected adversely in comparison to other groups who are better able to use public transport or travel actively. The LIP should include proposals to provide a range of suitable alternatives to the car, with action plans for those who want to choose more sustainable modes of transport but at the same time recognising some users
		Children and younger people	+	
		People with disabilities	+/-	
		Pregnant women and parents	/-	
		People from BAME groups	N	
		Faith groups	N	
		Women, people identifying as LGBT	+	

		Londoners on lower incomes	+/-	will need to use their car.
Supporting behavioural change programmes.	Less traffic congestion Safer roads Less air pollution and noise Greater participation in physical exercise	Older Londoners	+	The potential impacts of these policies are likely to benefit people in many of the protected groups, e.g. the health benefits to many older and/or disabled people with respiratory illnesses will be greater than for the general population. No mitigation measures required as no adverse or discriminatory impacts identified.
		Children and younger people	+	
		People with disabilities	+	
		Pregnant women and parents	+	
		People from BAME groups	+	
		Faith groups	N	
		Women, people identifying as LGBT	+	
		Londoners on lower incomes	+	
Reducing the need to travel by linking transport and land use planning	Improved access to facilities for all	Older Londoners	+	The potential impacts of these policies are likely to benefit people in many of the protected groups, e.g. the benefits to many older and/or disabled people of better access to facilities will be greater than for the general population. No mitigation measures required as no adverse or discriminatory impacts identified.
		Children and younger people	+	
		People with disabilities	+	
		Pregnant women and parents	+	
		People from BAME groups	+	
		Faith groups	+	
		Women, people identifying as LGBT	+	

		Londoners on lower incomes	+	
Reducing road casualties, especially among children and other vulnerable road users.	Improved road safety	Older Londoners	+	Some protected groups, i.e. older people, children and disabled people are more vulnerable road users, and will disproportionately benefit from improvements in road safety.  No mitigation measures required as no adverse or discriminatory impacts identified.
		Children and younger people	+	
		People with disabilities	+	
		Pregnant women and parents	+	
		People from BAME groups	+	
		Faith groups	+	
		Women, people identifying as LGBT	+	
		Londoners on lower incomes	+	
Minimising the use of the Borough's back streets as 'rat runs'	Improved road safety Reduced air pollution and noise from traffic in residential streets.	Older Londoners	+	Some protected groups, i.e. older people, children and disabled people will disproportionately benefit from improvements in road safety, and air quality.  No mitigation measures required as no adverse or discriminatory impacts identified.
		Children and younger people	+	
		People with disabilities	+	
		Pregnant women and parents	+	
		People from BAME groups	+	
		Faith groups	+	
		Women, people identifying as LGBT	+	

		Londoners on lower incomes	+	
Reducing the speed and enforcing speed limits of road traffic in residential areas and shopping streets.	Improved road safety	Older Londoners	+	Some protected groups, i.e. older people, children and disabled people will disproportionately benefit from improvements in road safety. No mitigation measures required as no adverse or discriminatory impacts identified.
		Children and younger people	+	
		People with disabilities	+	
		Pregnant women and parents	+	
		People from BAME groups	+	
		Faith groups	+	
		Women, people identifying as LGBT	+	
		Londoners on lower incomes	+	

## 6.0 Conclusions and Findings

### 6.1 Introduction

The EqIA has investigated the potential impact of the LIP on affected equality groups. This section summarises the findings and provides recommendations as to how equalities issues can be monitored, and impacts reviewed throughout the delivery of the LIP.

### 6.2 EqIA findings

The EqIA has examined the proposed strategy, socio-demographic data gathered in relation to the LIP and the available information on the outcomes of the policies. Based on this, and using professional judgement, we have identified several disproportionate impacts that may occur on Equalities Groups because of the implementation of the proposed strategy.

The key beneficial impacts relate to:

- Improved access to facilities will benefit all Haringey residents and visitors, but some protected groups such as older people and children will benefit disproportionately.
- Safer roads, less congestion and reduced levels of pollution are likely to benefit people in some of the protected groups, such as older and/or disabled people with respiratory illnesses more than for the general population.

Groups who may have greater reliance on travel by car (e.g. people with disabilities; parents with childcare commitments; people in transport poverty) may be affected adversely in comparison to other groups who are better able to use public transport or travel actively.

The LIP should include proposals to provide a range of suitable alternatives to the car, with action plans for those who want to choose more sustainable modes of transport but at the same time recognising some users will need to use their car.







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# Report

18<sup>th</sup> October 2018



**TEMPLE**

LEADERS IN ENVIRONMENT,  
PLANNING & SUSTAINABILITY.

In association with **steer**

**Report for** – London Borough of Haringey  
Local Implementation Plan  
Strategic Environmental Assessment Scoping Report

Draft



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## Contents

1.0	Introduction	1
1.1	About this Scoping Report	1
1.2	Overview of the Local Implementation Plan (LIP)	2
1.3	Purpose of this report	3
1.4	Report Structure	3
2.0	Context and Scope of the LIP	4
2.1	Introduction	4
2.2	Policy Context	4
2.3	Summary of the LIP	5
2.4	Defining the assessment area	7
2.5	Timeframe for the Plan	7
2.6	Other policies, Plans, Programmes and Sustainability Objectives	7
3.0	Baseline Environmental Conditions	10
3.1	Air Quality	10
3.2	Attractive neighbourhoods	10
3.3	Climate change mitigation and adaptation	13
3.4	Energy use and supply	14
3.5	Fairness and inclusivity	14
3.6	Flood risk	15
3.7	Geology and soils	16
3.8	Historic Environment	17
3.9	Materials and waste	17
3.10	Mental and physical wellbeing	18
3.11	Natural Capital and Natural Environment	18
3.12	Noise and vibration	19
3.13	Safety and security	20
3.14	Water resources and quality	20
4.0	Topics to be Covered in the SEA	21
4.1	Overview	21
4.2	Topics to be Covered in the SEA	21
4.3	Alternatives	25
4.4	Habitats Regulations Assessment	25

---

5.0	SEA Objectives and Framework	26
5.1	Objectives	26
5.2	SEA Framework Matrix	27
6.0	Next Steps	35
6.1	Development of the LIP	35
6.2	Remaining Stages in the SEA Process	35

## 1.0 Introduction

### 1.1 About this Scoping Report

This report sets out the scope of the Strategic Environmental Assessment (SEA) of the proposals set out in the London Borough of Haringey's third Local Implementation Plan (LIP).

To meet the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004, Local authorities are required to carry out Strategic Environmental Assessment (SEA) for policies, plans and programmes across various areas, including transport<sup>1</sup>. Government guidance on transport plans stresses the importance of the SEA being an integral part of developing and delivering a transport strategy. The statutory environmental agencies (i.e. the Environment Agency, Natural England and Historic England) must be involved throughout the development and monitoring of a plan.

This Scoping Report is the first stage in the SEA process. It identifies:

- The scope and level of detail of the information to be included in the SEA;
- The context, objectives and approach of the assessment; and
- The relevant environmental issues and objectives that will provide the basis of the assessment.

Although the scoping stage is a requirement of the process, a formal scoping report is not required by the SEA Regulations. However, it is a useful way of presenting information at the scoping stage and helps ensure the SEA process is proportionate and relevant to plan being assessed.

The SEA Regulations also require<sup>2</sup> that when determining the scope of the SEA must consult the statutory consultation bodies<sup>3</sup>. Consultation bodies have 5 weeks of receipt of the request within which to respond. This report provides information on the proposed scope of the assessment into the LIP, and invites comments from the consultation bodies.

Government guidance on transport plans highlights the need for Habitats and Appropriate Assessment (AA) where necessary, starting by clarifying if the plan is likely to significantly affect a European site<sup>4</sup>. If this is likely, the LIP must be subject to an AA<sup>5</sup>. We have adopted a precautionary approach to the HRA for the LIP on the basis the findings of a screening assessment that we are seeking to agree with Natural England. This focuses on establishing whether HRA is required or not, taking account of designated protected habitats in the area covered by the LIPs, and the content of the LIP itself. This may apply to Haringey due to parts of the Lee Valley Special Protection Area (SPA) and Ramsar site being potentially affected by policies within Haringey. This is discussed further in **Section 4.4** following.

<sup>1</sup> The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004/1633).

<sup>2</sup> See Regulations 12(5) and 12(6).

<sup>3</sup> Regulation 4 defines these as Historic England, English Nature and the Environment Agency.

<sup>4</sup> European sites are Special Areas of Conservation (SACs), Special Protection Areas (SPAs), and listed Ramsar sites. Proposed SPAs and candidate SACs are also regarded as European sites.

<sup>5</sup> As required by Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 85B of the Conservation (Natural Habitats &c) Regulations 1994, (S.I. 1994/2716 as amended).

## 1.2 Overview of the Local Implementation Plan (LIP)

The LIP is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999. This Act requires each of London's 33 local authorities to prepare a programme (the LIP) containing proposals for the implementation of the Mayors Transport Strategy<sup>6</sup> in their area.

The LIP guides transport priorities and projects and details a three-year programme of investment (2019/20 to 2021/22).

The central aim of the MTS – the Mayor's vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in. The overarching aim of the Strategy is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63% today. The Mayor is seeking to achieve his vision by focusing the policies and proposals in his transport strategy on the achievement of the following three overarching MTS outcomes:

- **Healthy Streets and healthy people, including traffic reduction strategies:**
  - Active: London's streets will be healthy, and more Londoners will travel actively
  - Safe: London's streets will be safe & secure
  - Efficient: London's streets will be used more efficiently & have less traffic on them
  - Green: London's streets will be clean and green
- **A good public transport experience**
  - Connected: The public transport network will meet the needs of a growing London
  - Accessible: Public transport will be safe, affordable and accessible to all
  - Quality: Journeys by public transport will be pleasant, fast and reliable
- **New homes and jobs**
  - Good Growth: Active, efficient and sustainable travel will be the best option in new developments
  - Unlocking: Transport investment will unlock the delivery of new homes and jobs

The rationale and detail of each of these outcomes is set out in the third MTS. The LIP responds to the third MTS, the Sub Regional Transport Plan (north), the Haringey Transport Strategy and other relevant policies. This LIP will replace the council's second LIP (2011). The third round of LIPs will become effective from April 2019.

The LIP does not set out binding policies, rather it pulls together key objectives, policies, themes and priorities from other documents and looks at what can be achieved in the next three years given the availability of resources. It also acts as bridge between existing planning documents and any proposed changes to the Local Development Framework, which will set out strategic policies and priorities in relation to transport.

<sup>6</sup> Mayor of London (2018) – **Mayors Transport Strategy** - Greater London Authority, March 2018



A summary of the key proposals of the LIP are provided in Section 2 following.

### 1.3 Purpose of this report

This report sets out the proposed scope of issues to be addressed in the SEA and the approach to be undertaken in assessing them. The document aims to outline the baseline information and evidence for the LIP that is needed to inform the SEA. This is based on the identification of plans and programmes relevant to the study area, environmental baseline information and identified environmental issues and problems.

On this basis, the Scoping Report provides the framework for assessing the likely impacts of the LIP in terms of how it will contribute to resolving such issues.

### 1.4 Report Structure

Following this introductory section, the structure of this scoping report is as follows:

- The context of the LIP and its likely scope, including Identification of other policies, plans, programmes and sustainability objectives (**Section 2**);
- Baseline environmental conditions, and how these might change in the absence of the LIP, and other evidence likely to be available to the assessment, with any important gaps identified, identification of key sustainability issues in the study area; (**Section 3**);
- The topics that the SEA will consider and to what level of detail (**Section 4**);
- The SEA objectives and framework chosen to assess the environmental effects of the LIP and alternatives, together with an overview of the proposed approach to undertaking the assessment (**Section 5**); and
- The next steps in the SEA process (**Section 6**).

## 2.0 Context and Scope of the LIP

### 2.1 Introduction

In this section, the context and scope of the emerging LIP for the London Borough of Haringey is described based on work completed by the Council to date. This sets out:

- The background policies that will shape the proposals to be set out in the LIP, and other associated documents.
- The area to be covered by the LIP and therefore forming the assessment area for the SEA.
- The timescales of the LIP and the SEA.

### 2.2 Policy Context

#### 2.2.1 The Mayors Transport Strategy

The Mayors Transport Strategy (MTS) is described in outline in **Section 1.2** above. As noted, the central aim of the MTS for London not only to be home to more people, but better place for all Londoners. This requires 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared with 63% today.

#### 2.2.2 The Sub Regional Transport Plan (North)

This Plan<sup>7</sup> is part of an ongoing programme, enabling Transport for London (TfL) to work closely with the London boroughs in North London to address strategic issues, progress medium-longer term priorities and respond to changing circumstances. The Plan was first developed in 2010 to translate the MTS goals, challenges and outcomes at a sub-regional level. While these needed to be considered across London, and addressed locally through LIPs, there are some matters which benefit from having a concerted effort at a sub-regional level. Challenges such as improving air quality, reducing CO<sub>2</sub> emissions and achieving targets for increased cycling and walking are better dealt with at sub-regional level across London.

Sub-regional challenges specifically identified for the north sub-region in London were to:

- Facilitate and respond to growth, especially in Brent Cross/Cricklewood and the Upper Lee Valley.
- Enhance connectivity and the attractiveness of orbital public transport.
- Relieve crowding on the public transport network.
- Improve access to key locations and jobs and services.
- Manage highway congestion and make more efficient use of the road network.

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<sup>7</sup> Mayor of London (2016) – **North London: Sub-regional Transport Plan** – 2016 update, Transport for London.

Between 2010 and 2018, the North sub-region in London has experienced faster population growth than expected, placing greater demands on transport. The rate of housing delivery needs to increase to cope with this growing population, and effective transport links are critical to this. The way people travel also is changing. There is a growing demand for rail services and cycling in particular.

With the election of the current Mayor, a revised MTS was prepared and adopted in 2018 as noted above. The 2016 update of the Sub-regional Plan recognised the new funding settlement for TfL from the Government, as well as the Mayor's revised priorities about how to allocate this. As not all transport schemes previously considered fitted with the new Mayor's priorities, no map or list of specific projects or proposal was included.

### 2.2.3 Haringey Transport Strategy 2018

Haringey Council's Corporate Plan sets out a vision to support a healthier and better quality of life for residents and local businesses. Delivery of the Council's Transport Strategy, adopted in 2018, is seen as a key component of this. The Strategy aims to greatly improve how the transport system works in Haringey to support the Council's aspirations for new housing and jobs in the borough. It also aims to promote healthier forms of travel like walking and cycling, so reducing carbon emissions and improving air quality. Working more closely together with internal and external partners, especially the Mayor of London, is seen as a critical element to successful delivery of the strategy.

Working with key partners such as the Government, GLA, TfL, private sector developers, public transport operators, Network Rail and the voluntary sector, the Council's vision will be achieved through four outcomes:

1. A public transport network that is better connected, has greater capacity and is more accessible, supporting the Council's growth ambitions.
2. Making active travel the easier choice, with more people choosing to travel by walking or cycling.
3. Improved air quality and a reduction in carbon emissions from transport.
4. A well-maintained road network that is less congested and safer.

## 2.3 Summary of the LIP

The policies and proposals set out in the LIP will cover six broad categories based on political appetite, local support, delivery mechanisms and the Haringey Transport Strategy as follows:

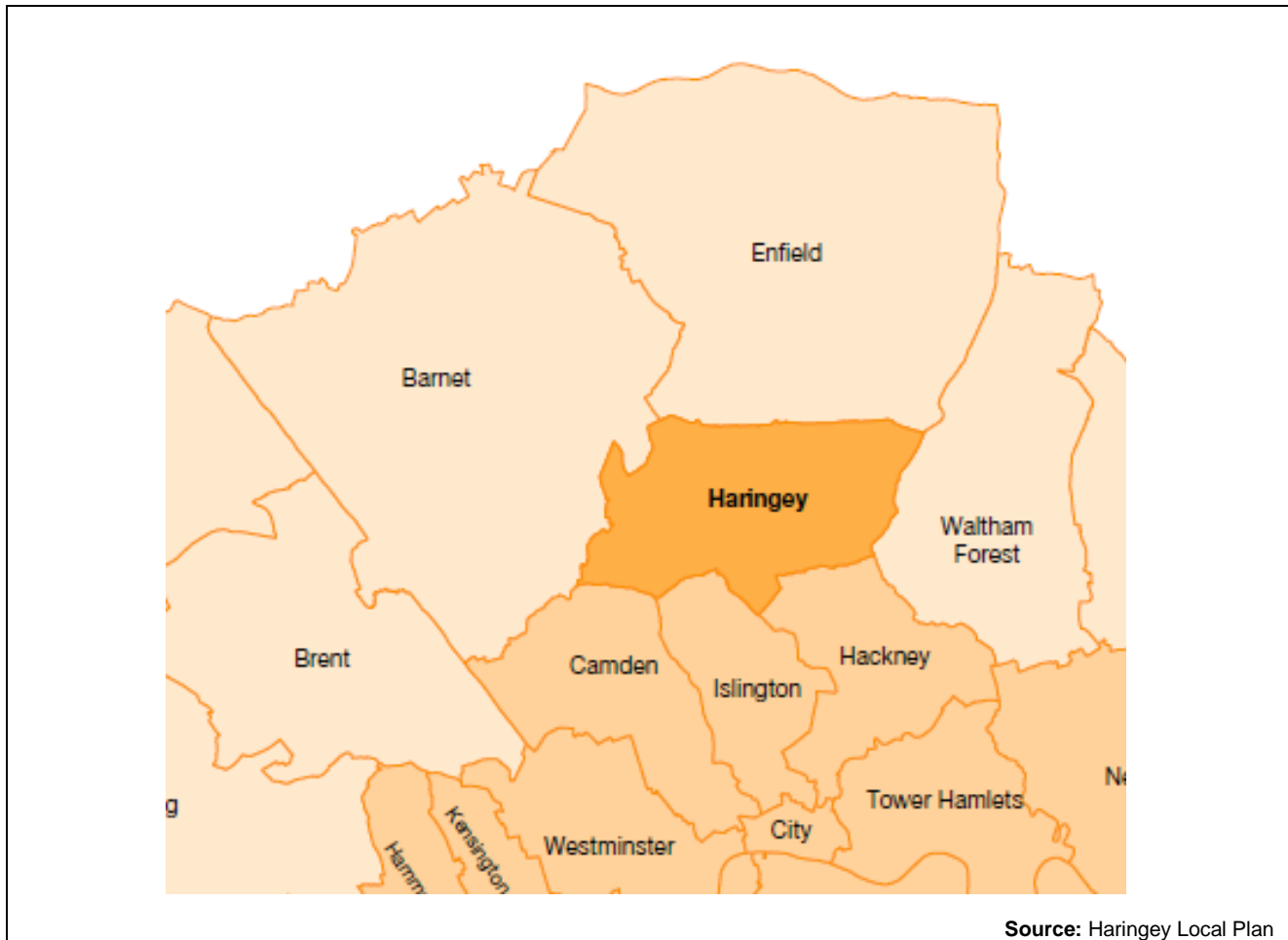
- **Local Safety Schemes:** These will comprise the final delivery phase of the Green Lanes study, and other schemes including new zebra crossings, minimising rat runs and speeding and associated traffic calming measures. The priority project locations include:
  - Bruce Grove/The Avenue/Mount Pleasant Road;
  - Ferme Park Study;
  - West Green Road/Spur Road;
  - Dowsett Road;

- Elsdon/Newly/Hartham/Pembury Roads;
  - Lordship lane (between Turnant road and Lordsmead Road); and
  - Weston Park.
- **Traffic calming and Community Streets:** These will comprise physical measures such as vehicle-activated signs (VAS) to support compliance of 20mph speed limit, speed bumps, upgraded beacons, improved road markings and street furniture reviews. Priority project locations include:
    - The Avenue;
    - Wood Lane;
    - Hampstead lane;
    - Perth road;
    - Cranley Gardens;
    - Highgate Avenue;
    - Borne Avenue/Mansfield Road; and
    - West Green Road/The Avenue.
  - **Walking and cycling:** New cycle infrastructure and routes, and maintenance of existing facilities including the extension of Cycle Superhighway 1 towards the Lee Valley. Work will commence on cycle routes to support sustainable regeneration. Permeability measures and bike hangars will also be provided. Walking projects could include school crossings and pedestrian facilities, and measures to increase modal shift away from the private car by challenging the barriers to walking.
  - **Smarter travel:** Active travel initiatives including school and workplace travel planning, cycle training, personalised travel planning for schools, road safety education, training and publicity, complementary measures to support cycling infrastructure schemes and CPZ proposals. Cycle training for schools and adults will also be provided.
  - **Liveable Neighbourhoods:** Pedestrian and cycling conditions in specific neighbourhoods will be improved to help encourage more active travel in the area, tackling congestion and improving air quality and residents' well-being. Initial proposals will focus on Crouch End town centre, which residents will be consulted on. This may involve creation of a new square incorporating the clock tower, currently surrounded by traffic on all sides. Segregated cycle routes will feed the town centre, pedestrian crossings will be improved and traffic will be reduced on residential streets with new modal filters.
  - **Public transport:** Reviewing Haringey's bus network stimulated by changes to the local network with regards to frequency, start and termination points and rolling stock size and cleanliness to deliver a service fit for existing and future residents' needs.

## 2.4 Defining the assessment area

The spatial scope for the SEA is the London Borough of Haringey area. The SEA also takes account of potential impacts on adjoining boroughs and districts as appropriate. **Figure 2.1** following shows a map of the London Borough of Haringey area.

**Figure 2.1: London Borough of Haringey Area and adjoining boroughs**



## 2.5 Timeframe for the Plan

The LIP programme covers the period up to 2023. This is therefore also the timeframe for the SEA.

## 2.6 Other policies, Plans, Programmes and Sustainability Objectives

### 2.6.1 National and Regional Policies

The most relevant plans and programmes at a national and regional (i.e. London-wide) level used as the basis to inform the objectives included in the appraisal framework for the SEA (See **Section 5.0** following) are set out in **Table 2.1** following:

**Table 2.1: Relevant National and Regional Policies Reflected in the SEA Objectives**

Topic	Policy Document
All Topics	Upper Lee Valley: Opportunity Area Planning Framework (2013)
	A Green Future: Our 25 Year Plan to Improve the Environment (2018)
	The London Plan: The Spatial Development Strategy for London (2016)
	The New London Plan: Draft for Public Consultation (2017)
	Mayor of London's Environment Strategy (2017)
	National Planning Policy Framework (2018)
Air Quality	Air Quality Standards Regulations 2010
	Defra's Air Quality Plan (2016)
	Environment Act 1995
	EU Ambient Air Quality Directive (2008/50/EC)
	The Greater London Authority Act 1999
Climate Change Adaptation	Climate Change Risk Assessment (CCRA)
	EC White Paper: Adapting to Climate Change
	National Adaptation Programme (NAP)
	UK Low Carbon Transition Plan (2009)
Climate Change Mitigation	Climate Change Act 2008
	Promotion of the Use of Energy from Renewable Sources Directive (2009/28/EC)
	United Nations Framework on Climate Change COP21 (2015) – Paris Agreement-
Fairness and inclusivity	Equality Act (2010)
Flood Risk	UK Water Strategy (2008)
Geology and Soils	England Soil Strategy, Safeguarding our Soils (2009)
	EU Environmental Liability Directive (99/31/EC)
Historic Environment	Ancient Monuments and Archaeological Areas Act 1979
	Planning (Listed Buildings and Conservation Areas) Act 1990
Materials and Waste	EU Waste Framework Directive (2008/98/EC)
	National Planning Policy for Waste (2014)
	Waste (England and Wales) (Amendment) Regulations 2014
Natural Environment and Natural Capital	Conservation of Habitats and Species Regulations 2010
	Council Directive on the Conservation of Natural Habitats of Wild Fauna and Flora 92/43/EEC
	Directive on the Conservation of Wild Birds 09/147/EC
	Natural Environment and Rural Communities Act 2006
	The Natural Choice – securing the value of nature (2011)
	Wildlife and Countryside Act 1981
Noise and Vibration	Environmental Noise (England) Regulations 2006
	EU Noise Directive (2000/14/EC)
Water Resources and Quality	Final Water Resources Management Plan 14 (WRMP14), 2015-2040 (Thames Water, July 2014) and Annual review June 2016; Affinity Water 2014 Water Resources Management Plan
	Thames River Basin District River Basin Management Plan (Environment Agency, December 2015)

## 2.6.2 London Borough of Haringey Policies

The following policy documents published by the London Borough of Haringey have also been used to inform the SEA objectives:

- Going Green: Haringey's Greenest Borough Strategy 2008 – 2018;
- Haringey Air Quality Action Plan 2010 – 2018;
- Haringey Joint Strategic Needs Assessment: Figures about Haringey 2013;
- Haringey Local Plan 2013;
- Haringey Local Plan: Sustainability Appraisal (SA) of the Strategic Policies Alterations 2015;
- Haringey Transport Strategy 2018;
- Haringey Transport Strategy Equality Impact Assessment 2018;
- Haringey Urban Character Study 2015; and
- Strategic Environmental Assessment and Sustainability Appraisal of Haringey Local Plan 2013.

## 3.0 Baseline Environmental Conditions

### 3.1 Air Quality

In common with other local authorities, air quality in Haringey is monitored at several specific locations and this information is also used to model the quality of air across the borough. The Council's latest air quality Annual Status Report<sup>8</sup> indicates Haringey continues to breach the UK Government's air quality objectives for nitrogen dioxide (NO<sub>2</sub>) in parts of the borough. However, the standards particulate matter (PM<sub>10</sub>) and all other air pollutants are being met. The dominant source of NO<sub>2</sub> and PM<sub>10</sub> emissions in Haringey is road transport with a variety of other sources contributing emissions. According to the latest London Atmospheric Emissions Inventory (LAEI) 2013, compiled by the GLA, 62% of oxides of nitrogen (NO<sub>x</sub>) emissions, and 55% of particulates (PM<sub>10</sub>) emissions in Haringey come from road transport, while 43% of NO<sub>x</sub> emissions and 4% of PM10 emissions come from domestic or commercial gas use.

### 3.2 Attractive neighbourhoods

Haringey Council has identified distinct neighbourhoods<sup>9</sup> in the borough based on both physical characteristics and social identity. These are identified in **Figure 3.1**, and can be characterised as follows:

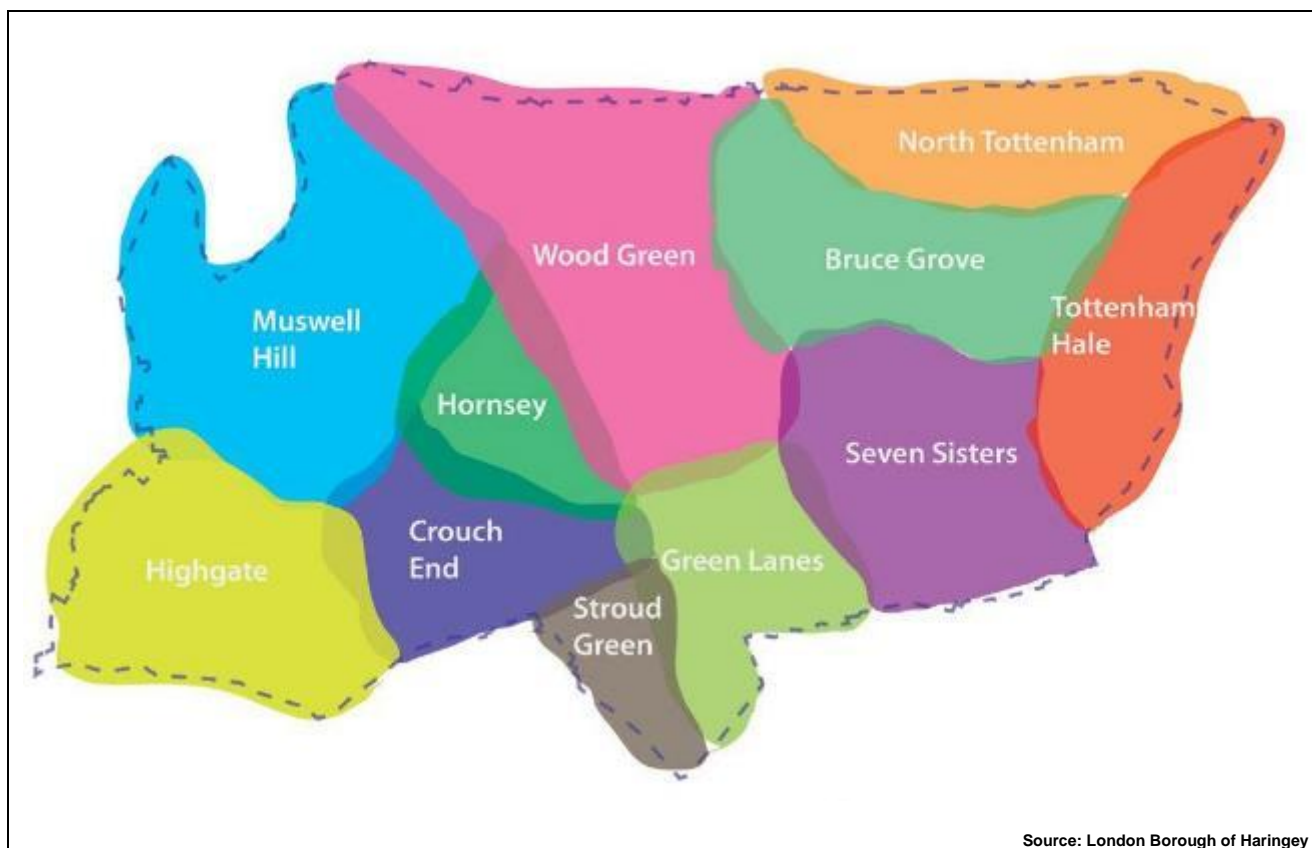
- North Tottenham / Northumberland Park:** Centred on Tottenham High Road the area has a large hinterland and the Tottenham Hotspur Stadium development will make it a more significant centre of commerce. The area combines terraced housing with proximity to the Lea Valley Park. The High Road provides a strong spine to the area with great diversity of activities and uses reflecting the local communities. Park Lane has a local "village" character with some interesting shops. There is a rich mix of communities, evidenced by the look and function of buildings, shops and businesses. Houses prices are relatively more affordable compared to other areas of the borough, although much of the housing stock is poor quality/condition. The area around Great Cambridge Road is more dominated by cars and has poorer access to public transport. There are also some large monolithic blocks, particularly on the 1960's council estates, and there is poor local connectivity through some of these. In the east of the area, industrial estates, railway line and Meridian Way cut the Lea Valley Park off from the residential areas, and the big sheds of industrial businesses have little architectural or urban design quality.
- Bruce Grove:** This area has a historic environment and much good quality housing, in the form of robust and desirable family housing in Victorian terraces. It also includes the Broadwater Farm Estate, with buildings varying between six and ten storeys with two 19-storey point blocks at 19 storeys. The community core of the area is formed around Tottenham High Road, Bruce Grove, the area around Bruce Castle and parts of Lordship Lane. This comprises predominantly 3 and 4 storey buildings. The commercial uses and the council estates in the

<sup>8</sup> London Borough of Haringey (2017) - **Air Quality Annual Status Summary Report for 2017**.

<sup>9</sup> London Borough of Haringey (2015) – **Urban Character Study** – February 2015.



Figure 3.1: Neighbourhoods in London Borough of Haringey



area contribute to perceptions of a poor visual quality, and there are also local concerns about anti-social behaviour and crime.

- Tottenham Hale:** The area comprises 19th century terraced houses and streets in the north-west and south-west of the area, in proximity to industrial areas in mixed sized buildings accommodating a variety of small businesses, manufacturers and artists. The area is also characterised by its proximity to the Lea Valley and its water-based landscape, meandering rivers, brooks, canals and large reservoirs. There is a well-connected local street network of residential streets with a fair to good quality public realm. The area is well served by public transport, and there has been a significant amount of recent residential and commercial development around Tottenham Hale underground station, which has provided a new hub for activities, but the car-based environment around station and adjacent retail park means the area is affected by lots of traffic, fumes and noise.
- Seven Sisters:** This area chiefly comprises well-established residential terrace streets laid out during the 19th century, providing compact, yet well sized family houses with back gardens. It also contains several large post-war housing estates of contrasting forms, styles and layouts. Tottenham High Road acts as both a spine and heart to the area and a line of severance, due to it being heavily trafficked and difficult to cross in parts. The area is centred on where several important streets meet at the junction of Seven Sisters Road, Tottenham High Road, Brook Road, and West Green Road. This convergence of primary routes generates a lot of pedestrian and vehicular activity, but much of the space is designed primarily for traffic with a generally poor quality pedestrian environment, Tottenham Green and western side of the High Road

being an exception to this. The River Lea defines the area's eastern edge and its wider character. Good east-west routes exist but north-south routes are poorer (except for the High Road). Post-war redevelopment removed much of the legible Victorian street pattern, making north-south movement from St Ann's Road to West Green Road difficult and confusing.

- Green Lanes:** Green Lanes is a busy through route and an important and distinctive local centre with Victorian terraces to either side. To the west, the 'Harringay Ladders' form a strong grid of tightly grained terraces. The terraces follow the topography creating a gentle undulating and rhythmic roof form. Parked cars dominate the area, but street trees soften the otherwise dense built form. The East Coast mail line railway forms a strong edge and a barrier to the west. To the east, the street pattern is not as strong and creates a more irregular layout of terraces with dead ends and cul-de-sacs. To the north there are some newer estates and apartments, with impermeable circulation patterns. St Ann's Hospital defines the eastern end of the area along with Chestnuts Park. At the corner of Black Boy Lane and St Ann's Road, the Chestnuts Primary School is a landmark building in Victorian Gothic style. Finsbury Park runs along the southern edge of the area along with the New River Channel. Woodberry Downs Estate forms a landmark defining this edge. Green Lanes is dominated by traffic and related signs. Shop fronts often are in poor condition, and facades are heavily cluttered with signs, advertisements, satellite dishes and other additions.
- Wood Green:** This is the strategic centre of the borough, located on the busy High Road, (A105) lined, largely by 3 storey mixed use buildings, of a variety of periods but principally Victorian/Edwardian. Turnpike Lane lies at the southern end and Wood Green proper at the northern end. The High Road comprises ground floor shops, local businesses, cinemas, nightclubs, bars, cafes, and restaurants. The large and imposing Wood Green shopping complex lies to the north. At either end of this section of the High Road are two historic Commons that provide important 'green lungs' off the busy High Road. To the north lies Wood Green Common, a lozenge shaped green space with a belt of mature trees on its northern edge. To the south lies Duckett Common, a somewhat larger green space. Another important and distinctive green space is Stuart Crescent, enclosed by civic and residential buildings and overlooked by two landmark buildings; the Civic Centre and St Michael's Church. There is an active arts, creative, and small business community west of the High Road and south of Wood Green Common, including the Chocolate Factory, Parma House, Karamel cafe, and Mountview Academy of Theatre Arts. Noel Park Estate forms a distinctive part of Wood Green, lying immediately to the east of the High Road, including Victorian terraces and villas.
- Hornsey:** Hornsey is characterised by terraces of two and three storey buildings with retail frontages along the High Street and Tottenham Lane. To the north of Hornsey High Street, and immediately to its south are housing estates built during 1970s and 80s, surrounded by the late Victorian terraces. To the south west of the High Street is Priory Park, a pleasant urban green space opened in 1926. There is more recent development to the south of the Water Works at New River Village comprising five storey blocks of homes and offices.
- Crouch End:** Crouch End has an 'urban village' feel with human-scaled buildings centred around the junction of Park Hill Road, Crouch End Hill and Crouch End. The Broadway is an Edwardian shopping parade with several landmarks like the Queens Pub, Hornsey Town Hall, Hornsey Library and the Kings Head Pub. The steepness of streets leading to neighbouring places is a defining and important aspect of its character. Hornsey Town Hall is set back from the Broadway fronting a civic square that functions as a gathering spot and public space as well as hosting events and markets. The rest of the area comprises Victorian/Edwardian

houses lining elegant avenues and is a popular place for families due to good quality family housing and excellent local schools. Crouch Hill Playing Fields and Queens Wood to the northwest provide important greenspace.

- **Stroud Green:** Stroud Green Road is the principal thoroughfare and spine of this area, with many independent retailers including ethnic and international grocery stores, cafes and restaurants. The residential streets in this area are largely late Victorian and Edwardian domestic townscape, comprising a mixture of townhouses, villas and smaller worker cottages forming terraces. Several important local landmarks contribute to the areas historic interest and sense of place such as Stroud Green Primary School, Stapleton Hall, The Old Diary, Faltering Fallback Public House, and Stroud Green Library. Finsbury Park, a major green space, lies on the eastern edge of the area, accessible by several railway crossings.
- **Highgate:** Highgate Village, centred on the High Street, has an organic early 19th Century layout that contrasts with later suburban-style development. The village crowns one of twin hills to the north of London, characterised by its 17<sup>th</sup> to 19<sup>th</sup> century small-scale terraced houses and traditional shop frontages, with Pond Square (in neighbouring Camden) at the heart of the village. Archway Road runs to the east of the area, fronted by late Victorian and Edwardian retail parades and has high quality residential areas of Victorian, Edwardian and early 20th century terraced housing on either side. There are also large detached houses to the west of the area, some of which back onto Highgate Golf Club, and good examples of 20<sup>th</sup> century buildings such as High Point 1 and 2. The area also provides long distance views to Central London, the Olympic Park and Alexandra Palace.
- **Muswell Hill:** Public transport connections to Muswell Hill are relatively poor, with no tube or mainline station. It is also located on high ground, so connections with other parts of the borough, particularly to the south, are very steep. The area derives its character in part from these factors, which gives it an 'urban village' feel. Muswell Hill is centred on the distinctive Edwardian curves of the Broadway shopping parade. Other buildings such as the art-deco Odeon Cinema (Grade II listed) add to the quality of the area. Many bars, cafes, restaurants, specialist food stores and other shops, together with a weekly farmers market gives the area a strong independent character. Alexandra Palace stands at the highest point of the area, providing panoramic views of London and surrounded by expanses of parkland. Elsewhere, Muswell Hill is a largely Edwardian suburban residential area set on interconnected, undulating streets with distinctive red brick terraced or semi-detached houses. To the north-west, there are more varied residential developments from the inter-war and post-war periods comprising low-rise, suburban cul-de-sacs and crescents.

### 3.3 Climate change mitigation and adaptation

The most recent figures available, for 2016<sup>10</sup>, indicate that after reaching a peak of 1,061 kilotonnes per annum (kpa) in 2006, CO<sub>2</sub> emissions for the borough had fallen back to 711 kpa. This comprised 49% from dwellings, 26.5% from non-domestic buildings and 24% from transport.

<sup>10</sup> Department of Energy and Climate Change (2018) - **2005 to 2016 UK local and regional CO<sub>2</sub> emissions: Statistical Release.**

### 3.4 Energy use and supply

In 2015 (the latest figures available), Government statistics<sup>11</sup> indicated that 261,000 tonnes of oil equivalent (ktoe) energy was consumed in the London Borough of Haringey. This is lower than the average for boroughs across Inner London. Of this, gas consumption accounted for just over 50%, while 26.5% was electricity consumption and just over 20% was of petroleum products. Nearly 25% of energy consumed was by industry, and 53.6% was consumed in people's homes. 20.4% of energy used was for transport.

### 3.5 Fairness and inclusivity

The London Borough of Haringey is exceptionally diverse and fast-changing. The population was just under 255,000 at the 2011 Census. This is estimated to have risen to under 284,300 by mid-2018, an increase of nearly 11.5%. Almost two-thirds of people living in the borough, and over 70% of young people, are from ethnic minority backgrounds, and over 100 languages are spoken in the borough. This makes Haringey one of the most ethnically diverse places in the country. The breakdown of Haringey's population by ethnicity is indicated in **Table 3.1** following:

**Table 3.1: Ethnic makeup of London Borough of Haringey 2018**

Ethnicity	Number	%
White - British	95,579	33.6
White - Irish	7,985	2.8
Other White	73,592	25.9
White and Black Caribbean	4,929	1.7
White and Black African	2,896	1
White and Asian	4,204	1.5
Other Mixed	6,522	2.3
Indian	6,147	2.2
Pakistani	1,870	0.7
Bangladeshi	4,367	1.5
Chinese	4,699	1.7
Other Asian	9,498	3.3
Black African	23,418	8.2
Black Caribbean	16,418	5.8
Other Black	7,468	2.6
Arab	2,634	0.9
Other ethnic groups	12,061	4.2
<i>Total</i>	<i>284,287</i>	<i>100</i>

Source: London Datastore

<sup>11</sup> Department for Business, Energy and Industrial Strategy (2017) - **Sub-national total final energy consumption in the United Kingdom (2005 - 2015)** – 28<sup>th</sup> September 2017.

The borough also ranks as one of the most deprived in the country with pockets of extreme deprivation in the east of the area. Haringey is the 13th most deprived borough in England and the 4th most deprived in London.

The fastest growing population locally is typically among working age people aged between 30 and 50. The number of people aged 65 and over has typically been declining. Population growth locally seems mostly due to an increase in birth rates locally and net gain from international migration, principally from EU states in Eastern and Southern Europe.

There are marginally more women and girls than men and boys living in the borough, but no significant differences from the proportions at London and national levels.

### 3.6 Flood risk

Flood zones for planning purposes are defined by the Environment Agency, based on the likelihood of an area flooding. The three zones are:

- **Flood Zone 1** has less than 0.1% chance of flooding in any year (or 1:1000-year chance). There are very few restrictions on development these areas, exception where proposed development over 1ha in size, or is in a Critical Drainage Areas (i.e. deemed to be at high risk of flooding from rainfall).
- **Flood Zone 2** has between 0.1% – 1% chance of flooding from rivers in any year (between 1:1000 and 1:100 chance).
- **Flood zone 3** has 1% or greater probability of flooding from rivers.

The flood risk zones in the London Borough of Haringey are illustrated in **Figure 3.2** following, and are principally in the east of the borough, associated with the natural and man-made waterways in the Lee Valley. Other areas relate to the Moselle Brook flowing from Hornsey to Tottenham, and Pymmes Brook on the northern edge of the borough. More information on water resources in the borough is provide in **Section 3.14** below.



Figure 3.2: Flood Risk Areas in the London Borough of Haringey



### 3.7 Geology and soils

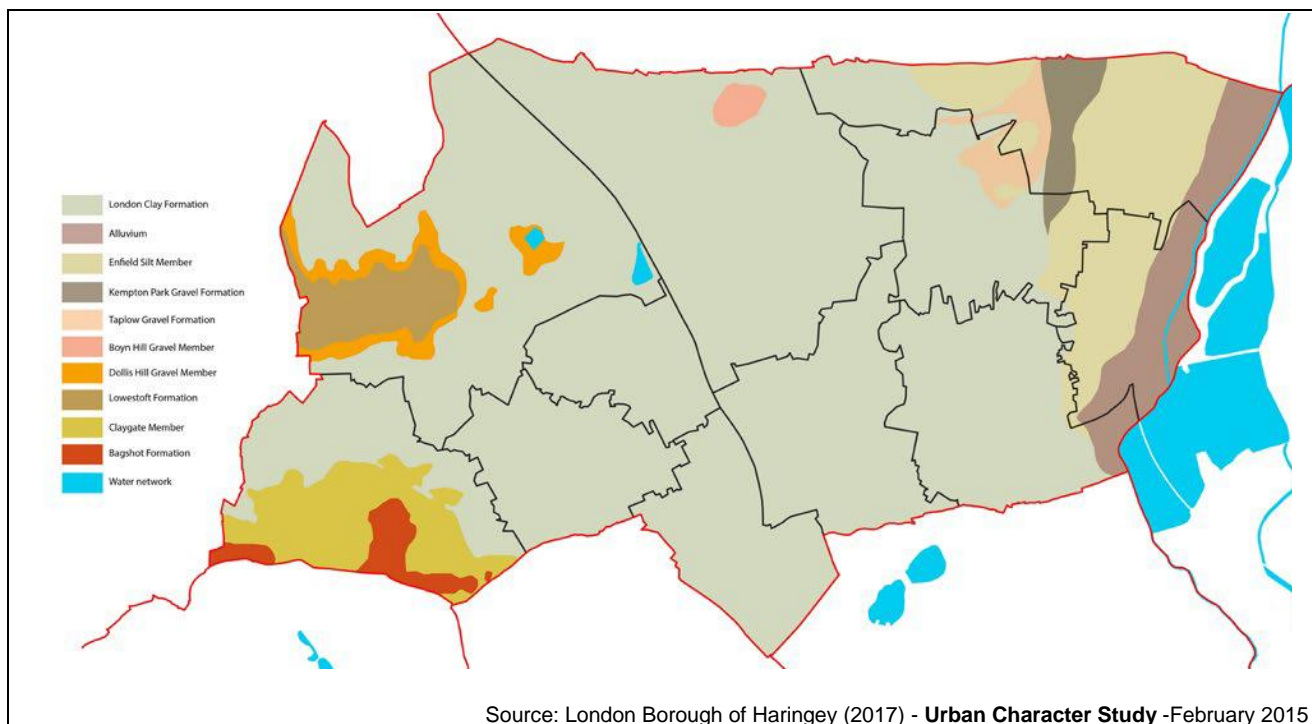
The Borough is within the London Basin, bounded by chalk uplands: to the south by the North Downs and to the north by the Chiltern Hills. Eight geological types are found within the Borough, i.e. London Clay, Enfield Silt Member, Alluvium, Kempton Park Gravel Formation, Taplow Gravel Formation, Boyn Hill Gravel Member (BHT), Dollis Hill Gravel Member, Lowestoft Formation, Claygate Member and Bagshot Formation. Of these, London Clay is most prevalent.

There are four principal soil types within the Borough, relating to the above geological type, as follows.

- 18: Slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soil. This type covers most of the borough, linked to the underlying London Clay.
- 20: Loamy and clayey floodplain soil with naturally high groundwater. This is found around Tottenham Hale and the Lee Valley.
- 6: Freely draining slightly acid loamy soil. This is found in North Tottenham and parts of Tottenham Hale.
- 22: Loamy soil with naturally high groundwater. This is found around Highgate.

The geology and soils of the Borough are illustrated in **Figure 3.3** following.

Figure 4.3: Geology and Soils in the London Borough of Haringey



### 3.8 Historic Environment

The Boroughs historic assets include 286 listed buildings of Special Architectural or Historic Interest, six Grade I buildings and 280 Grade II buildings, 1150 locally listed Buildings of Merit, 28 Conservation Areas (some of which have had Character Appraisals<sup>13</sup> completed), two Registered Parks and Gardens (Finsbury Park and Alexandra Park), 34 Local Historic Green Spaces, 23 Sites of Industrial Heritage Interest, and 22 Archaeological Priority Areas. Also, the view of St Paul's Cathedral and the City from Alexandra Palace is identified in the London Plan as a strategically important Viewing Corridor.

Haringey has 17 Listed Buildings and 5 Conservation Areas on English Heritage's Heritage at Risk Register including the Grade II Listed Alexandra Palace.

### 3.9 Materials and waste

The total amount of Municipal Solid Waste collected by Haringey in 2011 was 115,793 tonnes. 29% of the total was sent to landfill or 33,578 tonnes. Haringey has an overall capacity for waste management of approximately 104,800 tonnes per annum.

The Borough achieves good recycling rates. There are two Reuse & Recycling Centres, and these accept an increasing range of materials and items for reuse or recycling. Other waste, if suitable, is sent for incineration at Edmonton Waste Incinerator, which also generates electricity for the National Grid. The overall recycling and composting rate for the North London Waste Authority, including Haringey is 33.2%.

### 3.10 Mental and physical wellbeing

Health and well-being in Haringey typically are similar to the London average. Life expectancy rates in Haringey are increasing and are expected to improve further. Health inequalities are most evident in the more deprived areas in the east of the Borough where people tend to experience the poorest health. Mental illness, levels of physical activity and obesity a greater concern in more deprived parts of the borough. Men who live in the most deprived areas in the borough die on average 7.7 years younger than those in more affluent areas. Also, health inequalities are more prevalent among groups with protected characteristics. For example, obesity is more prevalent amongst black and minority ethnic groups with 41.4% of BME children overweight or obese compared to 23.4% of White British children. Women in Haringey typically live longer than men but spend more years of their lives in poor health (23 years versus 20 years).

Childhood obesity rates in the Borough are higher than the London and England average. One in four children aged 4-5 and one in three children aged 10-11 are overweight or obese. These children are more likely to live in the east of the Borough. About 112,865 adults in Haringey are estimated to be overweight or obese.

The effects of environmental issues on health are more concentrated in certain parts of the borough. For example, town centres and other areas with traffic congestion experience poorer air quality with consequent impacts for people vulnerable to respiratory and heart conditions. Some issues also impact more heavily in more deprived parts of the borough, with higher traffic accident casualty rates in the East of the borough.

### 3.11 Natural Capital and Natural Environment

There are three European Sites are within a 10 km radius of Haringey, i.e.:

- **Epping Forest Special Area of Conservation:** Epping Forest was designated as a SAC in 2005. It comprises a large ancient wood-pasture with habitats of high nature conservation value including ancient semi-natural woodland, old grassland plains, wet and dry heathland and scattered wetland. The forest is primarily beech on acid soils, which are important for a rare mosses, fungi, invertebrates and insects (including stag beetles) associated with decaying timber.
- **Lee Valley Special Protection Area and Ramsar Site:** Lee Valley comprises nearly 450 ha. of embanked water supply reservoirs, sewage treatment lagoons and former gravel pits that display a range of man-made and semi-natural wetland and valley bottom habitats. The area comprises the Sites of Special Scientific Interest (SSSIs) at Amwell Quarry, Rye Meads, Turnford and Cheshunt Pits, and Walthamstow Reservoirs. SPA status was granted in 2000 because of the site's European ornithological interest. It is used regularly by rare species such as Bittern and migratory birds like shoveler and gadwall. Other species of interest are cormorant, great crested grebe, tufted duck, pochard and grey heron.

The Borough has a total of 60 areas designated as Sites of Importance for Nature Conservation Importance. Of these, five are of Metropolitan Importance, 22 of Borough Importance Grade I and Borough Grade II and 33 of Local Importance. Haringey also has five Local Nature Reserves (LNRs) - Alexandra Palace & Park, Coldfall Wood, Parkland Walk, Railway Fields and Queens Wood. The waterways also offer a valuable habitat, which it is recognised should be preserved and enhanced.



The Lee Valley Regional Park straddles the eastern boundary of the Borough. This area is home to European designated sites and is a Site of Special Scientific Interest.

### 3.12 Noise and vibration

Little information is available on noise and vibration generally across the Borough. **Figure 3.4.** following shows estimated levels of road traffic noise, which is the primary noise source in most parts of the Borough. This is based on the strategic noise mapping exercise undertaken by the Government in 2012, and shows results are shown for LAeq,16h, which is the annual average noise level (in dB) for the 16-hour period between 0700-2300.

**Figure 3.4: LAeq 16-hour road traffic noise levels in London Borough of Haringey 2012**



The actual level of noise may have increased due to increases in traffic since 2012, but this is unlikely to be to a significant extent. The pattern and distribution of noise levels is likely to be relatively unchanged over this time. From **Figure 4.4** it may be seen that the main areas affected by traffic noise in Haringey unsurprisingly are along the main traffic routes through the Borough. In particular, areas close the A406 North Circular Road and A1055 Watermead Way are particularly affected by noise, but the other main routes such the A10 Tottenham High Road and Great Cambridge Road, A1010 Tottenham High Road, A105 Green Lanes and Wood Green High Road, A1 Archway Road, A504 through Hornsey and Muswell Hill and A503 Seven Sisters Road all experience higher levels of traffic noise.

### 3.13 Safety and security

Crime has been steadily declining across Haringey over time, but some neighbourhoods and groups remain more likely to fall victim to crime than others. There has, however, been a recent increase in crime rates during 2017/18. This is now at 106.7 crimes per 1,000 population, which is above the London average and 8<sup>th</sup> highest in the capital. Crime is particularly prevalent in Noel Green Ward (i.e. the area around Wood Green town centre) and Tottenham Green Ward (the area around the southern End of Tottenham High Road).

Historically, property crime (includes robbery, burglary and vehicle crime) in the Borough has contributed significantly to overall crime figures and has also been a top concern of its residents. Unemployment is strongly correlated with acquisitive crime. However, most recently, the highest crime rates have related to anti-social behaviour and violent or sexual offences, where for both of these rates are above the London average also.

There is a spatial dimension to crime within the borough, with crime incidents, particularly incidents of violent crime, concentrated in places with high deprivation. Young people are more likely to be both victims and perpetrators of violent crime and those aged 13-21 are more likely to be victims of personal robbery

There is a strong gender dimension to violent crime with 1 in 3 violent crimes an incident of domestic violence

### 3.14 Water resources and quality

The River Lee is located along the eastern extent of the Borough and flows south to the Thames, forming the boundary between Haringey and Waltham Forest. It drains a large rural catchment to the north of London in Hertfordshire and Essex, extending as far as Luton.

The New River flows southwards through the centre of the borough. It was constructed in 1613 to supply drinking water to London. It is owned and operated by Thames Water and is currently used to transport water from the surrounding reservoirs and treatment plants.

Pymmes Brook flows east mostly through the London Borough of Enfield, entering Haringey near Tottenham Marshes, then flowing south to the River Lee Navigation near Tottenham Hale.

The Moselle Brook was a natural tributary of the River Lee but is now flows in a culvert into Pymmes Brook. This flows east with only a small stretch above ground in Tottenham Cemetery.

## 4.0 Topics to be Covered in the SEA

### 4.1 Overview

The information that needs to be included in an Environmental Report of a SEA is specified in Schedule 2 of the SEA Regulations. Whether or not a topic is to be included in the scope of the SEA will depend on whether the proposals set out in the LIP will be likely to result in significant environmental effects. A commentary on the reasons why topics are included in the scope of the SEA is also provided.

The SEA will also consider the inter-relationship between the issues referred to Schedule 2 of the SEA Regulations as indicated in the table following.

In order to produce a focused, concise and accessible Environmental Report, avoiding duplication of other assessments, in scoping the SEA we have taken account of the Government's advice on SEA<sup>12</sup>. This says that SEA should reflect the stage in the decision-making process at which the LIP is being produced, and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment. In this respect, we have considered the findings of assessment set out in the Integrated Impact Assessment of the MTS<sup>13</sup>. We have also avoided the assessment in detail of effects associated with particular proposals of the LIP which may be assessed more appropriately as part of the specific consent processes that will be part of their delivery.

### 4.2 Topics to be Covered in the SEA

The environmental topics to be covered in the SEA are set out in **Table 4.1** following, together with an indication of how this relates to the requirements of the Regulations.

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<sup>12</sup> Office of the Deputy Prime Minister, et al (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive** – London, ISBN 1851127887

<sup>13</sup> Jacobs et al (2017) – **Integrated Impact Assessment of the Consultation Draft of the Mayor's Transport Strategy 3** – Transport for London, June 2017.

**Table 3.1 Topics to be Covered in the SEA**

SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Air Quality	(h) air	Y	Road traffic is the main source of local air pollution in Haringey, and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect air quality.
Attractive neighbourhoods	(b) population; (c) human health; (l) landscape; (k) cultural heritage, including architectural and archaeological heritage	Y	The presence of traffic, and noise and air pollution due to it, is a major factor in the way that the attractiveness of neighbourhoods is perceived. Air and noise pollution also directly affects human health adversely. Parking also impacts on neighbourhood character, especially where front gardens are converted to drives to park vehicles. Traffic influences local activities, including cultural heritage. Traffic and changes to infrastructure can impact directly on heritage resources and affect the setting and enjoyment of these.
Climate change mitigation and adaptation	(i) climatic factors	Y	CO <sub>2</sub> emissions from road traffic is one of the major sources of greenhouse gases, and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect these emissions. Measures to encourage uptake of alternative fuels will also have an effect.
Energy use and supply	(j) material assets	Y	Transport is a major consumer of energy in Haringey and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect this. Measures to encourage uptake of alternative fuels will also have an effect.

SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Fairness and inclusivity	(b) population; (c) human health	Y	The way that people travel and access the facilities that they need is an important factor in inequalities experienced within Haringey. This not only affects levels of deprivation in terms of access to education and jobs, but also has an impact on health inequalities due to the unequal distribution of pollution levels across the Borough.
Flood risk	(g) water	N	There is a significant flood risk only in very limited areas of the Borough. The proposals to be set out in the LIP are unlikely to directly affect these areas. Any detailed proposals coming forward in areas with higher levels of flood risk will be subject to risk assessments during the development of designs. On this basis it is concluded that significant effects on flood risk levels will not occur at the strategic level due to implementation of the LIP.
Geology and soils	(f) soil	N	The proposals to be set out in the LIP are unlikely to involve extensive excavation work or disturbance of soils. Any detailed proposals coming forward in areas with risk of land contamination will be subject to risk assessments during the development of designs. On this basis it is concluded that significant effects on geology and soils will not occur at the strategic level due to implementation of the LIP.
Historic Environment	(k) cultural heritage, including architectural and archaeological heritage;	Y	Traffic influences local activities, including cultural heritage. Traffic and changes to infrastructure can impact directly on heritage resources and affect the setting and enjoyment of these.

SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Materials and waste	(j) material assets	N	Other than energy (see above) transport is not a significant user of materials in Haringey, nor a significant generator of waste. The proposals to be set out in the LIP are unlikely to involve extensive excavation work or generation of waste either. On this basis it is concluded that significant effects on materials and waste will not occur at the strategic level due to implementation of the LIP.
Mental and physical wellbeing	(b) population; (c) human health	Y	Air pollution and noise from road traffic can be a significant factor in health inequalities.
Natural Capital and Natural Environment	(a) biodiversity; (d) fauna; (e) flora;	Y	Pollution from transport and the physical presence of transport infrastructure can have significant effects on fauna, flora and biodiversity.
Noise and vibration	(b) population; (c) human health	Y	Transport is a major source of noise and vibration in Haringey, and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect noise and vibration levels.
Safety and security	(b) population; (c) human health	Y	Road traffic accidents account for a significant proportion of injuries reported within Haringey. The presence of traffic and the design of the urban realm are also important factors in the perception of how safe people feel in public places.
Water resources and quality	(g) water;	N	There few water resources within the Borough. The proposals to be set out in the LIP are unlikely to directly affect these. Any detailed proposals coming forward in areas in proximity to water resources will be subject to risk assessments during the development of designs and means of controlling water pollution will be included in these. On this basis it is concluded that significant effects on water resources and quality will not occur at the strategic level due to implementation of the LIP.



### 4.3 Alternatives

To meet the requirements of the SEA Regulations, it is also necessary to identify reasonable alternatives to the proposals presented in the LIP, and meaningful comparisons made of the environmental implications of each. Experience tells us that, in the context of LIPs delivering the policies and proposals already identified in the MTS, it can be assumed that the only real reasonable alternative to the LIP proposals is the “do-nothing” scenario. On this basis, we do not propose to manufacture other alternatives simply for comparison in the SEA.

However, the SEA will examine the process that Haringey Council has used to identify and prioritise the proposals included in the LIP, and in particular how evidence has been used as part of this. This will assist in demonstrating that an evidence-led approach has been used in developing the proposals and identify the extent to which environmental considerations have been taken into account in the development of the LIP. This process will be described in both the Environment Report from the SEA and the Post-adoption statement, reflecting the state of development of the LIP at the point when these are published.

### 4.4 Habitats Regulations Assessment

As well as SEA, the LIP may also require a Habitats Regulations Assessment (HRA), as set out in the Conservation of Habitats and Species Regulations 2010 (as amended) if it is likely to have significant effects on European habitats or species.

HRA is the process that considers whether a plan is likely to have significant effects on a European site designated for its nature conservation interest. The protection given by the EU Habitats Directive is transposed into UK legislation through the Habitats Regulations. Special Areas of Conservation (SACs), candidate Special Areas of Conservation (cSACs) and Special Protection Areas (SPAs) are protected under the Regulations.

HRA is sometimes referred to as ‘Appropriate Assessment’ (AA) although the requirement for AA is first determined by an initial ‘Screening’ stage. This typically comprises:

- Identifying international sites in and around the plan/ strategy area;
- Examining conservation objectives of the interest site, where available; and
- Reviewing the plan proposals and considering their potential effects on European sites in terms of their magnitude, duration, location, and extent.

Taking note of the reasons for designation of the sites described in **Section 3.11** above, the proximity of these areas in relation to the proposals set out in the LIP, and the characteristics of the proposals, it is concluded that no significant environmental effects on the protected areas that may affect their conservation objectives<sup>14,15</sup> will be likely to arise from implementation of the LIP. On this basis, no further assessment will be undertaken.

<sup>14</sup> Natural England (2014) - **European Site Conservation Objectives for Epping Forest Special Area of Conservation** - Site Code: UK0012720.

<sup>15</sup> Natural England (2014) - **European Site Conservation Objectives for Lee Valley Special Protection Area** - Site Code: UK9012111.

## 5.0 SEA Objectives and Framework

### 5.1 Objectives

Temple and Steer have confirmed with Haringey Council that it is happy to use the TfL/GLA framework that was developed to satisfy SEA requirements for plans and strategies produced by the Mayor of London as the basis for the current assessment.

The SEA topics indicated as in scope in **Section 4.0** above and the objectives against which the proposals set out in the LIP will be evaluated are set out in **Table 5.1** below.

**Table 5.1: TfL/GLA environmental objectives for SEA**

Environmental topic	Objective
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure
Attractive neighbourhoods	To maintain and create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population; and
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings.
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the services and benefits it provides, delivering a net positive outcome for biodiversity
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure
Safety and security	To contribute to safety and security and generate the perceptions of safety;



We will review the baseline information collated, together with the outcomes of the IIA undertaken for MTS3 and other information on the specific proposals likely to come forward through each LIP to identify the existing sustainability issues that are relevant.

## 5.2 SEA Framework Matrix

To evaluate the effects of the LIP, Temple and Steer will use the adapted GLA SEA framework matrix as illustrated in **Table 5.3** on the following pages.

In the SEA framework matrix, effects will be evaluated using the following scale, as set out in **Table 5.2** following:

**Table 5.2: Scale to be used for Evaluation of Environmental Effects in the SEA**

Scale of effect		Definition
++	Major positive effect	Revised LES contributes greatly towards achieving the IIA objective/Significant Effect
+	Minor positive effect	Revised LES contributes to achieving the IIA objective
0	Neutral or no effect	Revised LES does not impact upon the achievement of the IIA objective
-	Minor negative effect	Revised LES conflicts with the IIA objective
--	Major negative effect	Revised LES greatly hinders or prevents the achievement of the IIA objective/Significant Effect
?	Uncertain	Revised LES can have positive or negative effects but the level of information available at a time of assessment does not allow to make a clear judgement

**Table 5.2: SEA Framework Matrix**

Topic	objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM <sub>10</sub> , NO <sub>x</sub> , NO <sub>2</sub> )?			
		Will it help to achieve national and international standards for air quality?			
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?			
		Will it result in air quality changes which negatively impact the health of the public?			
		Will it reduce the number of premature deaths caused by poor air quality?			
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?			

Topic	objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it protect and enhance the character, integrity and livability of key streetscapes and townscapes, including removing barriers to use?			
		Will it improve the use of the urban public realm by improving its attractiveness and access?			
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?			
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?			
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at risk groups?			
		Will it improve access to services during severe weather events?			
		Will it reduce exposure to heat during heatwaves?			
		Will it enable those vulnerable during severe weather events to recover?			

Topic	objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?			
		Will it reduce health inequalities and impacts on more vulnerable communities and at risk groups			
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?			
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?			
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?			
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?			
		Will it provide infrastructure to make a better use of renewable energy sources?			

Topic	objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at risk groups?			
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?			
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings.	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?			
		Will it improve the wider historic environment and sense of place?			
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at risk groups?			
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?			

Topic	objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport			
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?			
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?			
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?			
		Will it improve access to greenspaces for recreational and health benefits?			
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?			
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the	Will it enhance the potential for the green space network to provide ecosystem services?			

Topic	objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
	services and benefits it provides, delivering a net positive outcome for biodiversity	Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?			
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?			
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?			
		Will it increase the planting of green roofs, green walls and soft landscaping?			
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?			
		Will it result in a greener public realm that can enhance mental health benefits?			
Noise and vibration	To minimise noise and vibration levels and disruption to people	Will it improve access to quiet and tranquil places for all?			

Topic	objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
	and communities across London and reduce inequalities in exposure	Will reduce levels of noise generated?			
		Will it reduce inequalities in exposure to ambient noise?			
		Will it protect vulnerable groups at risk from impacts of noise pollution?			
		Will it reduce night time noise in residential areas?			
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?			
		Will it protect vulnerable groups at risk from impacts of noise pollution?			
Safety and security	To contribute to safety and security and generate the perceptions of safety;	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?			



## 6.0 Next Steps

### 6.1 Development of the LIP

A draft of the LIP will be submitted to Transport for London in November 2018 for comment. Following this, Haringey Council will be conducting a public consultation exercise on the LIP proposals during the Autumn/Winter 2018 period.

Taking account of the comments received from TfL and the outcomes of the consultation, Haringey Council will then make any revisions to the LIP that may be necessary, and a final version will be sent to the Council's Cabinet for approval in Spring 2019.

### 6.2 Remaining Stages in the SEA Process

The stages that Temple and Steer are following in the SEA process are illustrated in **Figure 6.1** below:

**Table 6.1: Stages in the SEA Process**



Adapted from: ODPM (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive**

This Scoping Report represents the output from Stages A and B of the process illustrated above. While TfL are considering their response to the draft LIP, and the public consultation is being undertaken, Temple and Steer will continue to evaluate the proposals in the draft LIP and complete the SEA Report (Environmental Report).

Based on the information on LIP proposals provided by the borough council officers, we will assess the effects of the draft LIP in terms of the TfL/GLA objectives identified in **Table 5.1** in the preceding section. This will identify changes to the environmental baseline arising from the LIP, comparing these against the SEA objectives. Following Government guidance<sup>16</sup> this most likely will

<sup>16</sup> Office of the Deputy Prime Minister et al (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive** – Paragraph 5.B.10, London.

be expressed in qualitative terms drawing on readily available data, reflecting uncertainty around the detail of proposals set out in the LIP at this stage and therefore as equally valid and appropriate as quantified data.

In line with regulatory requirements, the strategic environmental effects of the LIP will be described in terms of magnitude, geographical scale, the time period over which they will occur, whether they are permanent or temporary, positive or negative, probable or improbable, frequent or rare, and whether there are secondary, cumulative and/or synergistic effects. Although not all changes will be expressed in quantitative terms, the descriptions will be equally valid and appropriate. They will be expressed in easily understood terms on a scale from ++ (very positive) to -- (very negative), as indicated in **Table 5.2** above, and linked to specific objectives. Wherever possible, the changes described will be supported by evidence (references to broader research, discussions with stakeholders or arising from consultation).

The Environmental Report for each borough will collate information from the stages in the SEA clearly and concisely. The processes, consideration of alternatives and sifting will all be clearly summarised in a non-technical way. Legislation, guidance and our experience points towards the SEA Report including the following:

- An outline of the LIP, and fit with other plans;
- Baseline conditions, including sensitive sites (i.e., without implementation of the plan);
- SEA objectives and how these have been used;
- Likely significant effects;
- Proposed mitigation and enhancement measures;
- Reasons for selecting the preferred strategy, and a description of how alternatives were considered;
- Proposed monitoring of the environmental outcomes of implementing the LIP;
- A non-technical summary of the above information; and
- How consultations affected outcomes.

Each section of the Environmental Report will note any circumstances and impacts unique to individual areas. Throughout the process, Temple and Steer will apply their expert knowledge gained from our previous experience of the legal requirements of the process and 'best practice' examples from our experience of assessments and transport plans.

The Environmental Report will be considered by the Council Cabinet before adoption of the LIP.

During Stage D, Temple and Steer will prepare the Post-Adoption Statement on behalf of the Borough Council, who will publish this in turn. The Post-Adoption Statement will clearly summarise the way that consultation has influenced the assessment process, demonstrating how feedback has been considered, changes that have been made, and reasons for choosing the preferred policies and options. We will ensure this is clearly and sensitively set out, avoiding potential difficulties with interested stakeholders.

In line with the requirements of the SEA Regulations, the Borough Council will monitor the effects of the LIP. This will feed into any future LIP progress reporting. The basis of monitoring will have been set out in the Environmental Report as noted above.





London Borough of Haringey

Local Implementation Plan (LIP3)

Draft for Public Consultation

2019 – 2022

October 2018



<b>Foreword</b>	<b>3</b>
<b>Executive summary</b>	<b>4</b>
<b>1. Introduction and preparing a LIP</b>	<b>8</b>
<i>Introduction</i>	8
<i>Local approval process</i>	8
<i>Statutory consultation</i>	9
<i>Statutory duties</i>	9
<i>LIP approval</i>	9
<b>2. Borough Transport Objectives</b>	<b>10</b>
<i>Introduction</i>	10
<i>Local context</i>	10
<i>Changing the transport mix</i>	19
<i>Mayor's Transport Strategy outcomes</i>	24
<i>Outcome 1: London's streets will be healthy and more Londoners will travel actively</i>	27
<i>Outcome 2: London's streets will be safe and secure</i>	34
<i>Outcome 3: London's streets will be used more efficiently and have less traffic on them</i>	36
<i>Outcome 4: London's streets will be clean and green</i>	40
<i>Outcome 5: The public transport network will meet the needs of a growing London</i>	43
<i>Outcome 6: Public transport will be safe, affordable and accessible to all</i>	47
<i>Outcome 7: Journeys by public transport will be pleasant, fast and reliable</i>	50
<i>Outcome 8: Active, efficient and sustainable travel will be the best option in new developments</i>	53
<i>Outcome 9: Transport investment will unlock the delivery of new homes and jobs</i>	55
<i>Other Mayoral Strategies</i>	58
<b>3. The Delivery Plan</b>	<b>62</b>

<i>Introduction</i>	62
<i>Linkages to the Mayor's Transport Strategy priorities</i>	62
<i>TfL Business Plan</i>	66
<i>Sources of funding</i>	71
<i>Long-Term interventions to 2041</i>	73
<i>Three-year indicative Programme of Investment</i>	80
<i>Supporting commentary for the three-year programme</i>	80
<i>Risks to the delivery of the three-year programme</i>	87
<i>Annual programme of schemes and initiatives</i>	90
<i>Supporting commentary for the annual programme</i>	90
<i>Risk assessment for the annual programme</i>	94
<i>Monitoring the delivery of the outcomes of the Mayor's Transport Strategy</i>	97
<i>Overarching mode-share aim and outcome Indicators</i>	97
<i>Delivery indicators</i>	97

## Foreword

Whether a bus passenger or a pedestrian, a cyclist, a motorist or a rail user, everyone in Haringey engages with the transport system every day and the future of the transport system has never been more important.

Haringey is embarking on an ambitious programme to make its transport system cleaner, healthier, safer, more accessible and better connected.

We welcome this opportunity to set out our next 3-year draft plan for delivering Haringey's future transport system in this Local Implementation Plan (LIP). The Council recognises the importance of its role not only in funding the delivery of a programme of investments that supports the visions of the Mayor of London's Transport Strategy, but also achieving the pivotal vision of the adopted Haringey Transport Strategy.

Making our streets healthy is at the heart of the Haringey Transport Strategy. We want Haringey to have a reputation for being a walking and cycling borough where more journeys are taken by walking, cycling and using public transport than the private car. Promoting active travel, the use of electric vehicles and achieving a public transport system which is accessible and step free will improve the wellbeing of our residents, reduce obesity and improve air quality.

To ensure our programme is collaborative, we are reaching out to all those who live, work and spend time in Haringey to gather views directly from the public. Involving everyone in our plans will be the key to achieving the transport system we need and want.

*Signature*



Councillor Kirsten Hearn

**Cabinet Member for the Environment**



## Executive summary

### Overview

Haringey's Local Implementation Plan (LIP) is a statutory document prepared under the GLA Act that requires the Borough to detail its proposals for implementing the Mayor's Transport Strategy within Haringey. With each new MTS, new LIPs are required to be prepared, and this document forms the third LIP for the Borough to correspond with the new MTS, published in March 2018.

The population of Haringey has increased by 17.6% over the past 10 years, with it forecast to grow by another 15% in the next 10 years. The Mayor's London Plan sets a requirement for the borough to deliver 1500 new homes each year from 2015 to 2025, with 75% of the planned housing in the growth areas of Tottenham and Wood Green. Alongside the aim to bring 17,000 new jobs to the area between 2011 and 2031, new demands will be brought to an already congested and crowded transport network.

Despite the borough having good transport links into central London by underground, rail and bus, overcrowding is still an issue at peak times, and with the expected population growth, the problem is only expected to worsen. The lack of orbital routes creates further issue, with the Barking – Gospel Oak line in the south of the borough being the only such option, limiting travel to areas outside the Central Business District. In addition, the borough lacks a coherent cycle network, reducing the ability for people to partake in active travel.

Solving issues such as these cannot realistically be addressed by limited sources of funding. The Borough must therefore look to solutions through this LIP focussed on changing travel behaviour at a local level. These will support the major infrastructure projects that the Borough aspires to deliver through working in partnership with Transport for London (TfL), public transport providers, and neighbouring boroughs where appropriate.

The Borough is responding to these challenges and opportunities by setting out its short- and long-term goals and transport objectives for Haringey up to 2041. The LIP details a programme of investment over a three-year period from 2019/20 to 2021/22, and sets out the aspirations for the Borough for long-term major infrastructure improvements to be delivered up to 2041.

All measures identified within this LIP will support the delivery of the Mayor's Transport Strategy (MTS) within Haringey and the Haringey Transport Strategy. It will enable the Borough to plan strategically for transport, to achieve the broad MTS goals of:

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

And the Haringey Transport Strategy vision:

*"to deliver a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all."*

A key aspect of the LIP is the Borough's role as a partner, working with TfL, residents, businesses and other local stakeholders to achieve a range of improvements to the transport network and transform the way that people travel.

Some of the measures and proposals in the LIP can be implemented by the Borough, using its statutory planning, highways and network management, and parking powers. Other interventions, particularly larger long-term projects, will have to be delivered in partnership with TfL and other organisations, particularly improvements on the Transport for London Road Network (TLRN), and at rail and underground stations.

Common to all London boroughs, this LIP comprises of the following parts:

- Chapter 1 – defines the process followed in preparing the LIP
- Chapter 2 – outlines the local context, challenges and opportunities considered in preparing the local objectives of the LIP within the framework of the MTS priorities and outcomes
- Chapter 3 – details a three-year programme of investment that will deliver the LIP objectives and the outcomes of the MTS, and a more detailed annual programme for the first year of investment through the LIP

## **Challenges and opportunities**

The challenges and opportunities within Haringey were considered in relation to the overarching objectives of creating modal shift toward walking, cycling and public transport and reducing road accidents and casualties.

A wide range of issues and opportunities have been identified, with some of the main issues as follows:

### *Challenges*

- Lack of orbital connections, especially by rail, hindering access to jobs in outer London, contributing to the attractiveness of making such journeys by car.

- Competition for available road space by a variety of users leading to congestion, longer travel times, environmental impacts and perceptions of safety.
- Poor quality transport network, including issues relating to accessibility, surface quality and signage, impacting the quality of user's experiences and perceptions of safety.
- Road-based transport contributes significantly to poor air quality and pollution levels, accounting for 18% of CO<sub>2</sub> emissions in Haringey.
- Parking pressures.
- Lack of strategic cycle networks, restricting the opportunity for a modal shift to cycling.
- Accommodating a growing population on an already crowded public transport network.
- Investment in electric vehicle (EV) charging network to correspond with the increasing popularity of EVs and to facilitate further growth in EV use following the Mayor of London's Ultra Low Emissions Zone (ULEZ) expansion in 2021.

### *Opportunities*

- Strengthening orbital connections through high-quality walking and cycling links, and new bus routes through collaboration with TfL.
- Improving active travel links to public transport access points, particularly in the areas with low Public Transport Accessibility Levels (PTAL) to facilitate multi-modal journeys.
- Collaborative working with TfL, local groups and neighbouring boroughs to reduce traffic levels, particularly through-traffic and improve air quality.
- Exploring opportunities arising from wider regeneration plans and master planning exercises.
- Investment in strategic infrastructure to unlock potential for growth.

### **Objectives**

Based on the challenges and opportunities considered within the LIP, a set of objectives for Haringey have been derived. These have been developed to align and assist with meeting the MTS aim of increasing the sustainable travel mode share.

### **Delivery plan**

Based on the objectives of the LIP, the outcomes of the Haringey Transport Strategy, and the outcomes of the MTS, the Delivery Plan outlines the investment programme and projects for the three-year period from 2019/20 to 2021/22, as well as the longer-term aspirations for new and upgraded infrastructure and services that will be brought forward collaboratively with the Borough, TfL and public transport providers.

## Monitoring

An important part of delivering the LIP is monitoring its progress against the MTS outcomes to ensure that the LIP is succeeding in achieving them. The trajectory of change to achieve the outcomes is likely to change and fluctuate over the course of the MTS period, and monitoring will allow the Council to adjust schemes and interventions to target requirements.

TfL will collect strategic data on behalf of the boroughs for the overarching mode share aim and the MTS outcomes to assist in monitoring. In addition to outcome indicators, delivery indicators are also set against each of the nine MTS outcomes. These provide a reference for the delivery of the MTS at a local level. The Borough will monitor and record the delivery indicators and report to TfL once a year in June.

## 1. Introduction and preparing a LIP

### Introduction

The Local Implementation Plan (LIP) is a statutory document prepared under Section 145 of the GLA Act and sets out how the borough proposes to deliver the Mayor's Transport Strategy (MTS) in its area, as well as contributing to other local and sub-regional goals. It has been developed in accordance with the Revised Guidance for Borough Officers on Developing the Third Local Implementation Plan (LIP3). Haringey adopted its Transport Strategy in March 2018, and the principles and objectives of the strategy are adopted in this LIP3.

This document is the third LIP for the London Borough of Haringey. It covers the same period as the MTS (published in March 2018) and it also takes account of the transport elements of the draft London Plan, and other relevant Mayoral and local policies. The document sets out longer terms goals for the London Borough of Haringey and a three-year programme of investment starting in 2019/20, and includes delivery proposals for the period 2019/20 - 2021/22 and the targets and outcomes the borough are seeking to achieve. A more detailed delivery plan is provided for the financial year 2019/20.

This LIP identifies how the London Borough of Haringey will work towards achieving the MTS goals of:

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

The Council notes that the overarching aim of the strategy is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63 per cent today, and there are different targets set for central, inner and outer London. As well as the Mayor's target for zero fatalities on London's roads by 2041. The LIP outlines how Haringey Council will set local priorities and targets to assist with achieving this aim.

This document outlines how the Council will work with TfL to assist with delivering the outcomes, policies and proposals of the MTS.

### Local approval process

Elected Members provided guidance to the borough officers during the development of the Draft LIP.

The LIP will be considered by the Council's Mayor & Cabinet on 13<sup>th</sup> November 2018. It will be submitted for draft consultation in Autumn 2018 to TfL and other consultees.

The Final LIP will then be submitted for approval by the Cabinet Member for the Environment in early 2019. The final draft version will be submitted to TfL on the 16th February 2019, receiving Mayor of London approval in March 2019.

### **Statutory consultation**

The GLA Act 1999 places a duty on boroughs, when preparing a LIP, to consult with the following organisations:

- The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis
- TfL
- Such organisations representing disabled people as the boroughs consider appropriate
- Other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan
- Any other body or person required to be consulted by the direction of the Mayor

Following Cabinet approval on 13 November 2018, the Council will carry out a 6 weeks public consultation on the draft. Dates to be confirmed.

### **Statutory duties**

The borough has taken into account all the statutory duties and processes as set out in the requirements in the GLA Act in the preparation of this LIP.

The borough has met its statutory duty and conducted a Strategic Environmental Assessment (SEA) and, as recommended, an Equality Impact Assessment (EQIA) on the proposals contained in its LIP. The LIP Outcomes and programmes have been assessed for both purposes, and this process has not identified any necessary changes to the LIP and/or the following changes have been made to the LIP.

### **LIP approval**

The draft LIP will be submitted to the Mayor by 16<sup>th</sup> February 2019 and approved by the Mayor of London in March 2019.

## 2. Borough Transport Objectives

### Introduction

This chapter sets out the local policy context for the third round of LIPs. It covers the borough's detailed interpretation at a spatial level and the local policies and proposals which will help deliver the MTS. The chapter also considers the link between the LIP and other key frameworks against which the borough plans and delivers local services.

The LIP firmly demonstrates that it is informed by evidence and analysis of local needs and issues and that it is shaped by the wider context of the MTS vision, the MTS Healthy Streets Approach and the MTS policies, proposals and outcomes.

### Local context

Haringey is historically characterised as an Outer London Borough, however large parts of Haringey have the social and economic characteristics of an Inner London Borough, and therefore Haringey is better classed as an Inner London Borough for comparison purposes. It is located in the centre of north London, bordered by the boroughs of Barnet, Enfield and Waltham Forest, and the Inner Boroughs of Camden, Islington and Hackney. The Borough is home to approximately 278,451 people<sup>1</sup>, and with a land area of 29.59km<sup>2</sup>, has an average population density of 92 persons per hectare.

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<sup>1</sup> Office for National Statistics (ONS), Mid-Year Population Estimates, 2016



Figure 1: Haringey Location



Haringey is primarily residential in land use, with 41% of the land area comprising domestic buildings and gardens<sup>2</sup>. The Borough is characterised by several local centres, including Crouch End and Muswell Hill to the west, and Green Lanes and Wood Green located centrally.

The majority of dwellings in Haringey are flats or maisonettes (61%), and as seen in Figure 2 overleaf, there is a general sporadic distribution of housing types, with areas of high percentages of flatted accommodation surrounding pockets of lower density housing. The remaining housing proportions are 33% terraced housing, with approximately 5% comprising detached and semi-detached housing.

44% of Haringey's housing is owner occupied (owned outright or with a mortgage), which is high in comparison to Inner London (38%) but low for England as a whole

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<sup>2</sup> Department for Communities and Local Government (DCLG) Generalised Land Use Database, 2005



(65%). The remaining housing stock comprises 34% that are rented from local authority / housing associations, and 22% which are rented from private landlords.<sup>3</sup>

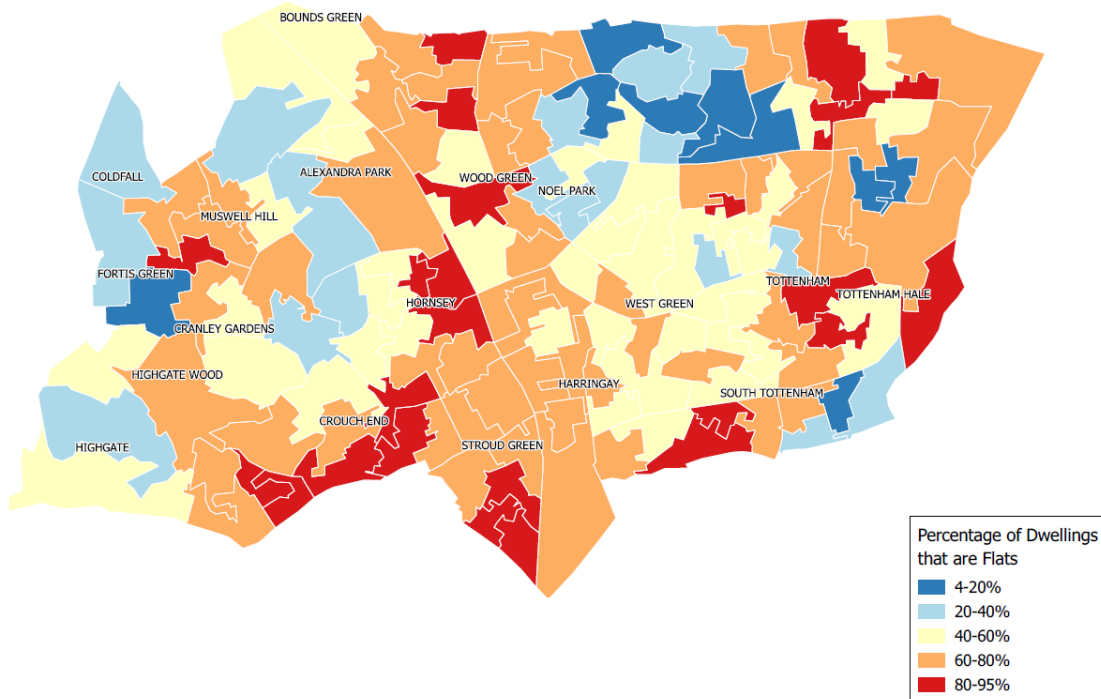


Figure 2: Percentage of Dwellings that are Flats

### People

As noted previously, the Borough has a resident population of approximately 278,451 people<sup>4</sup> based on the latest 2016 estimates. This has increased by 17.6% (41,658 people) over the past 10 years which is slightly above the overall population increase of 16.5% experienced within Inner London. As shown in Figure 3, the rate of population change has been growing relatively steadily between 2000 and 2016.

<sup>3</sup> ONS, Housing Tenure of Households, 2016

<sup>4</sup> Office for National Statistics (ONS), Mid-Year Population Estimates, 2016

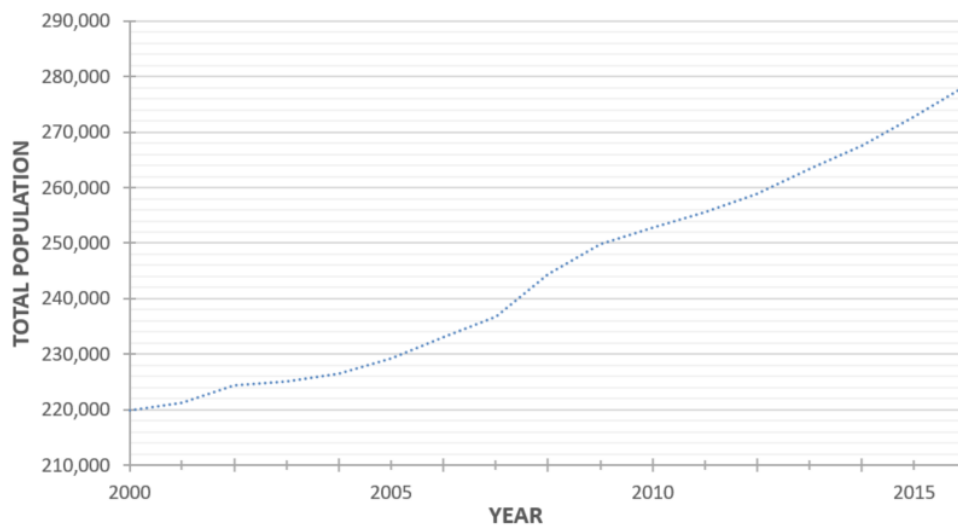


Figure 3: Haringey Population Increase 2000 – 2016

By contrast, the Borough hosts a workday population of approximately 209,884<sup>5</sup>. This figure excludes tourists and includes those who work within the borough, are unemployed, and children. The lower workday population indicates that a higher number of residents leave the Borough to work or go to school than those who enter from other areas.

The average age of Haringey residents is 35, which is in line with the average for all inner London boroughs. The Borough has a relatively young population, with a quarter of residents aged 19 or younger, and just 3% of residents over 75. Figure 4 plots Haringey's resident age profile against Inner London and England. As shown, the age distribution is broadly typical of Inner London and is stacked towards a younger populace in comparison to England as a whole.

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<sup>5</sup> Greater London Authority (GLA), Daytime Population, Borough, 2014

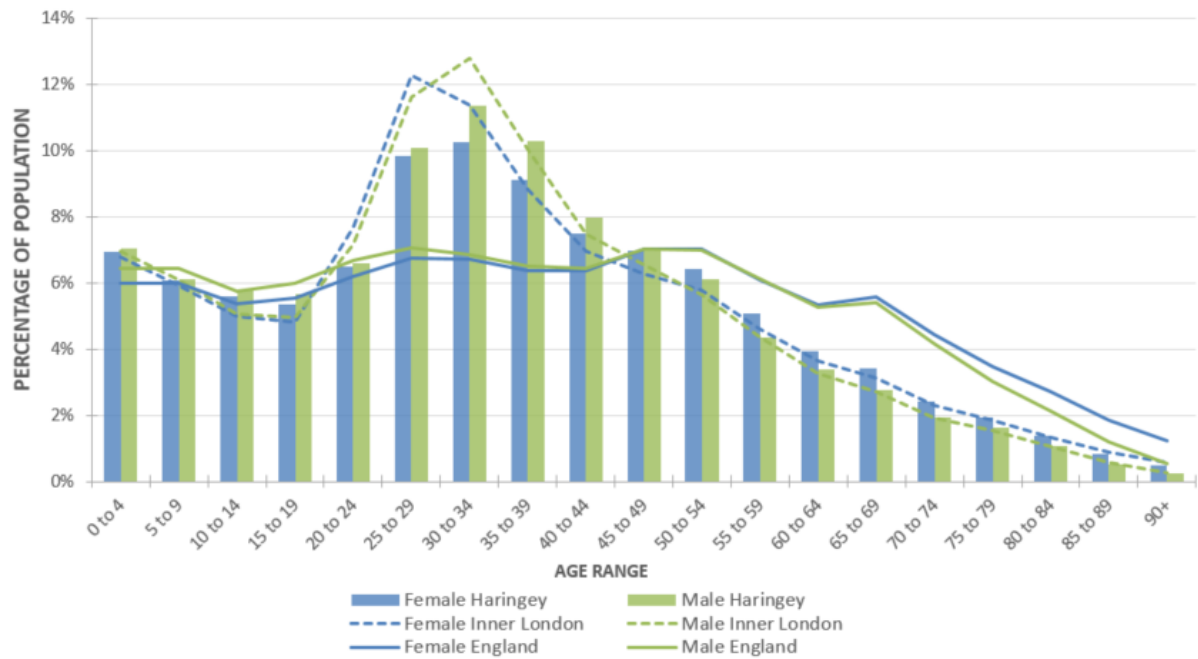


Figure 4: Proportion of Residents by Age and Sex

The life expectancy at birth for Haringey is 80.1 years for males and 84.9 years for females<sup>6</sup>.

Haringey has a total of 236 individual ethnicities recorded amongst residents during the 2011 Census<sup>7</sup>. This is the 5<sup>th</sup> highest number recorded in a Local Authority within England and Wales, and 2<sup>nd</sup> highest in comparison to Inner London. The proportion of non-white British ethnicities is 65%, compared to 58% across Inner London and just 20% in England. Figure 5 illustrates a clear division along the north-south railway line, with areas to the west predominantly white British and areas to the east more ethnically diverse.

<sup>6</sup> ONS, Life Expectancy at Birth and Age 65, 2015

<sup>7</sup> Census 2011, QS211EW

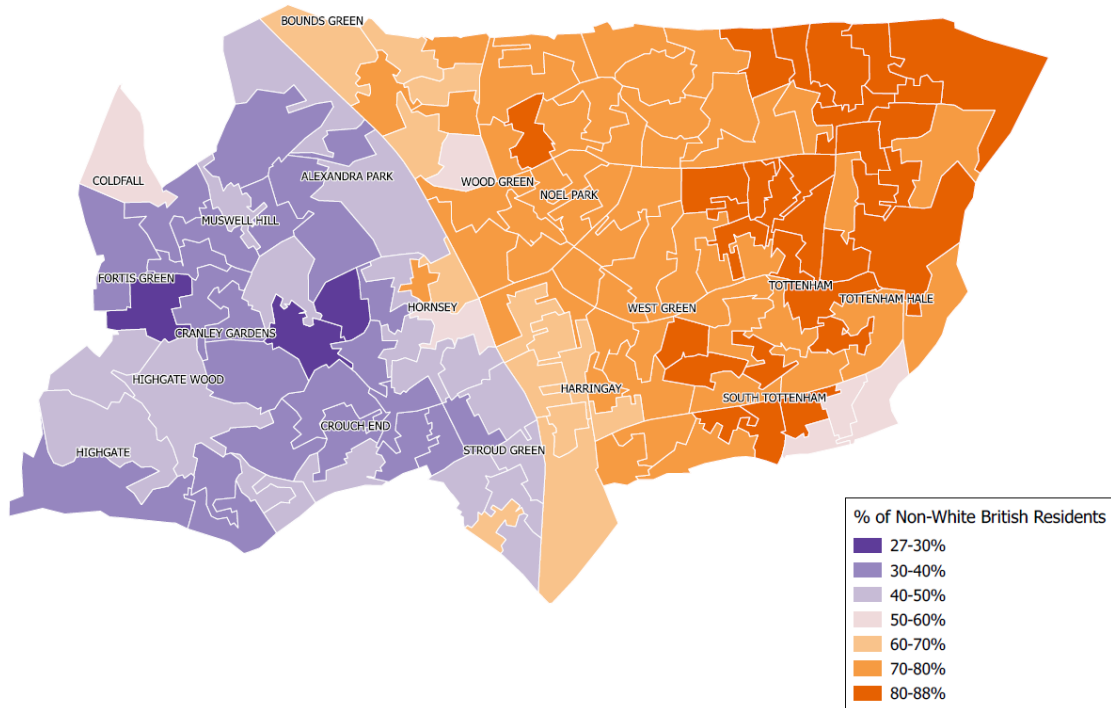


Figure 5: Proportion of Non-White British Haringey Residents

The employment rate for the Borough is low in comparison to the Inner London Average, at 68% amongst the working age population compared to 73.3% for the Inner London average<sup>8</sup>. Figure 6 illustrates the employment rate across the Borough, showing that areas of lowest employment are to the north-east, again with the railway line acting as a dividing line between areas of generally higher and lower employment rates.

<sup>8</sup> ONS, Annual Population Survey, 2017

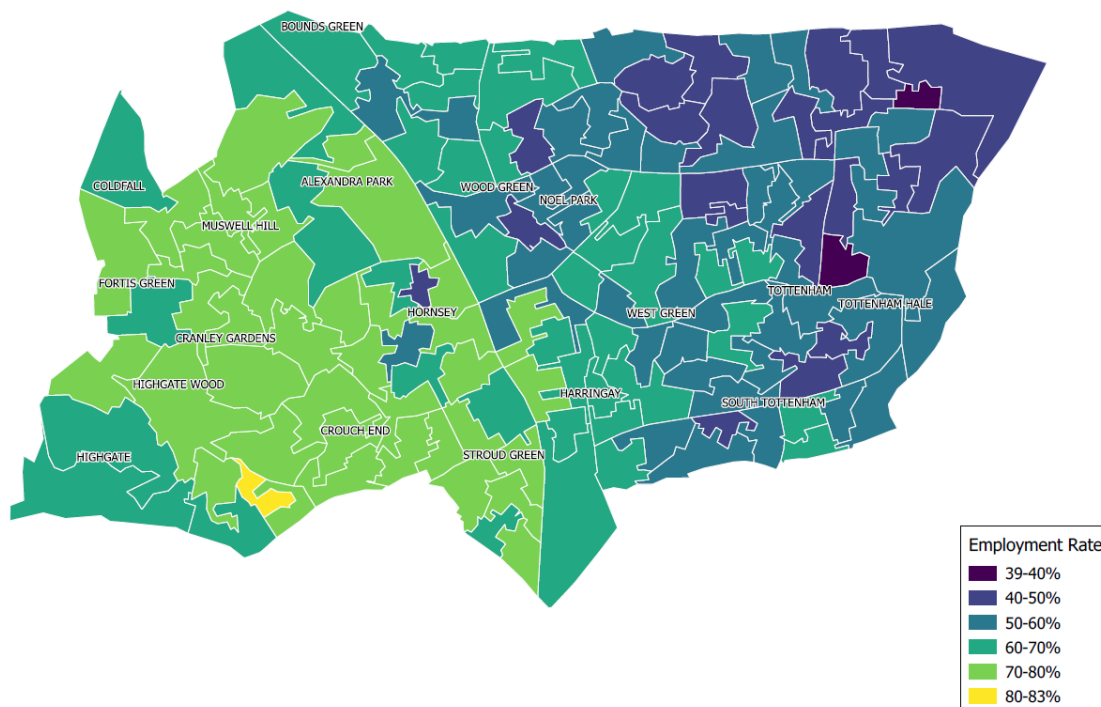


Figure 6: Haringey Employment Rate

The Index of Multiple Deprivation (IMD) ranks is based upon indicators of income, employment, education, health deprivation disability, crime, barriers to housing and services, and living environment. Each indicator is scored and given a weighting which is used as the basis for the IMD.

Figure 7 shows the distribution of IMD decile ratings within the Borough at Lower Super Output Area (LSOA) level. These calculated by ranking each LSOA in England from most to least deprived, and splitting the rankings into 10 equal groups. Each decile is given a rating, with decile 1 comprising the most deprived 10% of LSOAs in England, and decile 10 comprising the least deprived 10%.

The IMD ranks the majority of the Borough (72%) in the lowest 40% in terms of deprivation. 40% of the Borough is rated within the lowest 20%, and only 28% of the Borough is placed within deciles 5 or above (i.e. the 50% least deprived LSOAs within England and Wales). As showing in Figure 7, there is again a clear divide along the railway line, with all LSOAs ranking within a decile of 5 or above located to the west of the railway line. Areas to the east are scored as markedly more deprived.

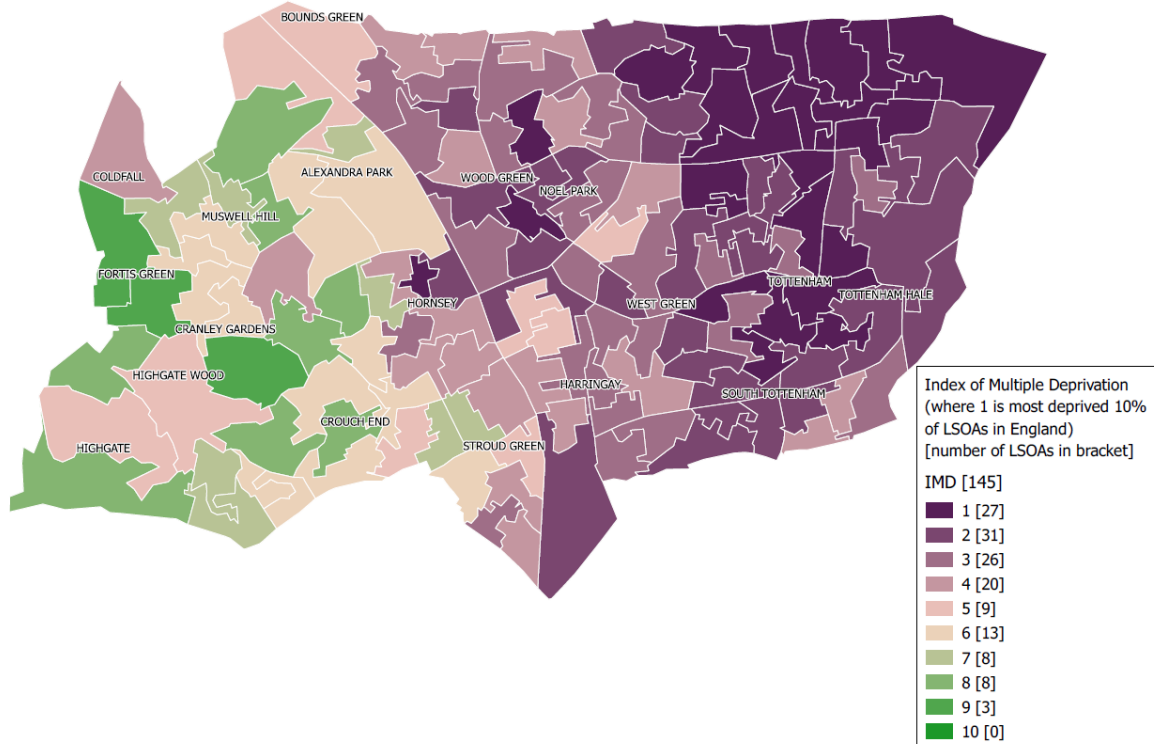


Figure 7: Index of Multiple Deprivation Deciles

## Transport

Haringey benefits from good radial transport links connecting the Borough with central London. It lies over three London Underground lines; the Northern, Piccadilly and Victoria lines, as well as being served by the London Overground and National Rail services.

Of the above, all provide radial links aside from the Barking – Gospel Oak Overground line which, together with five other London Overground routes, forms an outer London orbital network, and links the Borough to a total of 84 stations and 19 London Boroughs via the Overground services alone.

In May 2015, TfL took over the Liverpool Street to Enfield Town and Cheshunt routes which serve White Hart Lane, Bruce Grove and Seven Sisters stations. Since the TfL takeover, a number of improvements have been made including; accessibility improvement works, staffing all stations from first train to last, renovations to improve the look and feel of stations, and upgrading safety and security systems. In addition, the reliability of services on this line has been improved by 80% since June 2015 and punctuality has remained above 92% since November 2015.

The Borough also has six stations that provide access to National Rail services, including routes operated by Greater Anglia, Great Northern and Thameslink linking to Moorgate and Liverpool Street in Central London, and to the north and east, including Stevenage and Hertford, Stratford and Bishops Stortford.

Nearly all rail and underground stations offer interchange with local bus services while Muswell Hill is an important bus to bus interchange. Finsbury Park, Tottenham Hale and Seven Sisters/South Tottenham are identified as key strategic interchanges in the MTS.

Haringey has a network of 46 bus routes which are predominantly radial. The nature of the road network and low rail bridges provides some constraint on enhancing orbital travel. Of all the routes available, 35 of them serve the Borough at a frequency of every 10 minutes or less during a weekday morning peak time. Of the remaining, nine services run at a frequency of 10 to 15 minutes, and the remaining two services run at a frequency of 15 to 20 minutes.

Haringey's road network is largely oriented as radial links. The North Circular Road does not lie within the Borough, but forms a key orbital link skirting the north-western boundary and is the most accessible orbital road to the Borough. Three Transport for London Road Network (TLRN) roads route through the Borough, comprising the A1 Archway Road through the south-western corner of the Borough, the A10 Tottenham High Road which runs north-south to the east of the Borough, and the A503 Seven Sisters Road which joins the A10 to the south.

Haringey a network of cycle routes across the borough including cycle lanes on main roads, separated cycle lanes and will deliver fully signed Quietway routes. The draft Haringey walking and cycling action plan (which will be consulted on in early 2019 and sits alongside this LIP underneath the Haringey transport strategy) will set out a wide-ranging suite of hard and soft actions to meet the overriding vision to deliver a transport system that matches growth and prosperity ambitions.

Cycle Superhighway 1 was delivered and has gone some way to improving the coherence of routes in the borough, however much more needs to be done.

The radial focus of the public transport network is reflected in the areas of higher Public Transport Accessibility (PTAL), which are largely focussed in north-south orientation along the Underground and Overground lines. This is illustrated in Figure 8 below.

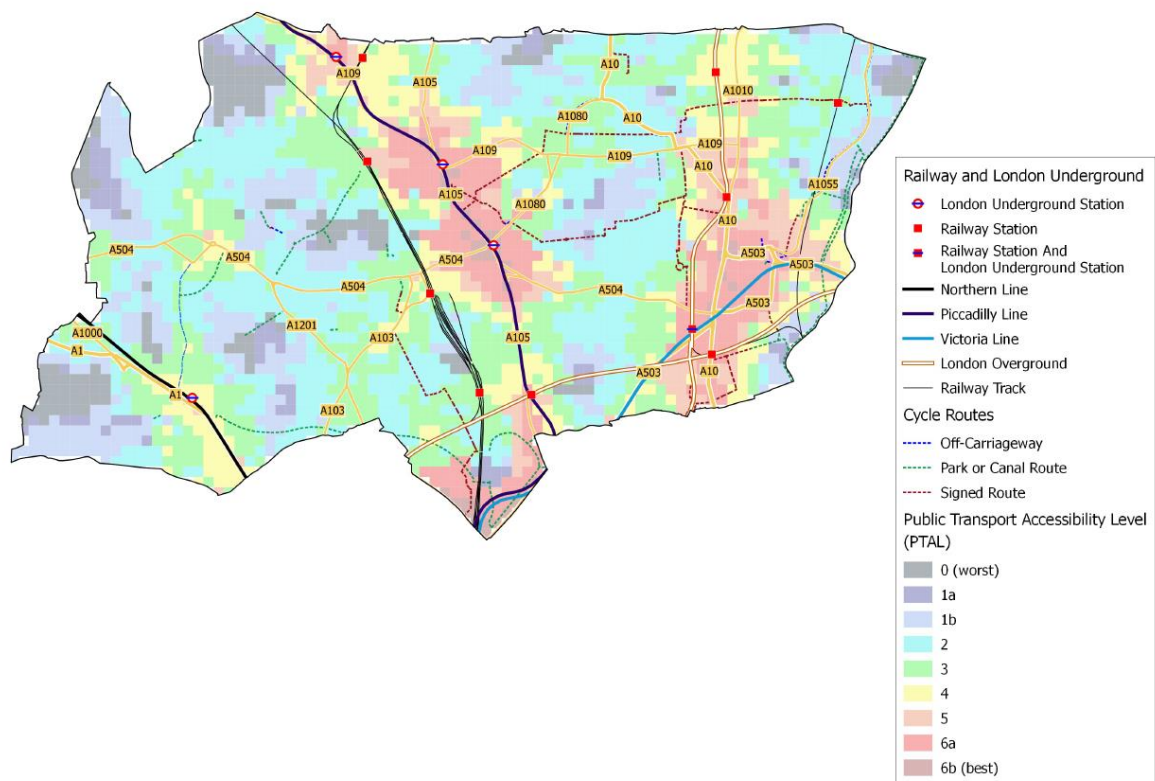


Figure 8: Haringey Transport

## Changing the transport mix

### Challenges and opportunities

The existing infrastructure in Haringey presents a number of constraints to east of east-west movement in particular; this is compounded by the central Great Northern Line, of which there are limited crossings and has led to a level of severance both in movement, demographics and socio-economic characteristics as shown in previous sections.

The west of the Borough is lacking in rail infrastructure. Only one Underground station serves the area to the west of the central Great Northern Line, approximately 75% of the land area to the east of the Great Northern Line which is served by three Underground, six National Rail, and two Underground / National Rail interchanges.

As can be seen in Figure 8 above, there are large areas of low public transport accessibility, with significant areas scoring below a PTAL 2 particularly to the west of



the Great Northern Line. This is reflected in Borough residents' Car or Van Ownership levels<sup>9</sup>, and consequently their commuting patterns<sup>10</sup>.

As shown in Figures 9 and 10, the areas of highest car ownership and journey to work car use are clustered in the areas where public transport accessibility is most lacking. The below figures also demonstrate a continued pattern of division largely across the Great Northern Line, with car ownership and use proving to be higher to the more affluent west of the Borough.

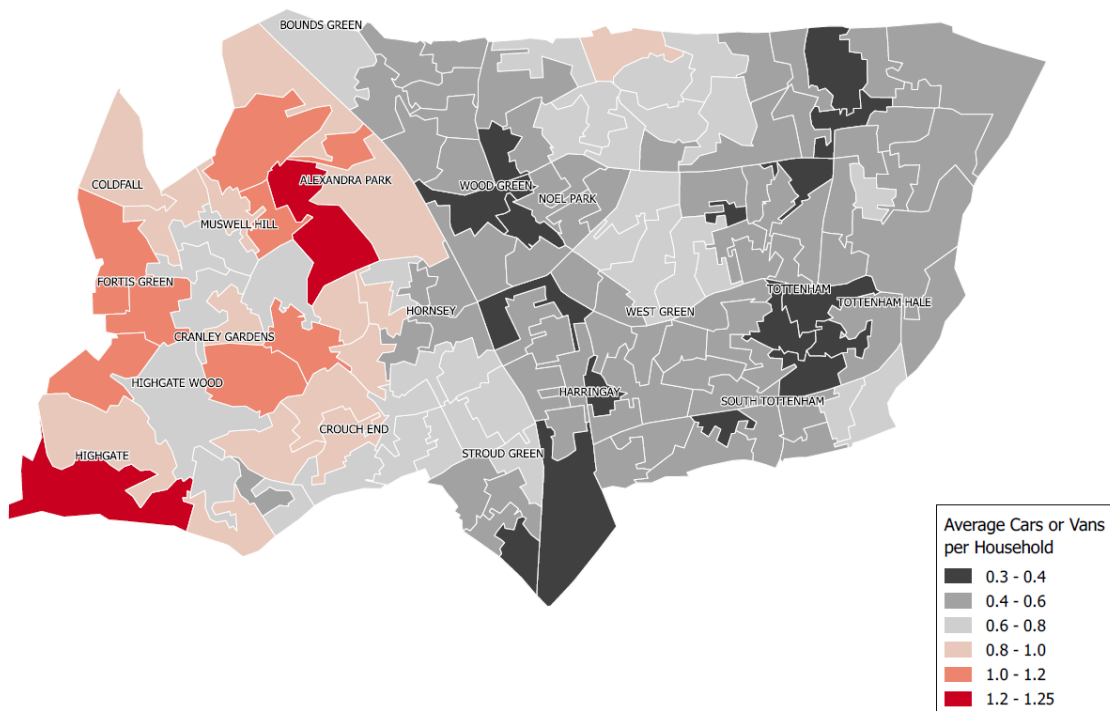


Figure 9: Average Cars or Vans per Household

<sup>9</sup> Census 2011, KS404EW- Car or Van Availability

<sup>10</sup> Census 2011, WU03EW - Location of usual residence and place of work by method of travel to work

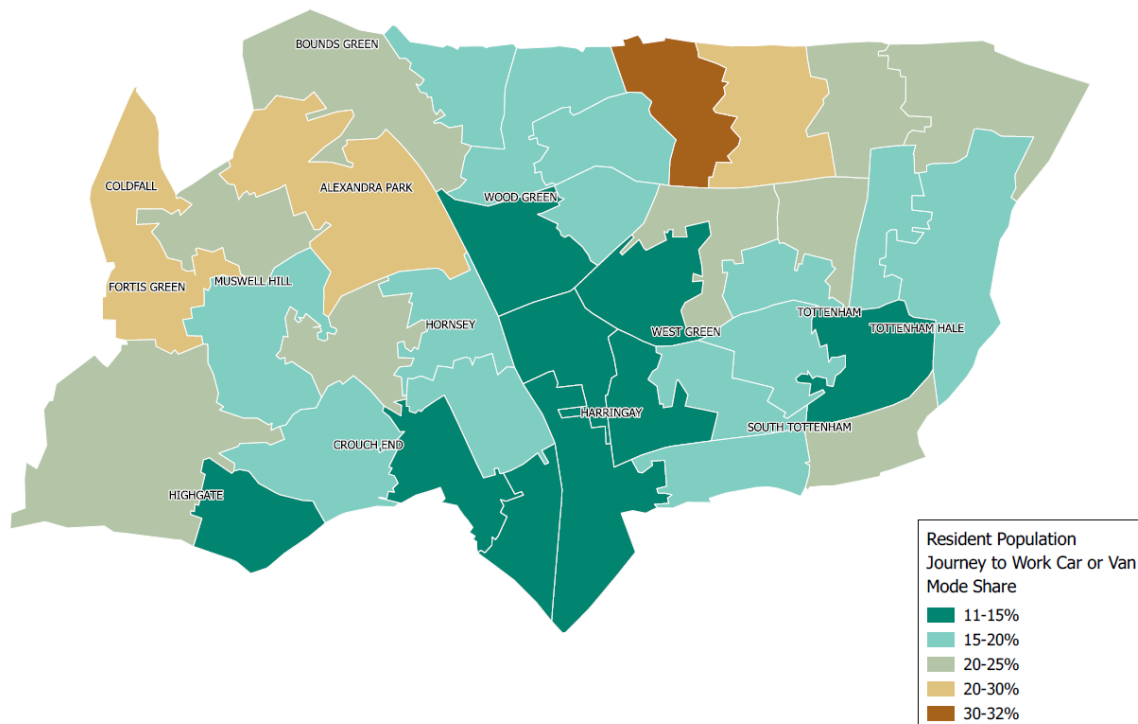


Figure 10: Haringey Residents Journey to Work Car / Van Mode Share

Improving links to areas of highest car use would therefore provide the opportunity to make steps towards achieving the MTS Outcome 3 of reducing car ownership and use. However, opportunities for the Council to implement significant step-changes in public transport provision are limited, both by physical barriers to east-west movement, and by statutory limitations as much of the public transport network lies outside of the Council's control.

However, as reflected in Haringey's Transport Strategy<sup>11</sup>, investment in strategic transport infrastructure is essential if Haringey and London as a whole is to meet the challenge of the predicted increases in population and jobs in the next decade. It is therefore essential for Haringey to pursue collaborative working with the relevant bodies, including Transport for London (TfL), Network Rail, and neighbouring boroughs, to achieve the objectives of the MTS relating to public transport provision.

The Council has more control over improvements to walking and cycling infrastructure, and as such has ambitions to bring forward significant improvements for these modes. This is reflected in Outcome 2 of Haringey's Transport Strategy, which aims to make

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<sup>11</sup> Transport Strategy 2018, London Borough of Haringey, March 2018

active travel the default choice. Succeeding in this outcome will make a significant contribution towards achieving the MTS outcomes for the Borough.

Figures 11<sup>12</sup> and 12<sup>13</sup> illustrate the level of walking and cycling potential across a 350m hex grid in the Borough. These are derived from the London Travel Demand Survey (LTDS), and represent trips that could reasonably be walked or cycled, but are not at present.

The trip data is plotted along the road network for walking potential, and using link data assigned by the Cycle Network for London (Cynemon) model by TfL for cycle potential. The total walk or cycling trip length in km is then summed per cell to calculate the walking and cycling potential.

As can be seen, potential cycle trips are concentrated along the major road network, particularly the A10 Tottenham High Road, and the A105 Green Lanes. Similarly, potential walking trips are focussed around local centres and transport interchanges; in particular, surrounding Crouch End, Muswell Hill, Wood Green, White Hart Lane and Seven Sisters.

However, it should be noted that some areas showing a lower potential for walking and cycling are due to a lower population density (see Figure 2), rather than higher existing pedestrian and cycle mode share. Providing effective active travel links to public transport access points will provide opportunities for multi-modal journeys, incorporating walking and cycling in to longer-distance journeys.

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<sup>12</sup> TfL City Planning Tool: Walking Potential (LTDS Switchable trips 2010-15)

<sup>13</sup> TfL City Planning Tool: Cycling Potential (LTDS Switchable trips 2010-15)

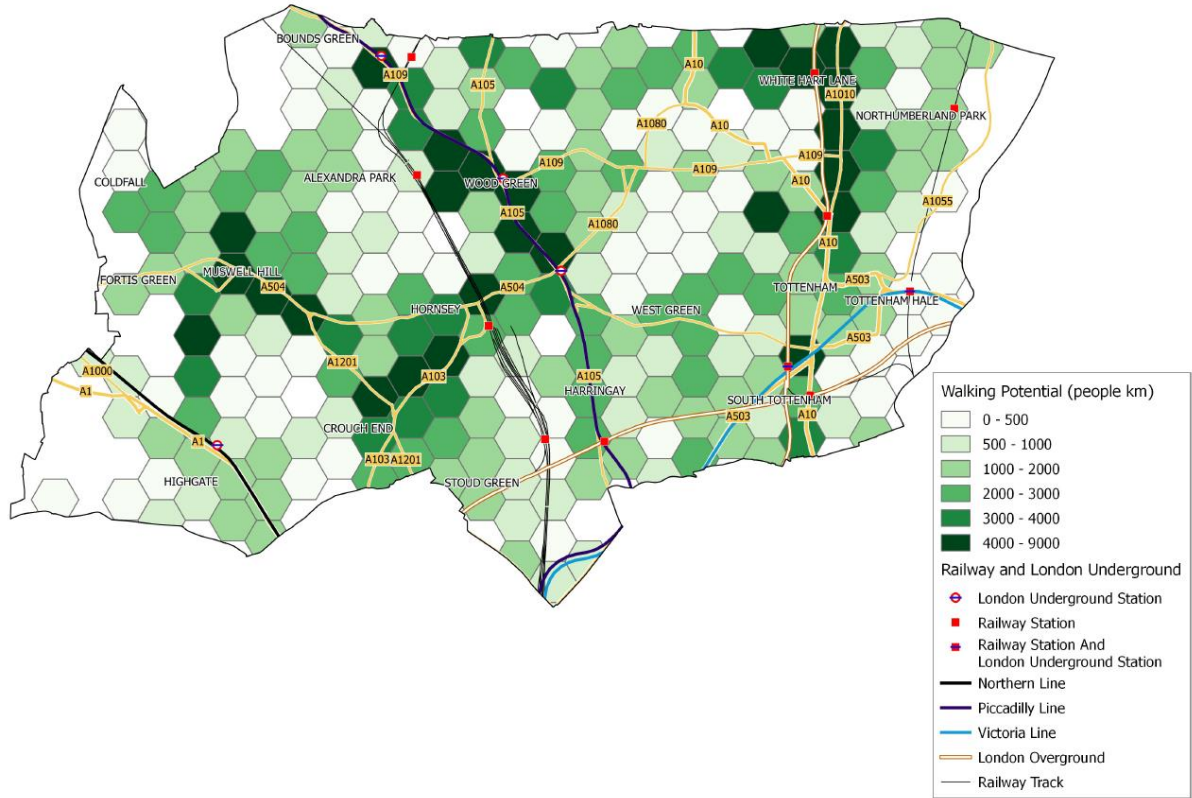


Figure 11: Potential Walking Trips

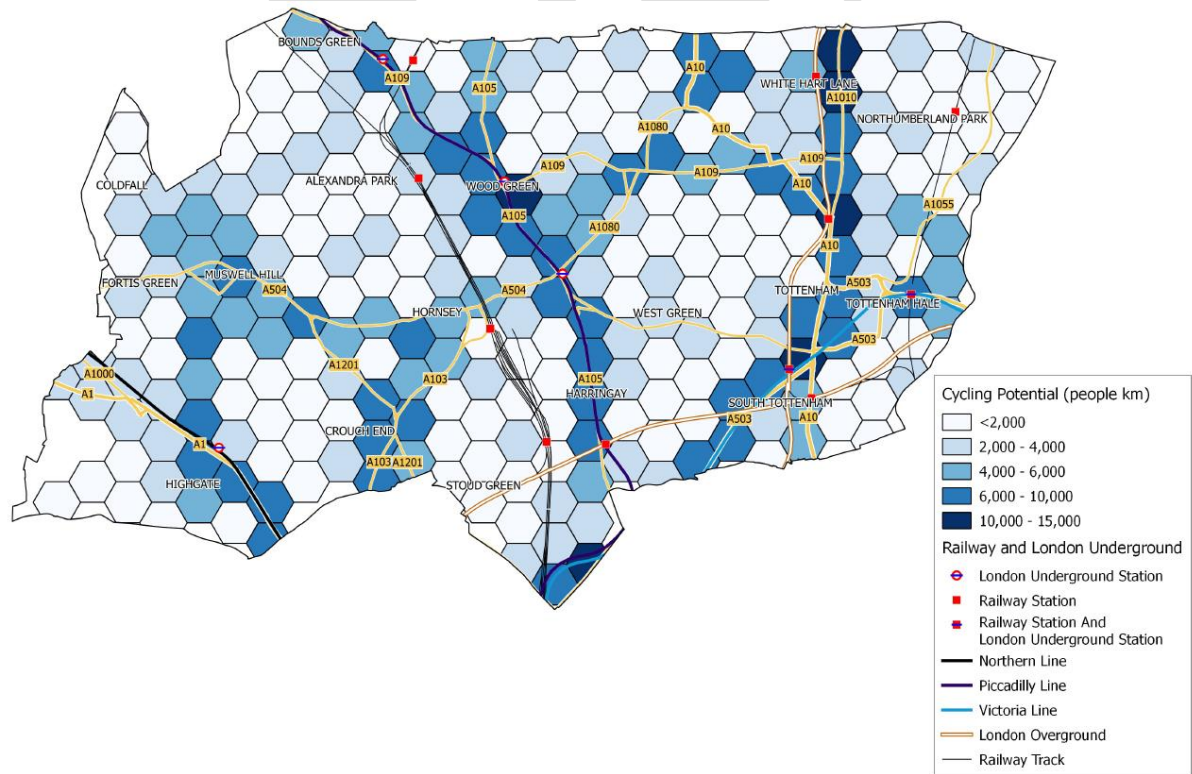


Figure 12: Potential Cycling Trips

## Borough objectives

Our outcomes align and assist with meeting the Mayor's Transport Strategy. They were developed to deliver the vision for Haringey's new Transport Strategy<sup>14</sup>, which is;

*"to deliver a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all."*

The vision will be achieved through the following four objectives as adopted by Haringey's Transport Strategy March 2018, which also align with the outcomes for this LIP3 to assist the borough in meeting the MTS:

Haringey LIP3		MTS Outcomes
Objectives	Outcomes	
1. A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions.	1) To increase connectivity, capacity and accessibility on our road, cycling and public transport networks to support our regeneration and growth ambitions for businesses, housing and jobs.  2) To work with partners to maximise investment in road and public transport network.	1, 3, 5, 6, 7, 8, 9
2. Active travel the default choice, with more people choosing to travel by walking or cycling.	1) To get more people to choose walking, cycling, and public transport as means of travel by: <ul style="list-style-type: none"> <li>• making Haringey one of the most cycling and pedestrian friendly boroughs in London</li> <li>• managing parking demand and provision on the borough's road network</li> <li>• improving wayfinding and signage across Haringey</li> </ul> 2) To deliver our health ambitions by: <ul style="list-style-type: none"> <li>• enabling active travel</li> <li>• increasing the use of electric vehicles and car sharing schemes</li> </ul>	1, 3, 4

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<sup>14</sup> Haringey's Transport Strategy 2018

	<ul style="list-style-type: none"> <li>• reducing overall motor vehicle movements</li> <li>• taking account of the needs of mobility impaired users of all transport modes</li> </ul>	
3. An improved air quality and a reduction in carbon emissions from transport.	<ol style="list-style-type: none"> <li>1) To improve air quality by pursuing projects and programmes to reduce vehicle use, particularly diesel-powered vehicles</li> <li>2) To support alternative means of transport to motor vehicles such as through behavioural change programmes</li> <li>3) To reduce the need to travel by linking transport and land use planning</li> <li>4) To support the use of electric/hybrid vehicles, bike hire schemes, car clubs, car sharing and electric motorcycles/scooters</li> </ol>	1, 3, 4, 8, 9
4. A well maintained road network that is less congested and safer.	<ol style="list-style-type: none"> <li>1) To maintain and enhance our road network, making it best in class in London</li> <li>2) To reduce road user casualties, especially among children, pedestrians, cyclists, motorcyclists/scooters and other vulnerable road users</li> <li>3) To minimise the use of our back streets as 'rat runs'</li> <li>4) To reduce the speed and enforce speed limits of road traffic in residential areas and shopping streets</li> </ol>	2, 3, 4

### Mayor's Transport Strategy outcomes

The following section outlines the local challenges and opportunities for Haringey in the context of the nine MTS outcomes, and details how Haringey can contribute towards the achievement of the outcomes. Outcome indicators have been detailed within the MTS with measurable targets for 2021 and 2041 for outcomes 1 to 7. These vary by borough. Haringey's specific indicator targets have been detailed in the following sections under 'MTS Borough Objectives', and are also summarised as follows:

Outcome		Current	2021	2041
<b>80% walking, cycling, public transport</b>		<b>77%</b>	<b>81%</b>	<b>88%</b>
<b>Outcome 1: London's streets will be healthy and more Londoners will travel actively</b>				
Target 1a: % of residents doing at least 20mins of active travel		33%	41%	70%
Target 1b: % of residents within 400m strategic cycle network		10%	25%	81%
<b>Outcome 2: London's streets will be safe and secure</b>				
Target 2: Vision Zero (KSI)		76	40	0
<b>Outcome 3: London's streets will be used more efficiently and have less traffic on them (annual vehicle km)</b>				
Target 3a: Reduce the volume of traffic in London (annual vehicle kilometres (millions))	low: -15% by 2041s	541	538	457
	high: -20% by 2041	541	538	430
Target 3c: Reduce car ownership (no. of cars owned)		64,897	60,600	58,600
<b>Outcome 4: London's streets will be clean and green</b>				
Target 4a: CO2 (tonnes)		132,900	116,100	25,900
Target 4b: NOx (tonnes)		520	170	20
Target 4c: PM10 (tonnes)		48	38	19
Target 4d: PM2.5 (tonnes)		27	18	9
<b>Outcome 5: The public transport network will meet the needs of a growing London</b>				
Target 5: PT Use (Trips per day (000s))		210	240	291
<b>Outcome 6: Public transport will be safe, affordable and accessible to all</b>				
Target 6: Step-free journey time (% change between 2015 and 2041)				-75%
<b>Outcome 7: Journeys by public transport will be pleasant, fast and reliable</b>				
Target 7: Bus Speeds (mph) 15% overall reduction	high: +15% by 2041	8.5	8.8	9.8
	low: +5% by 2041	8.5	8.6	8.9

For outcomes 8 and 9, this section provides detail on how Haringey will contribute towards achieving them.



## **Outcome 1: London's streets will be healthy and more Londoners will travel actively**

### Challenges and opportunities

#### *Challenges*

54% of adults in Haringey do any type of walking at least 5 times per week, and 81% at least once per week, both of which are below the London averages<sup>15</sup>. Haringey's adult obesity prevalence is 27.7%, which is higher than the London rate, 21%, and the national rate, 23%.<sup>16</sup> It further indicates that locally, the prevalence of overweight is higher in men than in women, whilst obesity is higher amongst women than men.

Issues affecting the health of the local population include:

- access to green space
- poor air quality particularly on the main arterial roads and their junctions with the east/ west routes.
- poor health due to air pollution and lack of physical activity
- injuries and deaths caused by motor vehicles.

Walking trips make up almost a quarter of journeys per day in London<sup>17</sup>. Creating a better walking environment in Haringey will connect communities, increase social inclusion and provide people with a chance to enjoy their local area.

Current barriers to walking in London predominantly relate to traffic and safety. 21% of Londoners say too much traffic is a barrier to walking, and 14% say traffic travelling too fast is what stops them walking more<sup>18</sup>. Reducing levels of traffic in Haringey will improve environments that can otherwise be intimidating and unpleasant for pedestrians, alleviating these current barriers to walking.

Haringey is particularly affected by the typical situation in London where major transport routes radiate outwards from the centre of London. The borough has four

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<sup>15</sup> Physical Activity Tool, Public Health England; <https://fingertips.phe.org.uk/profile/physical-activity>

<sup>16</sup> Toolkit showing levels of adult obesity, taken from Adult Obesity (2011-2012) National Obesity Observatory, NHS UK, Public Health England; <http://www.sepho.nhs.uk/NOO/e-Atlas/adult/atlas.html>

<sup>17</sup> Walking action plan: making London the world's most walkable city, TfL, 2018, page 19

<sup>18</sup> Walking action plan: making London the world's most walkable city, TfL, 2018, page 27



significant north/ south corridors that contribute hugely to the severance experienced in the borough. These are: the A1, the East Coast Mainline, the A10 and the River Lea.

Interconnectivity between urban centres in the borough are heavily influenced by these routes and where they are crossed, funnelling all modes into these corridors. The East Coast Mainline can be crossed in only six places along its 5.7km length through the borough by vehicles, with another four crossings available for pedestrians and cyclists only. Some of these crossings are not well overlooked and people may not feel safe when using them.

Vulnerable street users will therefore be exposed to high levels of traffic and pollution, making them unattractive to use and with a heightened possibility of being involved in a collision. The main deterrent to taking up cycling is too much traffic and the fear of being involved in a collision. Although the frequency of collisions compared to journeys is very low, it is clearly a genuine concern reflected in the low representation of cycling in the modal share. Within the borough there are 82 schools. An assessment by the council of casualties within 100m of schools shows higher rates of pedestrian casualties.

Significant congestion occurs around where east-west roads intersect the A1 and A10 corridors. While pedestrian crossings are far more numerous than the railway they may not be in the right places where people want to cross, or may involve considerable waiting time. Therefore, potentially dangerous situations, as can be seen in the image below from Google maps, occur where pedestrians choose to cross between stationary queued vehicles.



The eastern boundary of the borough with Waltham Forest is demarcated by the River Lea and its reservoirs. Only one road, Ferry Lane A503, links the two boroughs. Where this road meets the A10 at Tottenham Hale is a major source of traffic congestion.

While the eastern half of the borough is on the flat floodplain of the River Lea, the western half of the borough around Alexander Palace and Muswell Hill area has limited man-made barriers but the hilly terrain makes cycling and walking more difficult.

### *Opportunities*

The evidence suggests that of all the different measures used to promote active travel, its physical infrastructure which is the most powerful determinant of walking and cycling levels (Pucher and Buehler, 2008<sup>19</sup>; Pooley et al., 2013<sup>20</sup>; Aldred, 2017<sup>21</sup>). Evidence shows that high quality infrastructure for pedestrian and cycle traffic is key to making these modes more attractive (Pucher and Buehler, 2008).

### *Infrastructure*

More active travel leads to cleaner air, improved fitness, community cohesion, happiness and greater access to green spaces and jobs for all. Particularly for shorter trips and the first and last mile of journeys involving public transport, there is great potential to increase walking and cycling rates in LB Haringey.

Many borough actions align with the ambitions of the MTS:

- Designing street environments to encourage walking and cycling. In terms of highways infrastructure, effective interventions to encourage an active use of the street could be as small scale as making better drop crossings, prioritising pedestrian movements over vehicles at footway crossings and side entry treatments, dealing with problem drainage, repairing broken footways and decluttering streets.
- Designing and engineering roads to reduce motor vehicle speed and implement 20mph zones where appropriate.
- Rat-runs through residential streets can be identified and measures applied to eliminate it, such as filtered permeability.
- Promoting a network of roads and paths that are safe and convenient for cycling and walking.

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<sup>19</sup> Pucher, J. and Buehler, R., (2008). 'Making cycling irresistible: lessons from the Netherlands, Denmark and Germany'. *Transport Reviews*, 28(4), pp.495-528.

<sup>20</sup> Pooley, C.G., Horton, D., Scheldeman, G., Mullen, C., Jones, T., Tight, M., Jopson, A. and Chisholm, A., (2013). 'Policies for promoting walking and cycling in England: a view from the street'. *Transport Policy*, 27, pp.66-72.

<sup>21</sup> Aldred, R., Watson, T., Lovelace, R. and Woodcock, J. (2017) 'Barriers to Investing in Cycling: stakeholder views from England'. *Transportation Research A*

- Supporting walking and cycling by ensuring that, where possible, the needs of cyclists and pedestrians are considered before other road users.
- Promoting cycling through information, maps and cycle hire schemes.
- Improving safety of heavily trafficked streets where most traffic related health risk is concentrated.
- Improve wayfinding and signage across the borough
- With a drop-in vehicle numbers, repurposing space currently used for parking is another opportunity to enhance the streetscape through tree planting and SUDS interventions.

### *Behaviour change*

Behavioural change away from private vehicles, such as using a car for school drop off and pick up and other short trips, must be encouraged through initiatives available to the public. Where traffic volume is cited as a disincentive to walk or cycle to school, getting parents out of their cars can break that vicious cycle. Children may also develop life-long habits in their sustainable travel choices as a result, leading to healthier and longer lives. Examples of initiatives already promoted in Haringey and other London boroughs are listed below:

- “Beat the Street” is a competitive street game where children have to swipe sensors with a key on their route to and from school, in which both they and the school can win prizes.
- The STARS (Sustainable Travel: Active, Responsible, Safe) accreditation scheme run by TfL, allowing schools to plan and carry out activities to encourage a reduction in travelling by car to the school door. Schools can earn different levels of accreditation based on level of engagement and achievements. Haringey currently has 64 schools that are accredited.
- The Council offers free ‘Bikeability’ cycling instruction to school children and adults to help encourage more people to cycle through improving skills and confidence.
- Play Streets can help a community re-engage with its surroundings and improve social cohesion and community spirit, as well as increasing levels of physical activity in children and adults. Haringey allows residents to apply for play street closures, waiving the usual charge for setting up temporary road closures.
- Haringey offers personalised travel planning (PTP) sessions to help residents switch their travel habits to more sustainable modes, and a number of ‘Smarter Travel’ roadshows and events to raise awareness.

- Walking Bear “We Love Clean Air” is an initiative for schools to encourage school pupils to walk, with classes competing against each other to see who has the most walkers whilst trying to find ‘Hari Bear’ in five of Haringey’s parks. In 2016, 46 primary schools took part in a relay walk around the Borough.
- Walk to School Week is an awareness week for schools in the Borough to encourage as many parents and carers as possible to walk their children to school, with the aim of encouraging a longer-term shift in travel habits.
- Smarter Travel Promotional events are organised by the Haringey Smarter Travel Team, including guided walks and learning activities, bike maintenance sessions, and fetes.

### *Walking challenges*

Walking is, in many ways, the mode of travel that is most important to the aims of the strategy (‘Walking action plan: making London the world’s most walkable city.’ Transport for London. July 2018). A quarter of trips made by Londoners each day are on foot, and the number choosing to walk has been relatively constant for many years. A better walking environment will help connect communities and reduce road danger, air pollution, noise, and health and economic inequalities.

21% of Londoners say too much traffic is a barrier to walking, and 14% say traffic travelling too fast is what stops them walking more. Twelve per cent of Londoners say that fear of road collisions stops them from walking more. In 2016, pedestrians accounted for 35 per cent of those killed and seriously injured on London’s streets. Fear of traffic is the main reason people give for being unwilling to let their children walk unaccompanied (‘Walking action plan: making London the world’s most walkable city.’ Transport for London. July 2018, p. 27).

### *Walking potential*

TfL analysis shows Outer London boroughs like Haringey have the greatest walking potential. More than 60 per cent of all walkable trips made in London every day by car, bus or taxi are made in Outer London<sup>22</sup> (p19). The greatest opportunities for Londoners to try walking lie in non-work purposes – half of all walkable trips are currently being made for leisure and shopping reasons.

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<sup>22</sup> Walking action plan: making London the world’s most walkable city.’ Transport for London. July 2018

Solutions to walking for Inner London include:

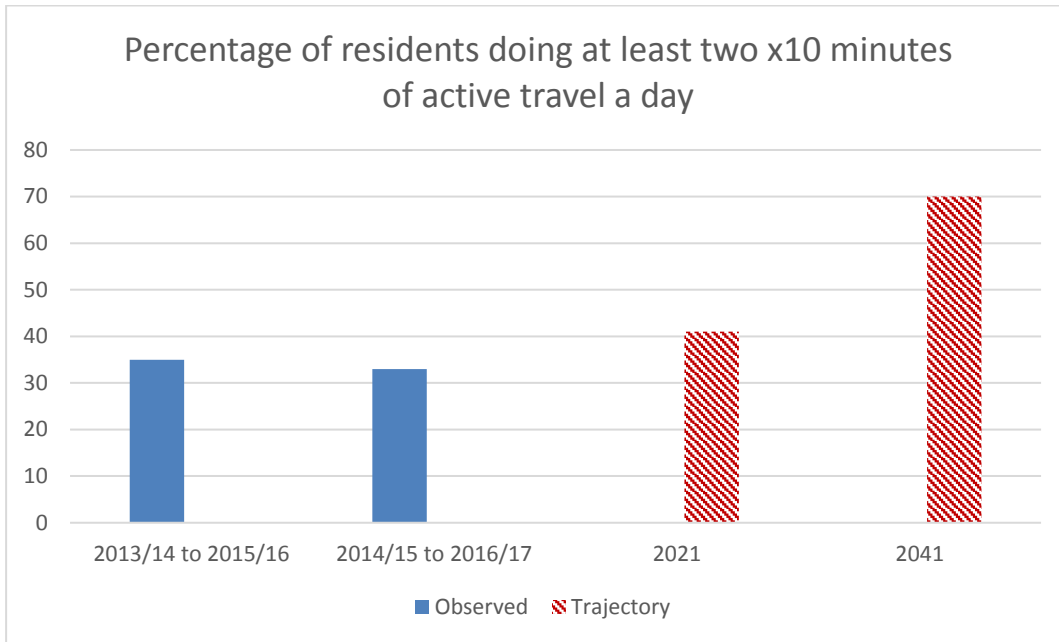
- addressing the dominance of motorised transport
- improving walking and cycling environments to enable trips made by car to be made on foot or by cycling
- making local streets better places to walk and spend time
- making significant improvements to public transport, both rail and bus
- improving walking access to town centres and transport interchanges, including rail and Underground
- bringing in a more joined-up approach to planning transport and dense, mixed land-use developments to encourage active, efficient and sustainable travel patterns
- targeting trips to school, with a focus on reducing car use and
- increasing walking

Haringey's Local Plan encourages active travel. Walking and cycling accessibility is particularly important in district centres, which provide convenience goods and services for more local communities and are accessible by public transport. Local shopping parades and clusters of shops local catchment areas and are often most accessible by walking and cycling

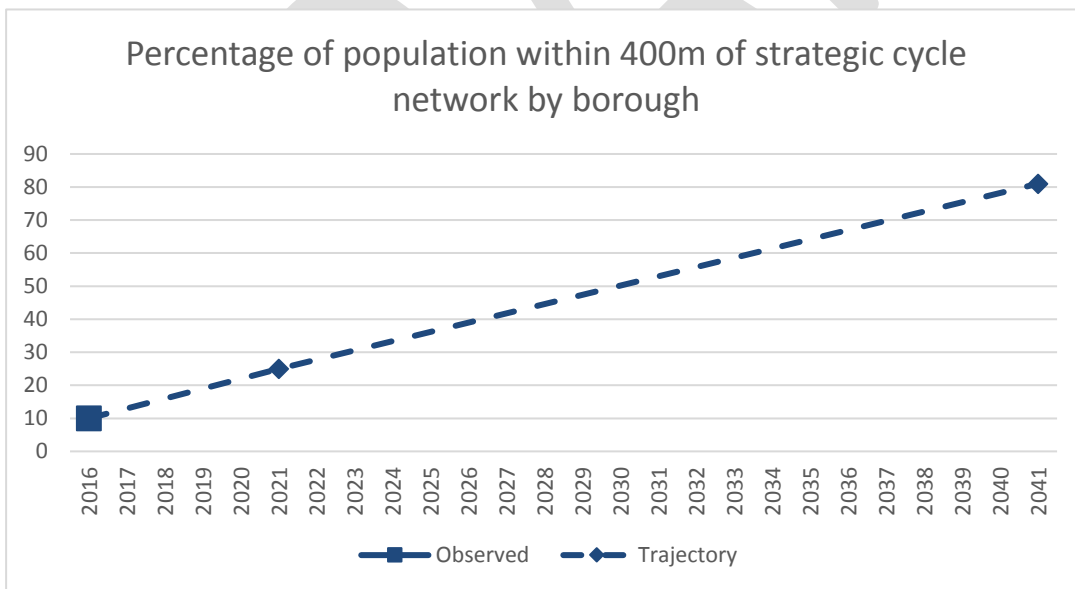
Of note is that over 25% of the borough land area is made up of open space. Amongst the larger open spaces are: Finsbury Park, Alexandra Park, Highgate Wood, Coldfall Wood and the Lee Valley Park. Improving access to these parks and open spaces can facilitate an uptake in walking and cycling.

Haringey will enable more sustainable types of transport reducing car dependency and the health problems it creates.

[Borough Objectives](#)



The percentage of residents doing at least two x10 minutes of active travel a day decreased slightly between 35% 2013/14 to 2015/16. Regardless of this Haringey intends to increase this beyond the last recorded 33% to 41% by 2021 and finally doubling the 2013/14 observation to 70% in 2041.



Haringey has estimated the percentage of the population within 400m of strategic cycle network by borough is set to rise from the last recorded 10% in 2016, reaching 25% in 2021 and 81% in 2041.



## Outcome 2: London's streets will be safe and secure

### Challenges and opportunities

Every year more than 2,000 people are killed or seriously injured on London's streets. In London in 2016, more than 30,000 people were injured in road collisions. People from more deprived areas, some ethnic minorities, disabled people, children and older people are disproportionately affected by road danger.

Main roads pass through some of the most deprived communities, creating environments that are not inclusive to all, with roads that are intimidating and difficult to cross. 80% of all deaths and serious injuries occur to people walking, cycling or riding motorcycles. 73% of collisions resulting in death or serious injury for those on foot, bike or motorbike in London take place at junctions.

Haringey has recognised that traffic speeds are too fast in residential and local shopping streets. Speed is a major contributory factor to people being killed or seriously injured in road traffic accidents (RTAs). Drivers will speed if they feel that the road can accommodate it (i.e. if it is wide with long sightlines) or that they can get away with it, as fixed camera positions are well known, and the police cannot regularly devote resources to traffic patrols or mobile cameras. Speed-related accidents can also be down to driver inattention and unfamiliarity with the road network. Research shows that there will be fewer accidents and they will be less severe if speeds are reduced from 30 to 20mph. Accordingly, all streets in Haringey have a 20mph speed limit with the exception of main roads and TfL managed roads.

Accidents can also happen due to extreme or unusual climate conditions (rain, ice and snow). Many drivers are inexperienced in wintry conditions in London as the capital's microclimate is warmer than the surrounding rural areas.

Providing adequate and an appropriate class of street lighting for road speed and usage can reduce accidents. The borough has a programme of street light replacement, updating the existing infrastructure with low-cost white LED light sources. Improved lighting not only helps with road safety, but also reduces crime and fear of crime for street users and residents. Improving the feeling of personal safety, both from a traffic and a crime-related perspective, can be particularly beneficial for more vulnerable groups, and could be an important factor in helping them to be physically active encouraging the uptake of active transport.

### *Measuring 'safety'*

The traditional road safety approach is based on analysis of existing casualties. But the presence or absence of collisions is not necessarily a good barometer for safety.

For example, if a road environment is excessively hostile that nobody cycles, there will be no cycle casualties.

Levels of harmful, polluting transport and levels of activity – walking, cycling, children playing, people talking to their neighbours – are needed for a clearer picture. (If nobody cycles, there will be no casualties, but it doesn't necessarily mean the roads are safe.) The most accurate measure of a road's safety is whether people, in all their diversity, can use their roads.

Haringey road casualty data will therefore be monitored in conjunction with walking and cycling rates, including reviewing levels of walking and cycling by income, age, gender, and ability/disability.

In summary, Haringey will achieve a significant improvement in road safety by<sup>23</sup>:

- Maintaining and enhancing the road network, making it best in class in London
- Reviewing the design of the borough's streets so that they are no longer seen primarily as conduits for the movement or parking of vehicles.
- Incorporating traffic calming into the street fabric, doubling up as crossing points where they are needed.
- Reducing road user casualties, especially among children, pedestrians, cyclists, motorcyclists/ scooters and other vulnerable road users
- Minimising the use of our back streets as 'rat runs'
- Delivering a street lighting programming to reduce road accidents and improve personal safety
- Reducing the speed and enforce speed limits of road traffic in residential areas and shopping streets
- Being prepared for and keeping many of the borough's roads and footpaths clear of ice and snow during extreme weather conditions.

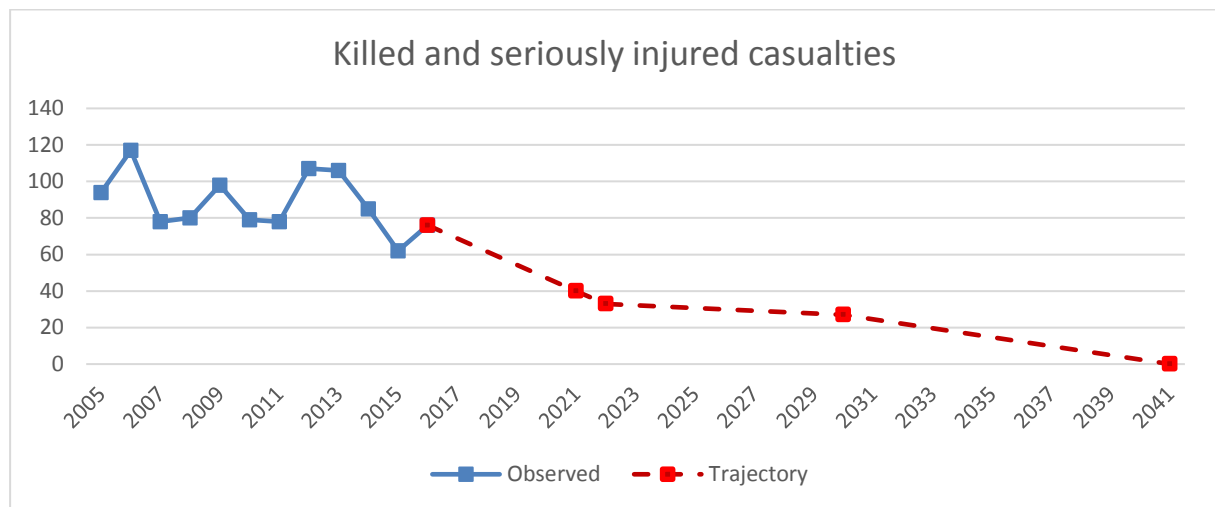
## Borough Objectives

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[https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey\\_transport\\_strategy\\_2018.pdf](https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_transport_strategy_2018.pdf)





Overall the number of killed and seriously injured casualties has decreased since 2005 to 2017. This has not been a continuous decrease and has increased slightly in some years (see 2008, 80 – 2009, 98 and 2011, 78 to 2013, 107). Haringey has projected that the number of casualties will decrease from 76 in 2016, 40 in 2021, 33 in 2022, 27 in 2030 and finally to 0 in 2041.

### **Outcome 3: London's streets will be used more efficiently and have less traffic on them**

#### Challenges and opportunities

Haringey experiences annual traffic flows of 175 million vehicle miles on major roads, travelled by all motor vehicles<sup>24</sup>, of which 135 million vehicle miles are car traffic. However, given Haringey's strategic position on the A1 and A10 corridors, a large proportion is attributable to through-trips starting and ending in other boroughs.

This presents a challenge for Haringey, as these types of journeys are largely outside of the Council's control and cannot be prevented without pushing issues of congestion into neighbouring boroughs. The Council will therefore work alongside other boroughs to take a holistic approach to traffic reduction, whereby the appeal of travel by car is reduced at-source. If all London Boroughs work to and meet their objectives under Outcome 3 of the MTS, the levels of through-traffic within Haringey will fall as a result.

The Council has greater control over car journeys that begin and end in the borough, and by nature these trips are more likely to be shorter distances with viable options for

<sup>24</sup> Traffic Flows, Borough, Department for Transport, 2016

alternative modes. 2011 Census Journey to Work Data<sup>25</sup> reveals that approximately 25.5% of people who live and work within Haringey travel to work by car. This is a high proportion that could potentially shift mode. Whilst the land area of the Borough is not large for an Outer London borough, at 25.59km<sup>2</sup>, and the maximum travel distance within Haringey is approximately 10km, a distance that could be travelled within an approximate 35-minute cycle for an adult of reasonable fitness, not accounting for traffic conditions. The Council will therefore focus efforts on resident commuters, to reduce traffic particularly at peak times as a result.

The current use of London's streets is directly linked to the assignment of space and the priority of movement given to private motor vehicles.

'Cars take up 19 per cent of street space in central London, but account for only 11 per cent of journey kilometres whereas buses take up only 11 per cent of street space, but account for 57 per cent of journey kilometres.'<sup>26</sup>

The future high streets of London will be designed for people taking priority over cars and other traffic. 'It is a city where essential delivery and service vehicles can get around efficiently, keeping everyone's lives running smoothly.'<sup>27</sup>

At a more local level, schemes that will be brought forward through this LIP will contribute towards traffic reduction by targeting rat-running and encouraging active travel as the most direct routes. The Council will implement this, in collaboration with communities, through localised road closures to through-traffic and one-way enforcements, complemented by a range of other measures.

An emerging challenge in achieving a reduction in ownership is the drive for Electric Vehicle (EV) infrastructure. Whilst EVs form a significant improvement to traditional motorised traffic, widespread ownership and use would still result in congestion and inactive travel and be counter to many of the MTS outcomes. Haringey recognises the need for EV infrastructure and aspires to balance encouraging a switch from traditional to EV ownership, whilst also encouraging a reduction in overall car ownership.

Haringey has an existing network of Car Club bays, mostly operated by Zipcar and a few by City Car Club. One-way car hire is provided by Drive Now, in which the cars

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<sup>25</sup> Census 2011, WU03EW - Location of usual residence and place of work by method of travel to work

<sup>26</sup> <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>

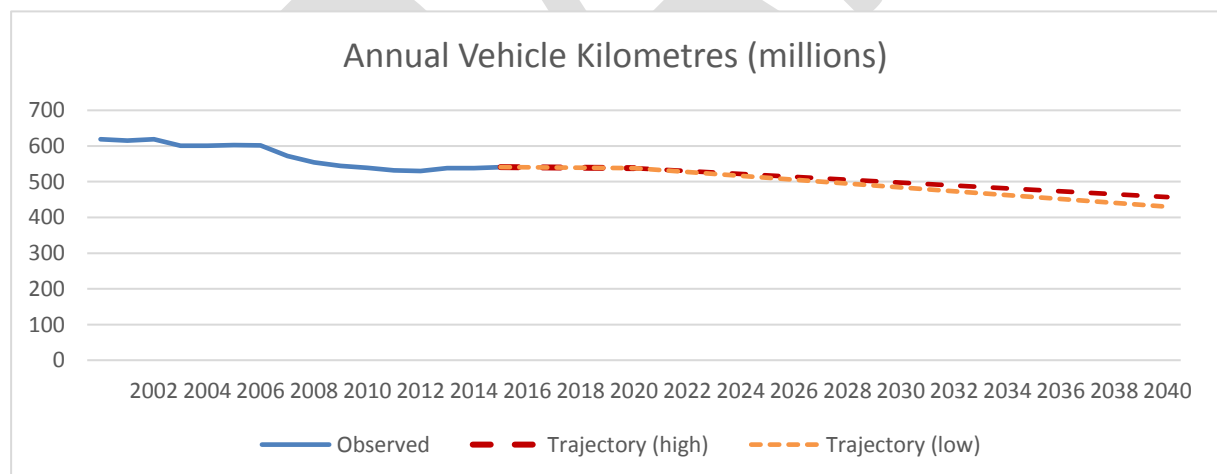
<sup>27</sup> <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>

can be left in any parking bay in the borough. Bays are generally well distributed throughout the Borough, but the council will explore opportunities to lower car ownership in the areas with lowest PTALs and highest car reliance with this initiative.

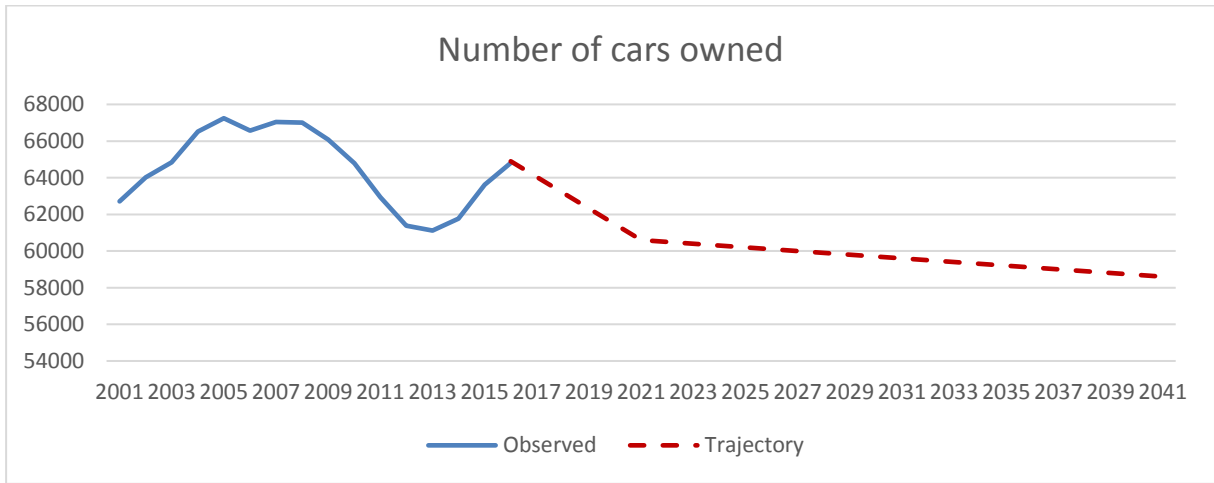
Haringey has identified an opportunity to improve efficiency in delivery vehicle transport on the network. These types of movements are becoming increasingly common with the rise in popularity of supermarket, online, and hot food deliveries. Their prevalence often means that ‘car-free’ developments still result in notable vehicle trip generation. It is common for missed deliveries to occur, resulting in multiple trips before the final delivery is achieved. This is not an efficient system and it is expected that changing consumer habits will continue this upward trend. Haringey will therefore explore options for centralised delivery hubs within optimal locations. This would allow multiple deliveries to be made to one location, reducing vehicle circulation and remove the need for repeated trips for failed deliveries and redeliveries.

Haringey is pursuing projects and programmes to reduce the number of private vehicles on the roads by supporting more appealing walking, cycling and public transport options. This projected reduction in private vehicles will reduce the traffic on London’s roads and increase the efficiency of movement on them.

### Borough Objectives



The annual number of kilometres travelled by vehicles in London is not expected to reduce by 2021. Two estimates have been projected by 2041: a reduction of 15% and 20%. A decrease of 15% from 538 million in 2021 to 457million in 2041 would equal 81 million kilometres. A decrease of 20% from 538 million in 2021 to 430 in 2041 would equal 107 million kilometres.



The number of cars owned in London is projected to decrease from 2016 to 2021 falling further than the lowest recorded in 2014. It is predicted that there will be 4297 fewer cars owned from 2016 to 2021 from 64,897 to 60,600 respectively. This is predicted to drop a further 2000 to 58,600 by 2041. Decreasing overall by 9.7% from 2016 to 2041.

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## Outcome 4: London's streets will be clean and green

### Challenges and opportunities

In 2001 the whole borough was declared an Air Quality Management Area (AQMA). Nitrogen Dioxide concentrations are above the EU annual average limit of 40 µg/m<sup>3</sup> surrounding several of the main roads within the borough<sup>28</sup>, and Particulate Matter (PM<sub>10</sub>) is above the World Health Organisation guideline of 20 µg/m<sup>3</sup> annual average across significant areas of the borough.

The Greater London Authority has estimated that 9,400 across the capital and over 90 in Haringey die each year due to air quality related illnesses.<sup>29 30</sup>

The London Atmospheric Emissions Inventory (LAEI) 2008 estimates the main contributing sources of PM<sub>10</sub> emissions in Haringey to be from road transport, being the largest source of particulate matter emissions (57%), followed by Agricultural / Nature emissions (17.5%). Road transport can be further divided into vehicle PM<sub>10</sub> emission sources, with heavy goods vehicles and Light Goods Vehicles contributing the greatest emissions.

To help tackle this, Haringey is prioritising the reduction of emissions from road traffic through measures to support active travel, linking transport and land use planning, improved public transport connections, car share, bike hire schemes, and expanding provision for EV charging points to encourage a shift from traditional petrol and diesel vehicles. Through this LIP there is opportunity to further build upon this by reducing numbers of internal vehicle trips and car ownership levels. The Council notes that through-traffic is a contributor to reduced air quality on the borough's main strategic routes. To realise the long-term MTS objective of being on track to reach zero emissions by 2050, the council recognises that inter-borough collaboration is essential.

The Council supports the expansion of the Ultra Low Emission Zone (ULEZ), which will come into force on the 25<sup>th</sup> October 2021 and encompasses Haringey in its entirety.

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<sup>28</sup> Air Quality Action Plan 2010 – 2018, London Borough of Haringey

<sup>29</sup> <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/health-and-exposure-pollution>

<sup>30</sup> [https://www.haringey.gov.uk/sites/haringeygovuk/files/response\\_to\\_mayors\\_air\\_quality\\_consultation\\_nov\\_2016\\_0.pdf](https://www.haringey.gov.uk/sites/haringeygovuk/files/response_to_mayors_air_quality_consultation_nov_2016_0.pdf)

This will go a long way towards tackling London's poor air quality issues, and bring Haringey further towards achieving the air quality outcomes of the MTS.

Whilst this extension is welcomed and supported by the Council, the ULEZ extension will have infrastructure and funding implications for Haringey to increase enforcement.

There is also a risk of some residents becoming disconnected; particularly low-income workers owning a non-compliant car and living in areas with limited public transport who work unsocial hours<sup>31</sup>.

Without appropriate and viable alternative transport options to these key areas, Haringey residents could be at risk of social isolation and Transport Poverty<sup>32</sup>. This can occur when those who can no longer afford a car due to the ULEZ have no alternative transport modes due to issues of affordability, accessibility and reliability, restricting people's employment and social opportunities.

The Council will therefore need to ensure that complementary works are brought forward in conjunction with the ULEZ expansion; targeting improvements to areas of low PTAL and higher deprivation.

### *Green streets*

Haringey recognises the value in terms of clean air and amenity value that trees bring. The council manages over 35,000 trees in its streets and parks, which contribute significantly to the absorption of CO<sub>2</sub> within the borough. Of these a certain number will need to be felled due to being dead, diseased or dangerous every year. The borough is committed to both replacing these trees and increasing the overall number of trees under its care. This approach has led to improvements in tree health and provided a more sustainable tree population.

The close proximity of trees, people and built structures will occasionally result in inconvenience to residents. Nuisance issues may also arise by maintaining a tree population which is diverse in age and species. Problems may include the obstruction of light into homes, leaf and fruit fall and direct or indirect damage to structures. The majority of problems can be mitigated by appropriate tree maintenance.

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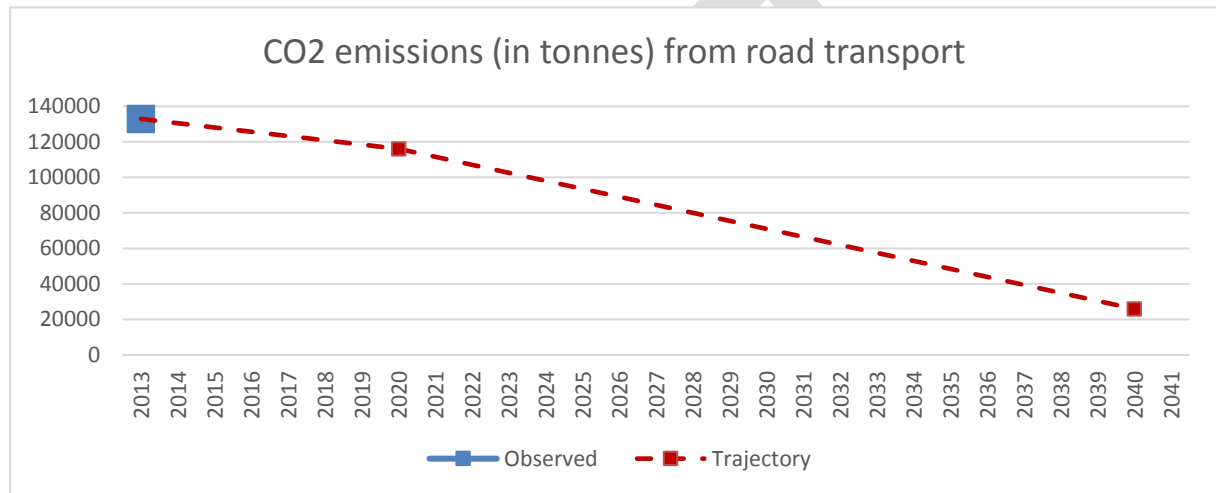
<sup>31</sup> Ultra Low Emission Zone – Further Proposals; Integrated Impact Assessment, Jacobs, December 2017

<sup>32</sup> Locked Out: Transport Poverty in England, 2012, Sustrans

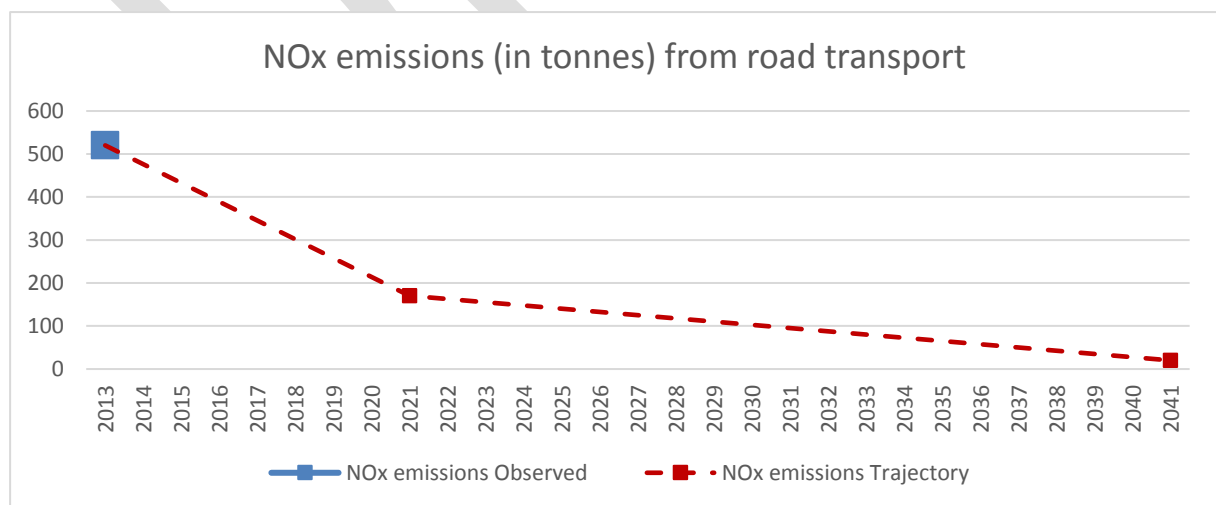
Future nuisance issues can be minimized by following the principle of planting the ‘right tree in the right place’. Careful consideration is to be given to the location of new trees and species selection.

Temperatures are often warmer in the city than surrounding rural areas and this phenomenon is known as the ‘Urban Heat Island’. The extremity and frequency of such events is likely to increase as a result of the predicted impacts of climate change over coming decades. There are a number of measures to mitigate the heat island effect, which include the planting of trees and other vegetation.

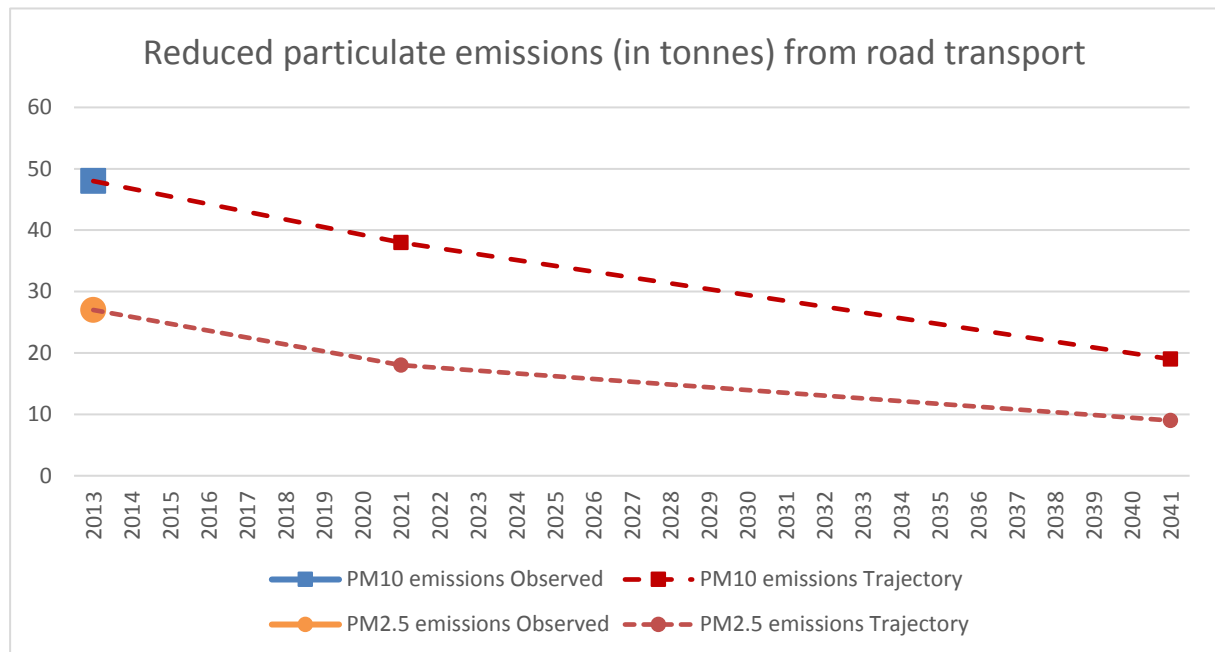
### Borough Objectives



It is projected that CO2 emissions will fall from 16,800 tonnes (12.6%) from 132,900 tonnes in 2013 to 116,100 in 2021. Then a further drop of 90,200 (77.7%) to 25,900 in 2041.



NOx emissions are projected to fall significantly from the last recorded 520 tonnes in 2013 to 170 tonnes in 2021 and even further drop to 20 tonnes in 2041. This is an overall decrease of 96.2% in 28 years.



PM10 emissions are projected to fall by 10 tonnes from 48 tonnes in 2013 to 38 in 2021. This estimated to almost half by 2041 to 19 tonnes.

PM2.5 emissions are projected to fall by 9 tonnes 27 in 2013 to 18 in 2021. This is estimated to half by 2041 to 9 tonnes.

## Outcome 5: The public transport network will meet the needs of a growing London

### Challenges and opportunities

Haringey has relatively good public transport, enabling residents access to employment opportunities in the city and the West End, which are easily accessible via rail and tube connections<sup>33</sup>. However, Haringey’s population is expected to increase by 15% over the next 10 years, putting significant pressure on the existing transport network and infrastructure.

<sup>33</sup> Haringey’s Local Plan, Strategic Policies, 2013 – 2026, pg. 35



There are 19 rail stations in Haringey, served by the London Underground, Overground and National Rail services, located predominantly to the far east of the borough. The west of the borough lacks significantly in rail infrastructure, justifying the current car ownership (Figure 9) clusters and reliance on car based commute, where there is low PTAL levels. Longer term rail infrastructure investments in the west of the borough is required, but in the meantime, improving bus priority, routing, frequency and accessibility along the feeder routes to train stations or bus interchanges and in areas of highest car use will enhance connectivity, boost attractiveness and cater to the demand of the current bus network.

Strategic Interchanges will help increase daily trips, providing more connectivity. Bus to bus, bus to rail<sup>34</sup>. Through LIP funding, there is opportunity to invest in strategic transport infrastructure that is essential for Haringey's public transport growth. Muswell Hill currently operates as an important bus to bus interchange, while Finsbury Park, Tottenham Hale and Seven Sisters/South Tottenham are identified as key strategic interchanges in the MTS. Haringey plans to optimise on their existing transport infrastructure, while spending money wisely to improve safety and easy of movement.

Greater capacity is needed on the public transport network to help deliver Haringey's regeneration plans within the borough. At peak the public transport network is very crowded, and the lack of orbital routes hinders access to employment outside of the central core. Not only does this affect residents leaving the borough, it also impacts the attractiveness of Haringey for business and other activities.

Proposed Crossrail 2 will link north east and south-east London, providing faster trains for Haringey's growing population and helping regeneration work across the borough. Two options have been presented for Crossrail 2, and both options will impact on the following train stations in Haringey; Seven Sisters, Turnpike Lane and Alexandra Palace or Wood Green<sup>35</sup>. Both options will ease crowding on existing services, provide an interchange with the Piccadilly line and bring passengers to Haringey from north of England with the planned High Speed 2 (HS2) station at Euston. London Borough of Haringey support the station at Wood Green, as it aligns with aspirations to redevelop Wood Green High Street<sup>53</sup>. Crossrail 2 providing new stations and facilities will help reduce the dominance of motor traffic, therefore improving air quality, improving

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<sup>34</sup> Haringey Transport Strategy 2018

<sup>35</sup> Crossrail 2 face sheet: Seven Sisters to New Southgate Route Options  
[https://consultations.tfl.gov.uk/crossrail2/october2015/user\\_uploads/s2.pdf](https://consultations.tfl.gov.uk/crossrail2/october2015/user_uploads/s2.pdf)

accessibility by providing step free access and increasing public transport connectivity, making it a move viable option to attract new customers to rail.

Improving accessibility through the Mayor’s Tube accessibility programme, as addressed in MTS outcome 6 will also help in meeting the needs of a growing London and Haringey by increasing the number of step-free stations to improve accessibility to the Tube and rail networks. This significant improvement will subsequently make life easier for older and disabled people. It will also give a greater choice of travel options for everyone, and directly benefit parents and carers with children and buggies, allowing for greater uptake of public transport as mode of travel.



Figure 13: Underground and DLR crowding 2011<sup>36</sup>

Both the Victoria and Piccadilly lines are very crowded from Finsbury Park towards central London. Barking Gospel Oak line suffers from significant crowding. Similarly, there is standing capacity on national rail lines towards Tottenham Hale and Seven

<sup>36</sup> 2016 Sub Regional Transport Plan – North

Sisters (see Figure 14). Haringey acknowledges this issue will be alleviated by the Deep Tube Upgrade Programme (DTUP), by the modernisation of the Piccadilly line, affecting four underground stations in the borough. Proposal of the new rolling stock and re-signalling will increase service levels, provide more capacity, which is currently needed especially at peak, increase passenger comfort with more interior space and reduce journey times.

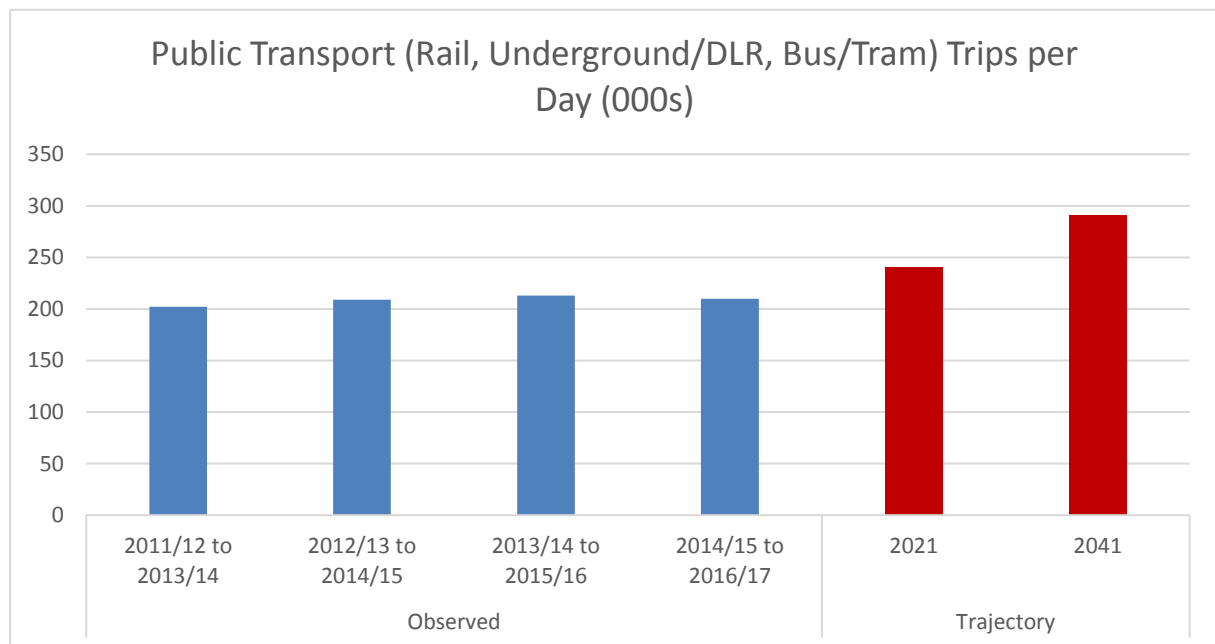


Figure 14: National Rail Crowding 2011<sup>36</sup>

Haringey's sees an opportunity with development and re-development plans, such as Tottenham High Road Corridor and Wood Green to make significant improvements to the transport infrastructure, including more trains to provide greater frequency and cater to future growth. The LIP provides an opportunity for Haringey to work with TfL, the government, GLA, private developers, operators and network rail to achieve these public transport outcomes for the borough.

Improving signage and wayfinding across Haringey will help increase the uptake of public transport and present opportunities to residents by creating more awareness of the public transport network available within the borough.

## Borough Objectives



### Outcome 6: Public transport will be safe, affordable and accessible to all

#### Challenges and opportunities

Improving accessibility to public transport allows those who don't own a car or who rely on alternate modes of transport to fully engage with society. However, when this is not feasible due to issues of affordability, accessibility and reliability, this can greatly restrict people's employment and social opportunities. Those who struggle to afford fares, or struggle to access public transport due to mobility issues, are consequently at risk of experiencing social exclusion.

The quality of the transport network, including poor pavements, potholes, lack of signage, accessible stations and poorly laid out junctions, all impact the quality of experience for users and their perception of safety. Furthermore, as discussed in outcome 7, congestion not only impacts travel time but also perceptions of safety due to crowding on roads and train platforms. These factors subsequently impact the frequency of network use.

Sustrans defines this as Transport Poverty<sup>37</sup>, and highlights the increasing lack of affordable housing in London and places new importance on transport in tackling social exclusion;

- TfL should commit to expanding the bus network in London (typically the preferred mode of transport for low-income groups) as a means of effectively improving transport provision in areas of highest need.
- Ring-fenced funding for walking and cycling through the LIPs process should be provided to better meet people's local travel needs.
- TfL should revise its ticketing policy (especially regarding rail and underground zoning) to address social exclusion concerns.

This is a prominent issue in Haringey where an east-west divide is apparent due to the north-south railway line running through the centre of the borough. To the east of the line, residents have restricted car access and higher levels of deprivation meaning residents struggle to access public transport. Public transport is the most effective way for people to travel over distances that are too long to walk or cycle and shift from private car use. For Haringey, there could be a correlation between the lack of orbital routes available within the borough, car ownership and low levels of employment.

Haringey aims to provide a network that is accessible for all ages and mobility levels. The borough is currently working with TfL to implement bus stop clearways at every bus stop, provide adequate height kerbs and improve waiting areas. This work will continue to ensure the improvement of accessibility to bus services.

Haringey aspires to have a high quality accessible and wheelchair friendly public transport network by 2026. However, as illustrated in Figure 3, currently none of the four underground stations have step-free access, only two of the nine rail stations are fully step-free, and two out of three interchanges are partially step-free. The borough will work with TfL and National Rail to bring all stations to an acceptable standard of accessibility.

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<sup>37</sup> Locked Out: Transport Poverty in England, 2012, Sustrans

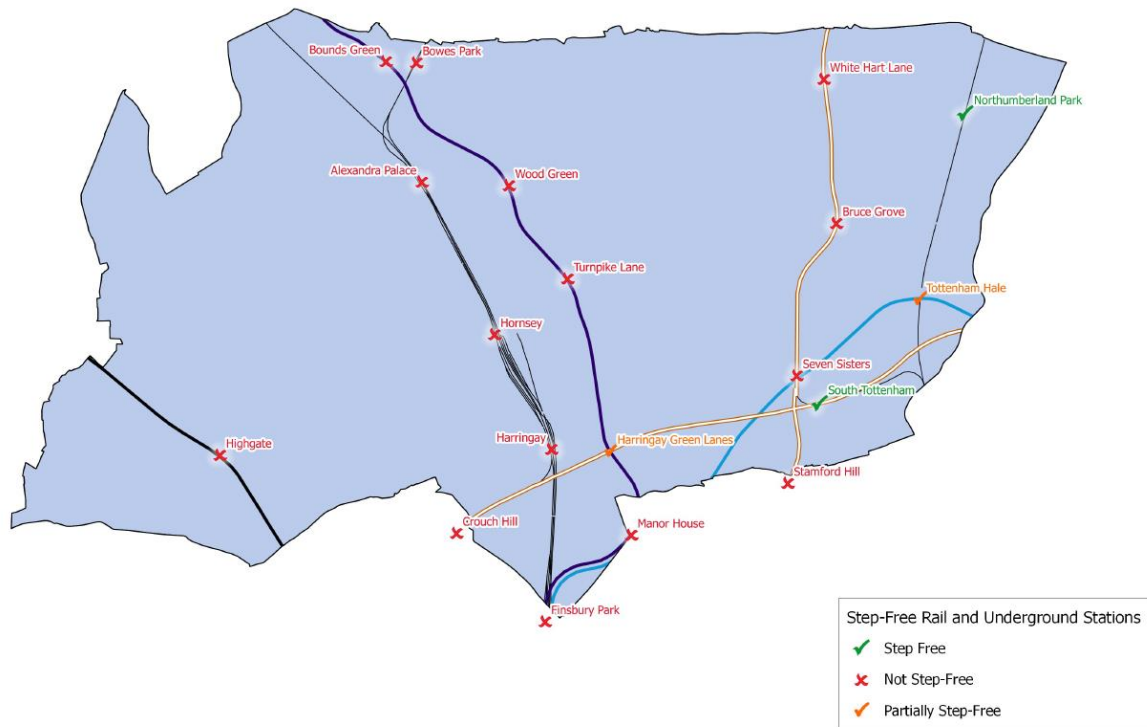
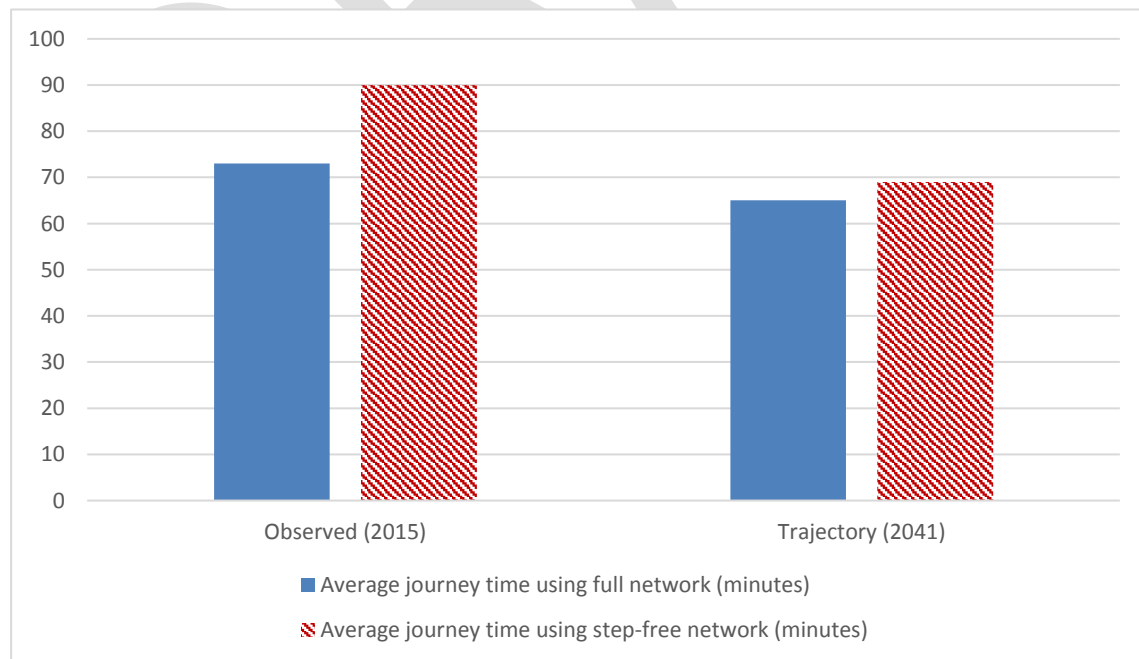


Figure 15: Step - Free Access at Train Stations in the Borough of Haringey

Borough Objectives



## Outcome 7: Journeys by public transport will be pleasant, fast and reliable

### Challenges and opportunities

Choices in travel modes are subject to many variables, dependent on factors from an individual's demographic and attitude towards public transport, to their aim of travel and the time of day<sup>38</sup>. However, the pleasantness, journey time and reliability are consistent influential factors in travellers' mode choices.

As discussed in the previous section, the rail network experiences passenger crowding within Haringey, Figure 13: Underground and DLR crowding 2011. This of course affects journey comfort; however, it also has the potential to impact on journey times and reliability in severe cases where crowding prevents boarding at stations.

On lines with high frequency services, passenger delays due to crowding can be minimised. The underground services through the borough (Northern, Piccadilly and Victoria Line) all provide a level high of frequency, however this is not the case for National Rail services, see Figure 16.

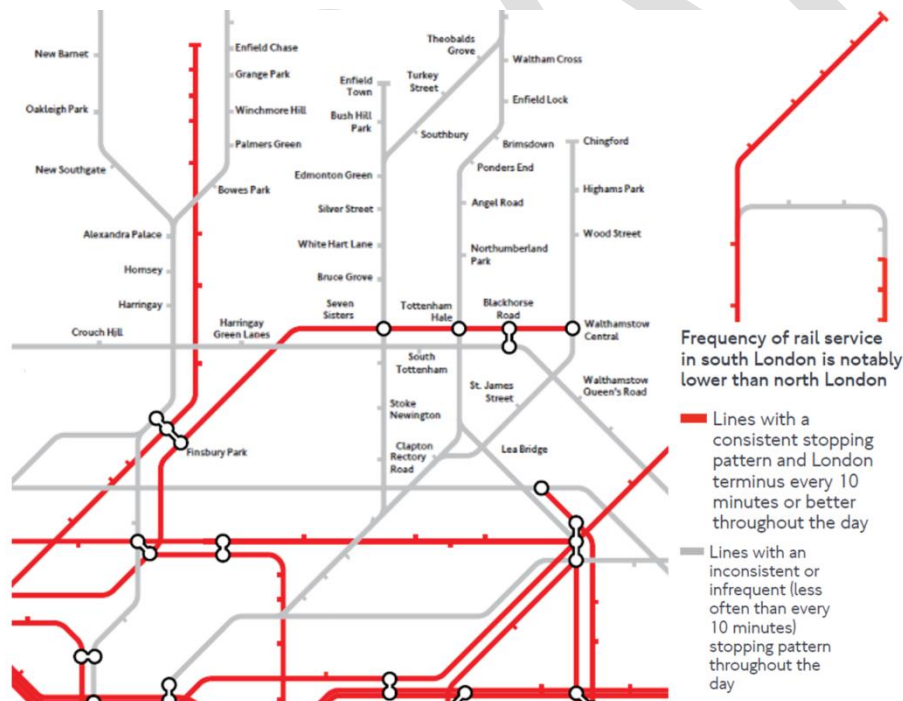


Figure 16: Station Frequency 2015

<sup>38</sup> Exploring factors related to users' experience of public transport route choice: influence of context and users' profiles, E. Grison, V. Gyselinck and J-M Burkhardt, 2015

Frequency is key in the overall perception of a quality of service<sup>39</sup>, which is an influential driver in passenger mode choice. Higher frequencies in Haringey will allow for more passengers, and greater reliability. The Council therefore recognises that improvements to service frequency and accessibility will be key in achieving the aims of MTS Outcome 7. For example, improving the frequency on National Rail from Stratford to Tottenham Hale will unlock this part of east London to Haringey residents, making new job opportunities created by Stratford City more accessible to them.

It is inevitable in the context of the population growth that these pressures will continue to grow, even if we continue to drive the downwards trend in car use. Traffic volume on Haringey roads has reduced since 2001. However, there are congestion hotspots including in town centres and on the strategic road network. There is evidence that car ownership has also stabilised in recent years. Travel patterns are becoming more complex, particularly at peak times with commuting and the “school run”. The borough is relatively well served by north-south routes, but movement east-west, particularly by public transport, is often difficult<sup>40</sup>.

Buses get caught up in Haringey’s road network congestion, especially in the morning peak when traffic speeds are typically 10mph on average with buses caught in the slow-moving traffic. Reallocation of road space to bus priority improvements with mitigation would support improved bus journey time, reliability and customer satisfaction<sup>41</sup>. Bus travel provides the opportunity to complement Haringey’s rail network by providing an alternative, and serving passenger requirements where rail falls short. The relative flexibility of bus infrastructure provides greater scope for improvement and the opportunity for new bus routes where the need is identified.

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<sup>39</sup> East and South-East London Sub-Regional Transport Plan, 2016 Update, TfL

<sup>40</sup> Haringey’s Local Plan, Strategic Policies 2013 – 2026, March 2013

<sup>41</sup> [https://www.london.gov.uk/sites/default/files/Transport%20Supporting%20Paper\\_3.pdf](https://www.london.gov.uk/sites/default/files/Transport%20Supporting%20Paper_3.pdf), pg. 34



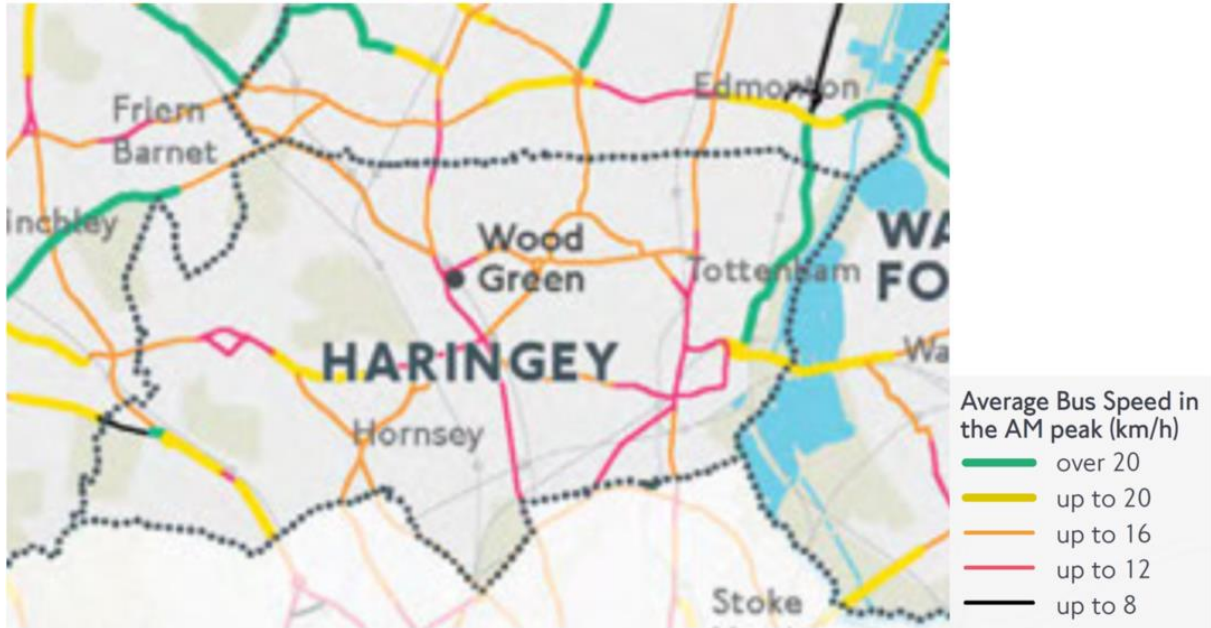
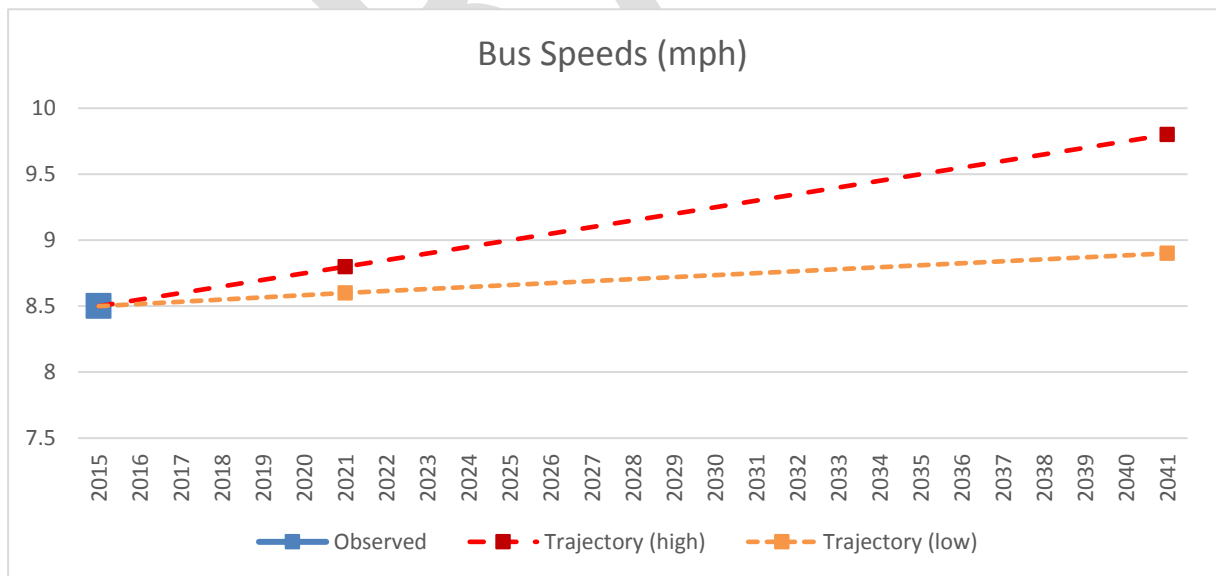


Figure 17: Bus Speeds (AM peak) 2013<sup>36</sup>

Competing demand for available road space from different road users, including buses, cyclists, pedestrians and vehicles can create issues with congestion as well. This leads to longer travel times thus modes will have to be prioritised in certain corridors to achieve strategic outcomes.

### Borough Objectives



## **Outcome 8: Active, efficient and sustainable travel will be the best option in new developments**

### Challenges and opportunities

Haringey has significant growth targets for housing, with 1,502 homes per annum to be delivered in Haringey to meet the projected population growth within London. Further, the number of jobs in Haringey are projected to rise more than any other borough by 29.5% to 95,000 between 2011 and 2036<sup>42</sup>.

The Borough's Strategic Policies Development Plan Document (DPD) outlines a vision statement for Haringey in 2026 relating to environmental sustainability;

*"Growth in Haringey is now managed to support sustainable communities. Growth is environmentally sustainable in its minimisation of the borough's contribution to climate change through location and design in the built environment, the promotion of reducing, reusing and recycling as a way of life, encouraging energy efficiency and using renewable energy, and by using and promoting sustainable travel modes and patterns. Haringey has a network of cycle lanes and secure bike parks, encouraging greater levels of cycling and walking, while also promoting the use of public and greener transport."*<sup>43</sup>

The above will underpin the Borough's delivery of new development whilst achieving this MTS Outcome.

The Strategic Policies DPD outlines Haringey's 'Spatial Strategy' for new development<sup>44</sup>. This aims to manage future growth through managing development locations to be at or near transport hubs, limiting development elsewhere. The Strategy states that this will;

- Focus growth on places that can support higher density development;
- Allow the Borough to better shape places by promoting high quality design of buildings and places, securing necessary infrastructure, providing an appropriate mix of uses, including community facilities and securing regeneration benefits; and

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<sup>42</sup> Strategic Policies Development Plan Document, London Borough of Haringey, 2013 (2017 alterations)

<sup>43</sup> Strategic Policies DPD, London Borough of Haringey, 2013 (2017 alterations), page 37

<sup>44</sup> Strategic Policies DPD, London Borough of Haringey, 2013 (2017 alterations), page 42

- Through promoting larger schemes, increase the Borough's ability to provide more sustainable places.

The Council recognises that not all development can be focussed at or near key transport hubs if the Borough is to meet its housing and employment growth targets. The disparity between the east and west of the Borough in rail infrastructure also risks an uneven development pattern focussed in the east. This is reflected in the Strategic Policies DPD, which recognises that the west of the Borough is predominantly residential in character with several designated Conservation Areas. The Council therefore envisages development in these areas to be of an incremental nature, and avoiding changing the character of these areas.

The Council's development management policies<sup>45</sup> are contributing towards the promotion of sustainable travel in new developments, such as;

- A requirement that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel
- Support for the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as a recreational activity.
- Encouraging improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs
- A requirement to submit a Travel Plan alongside proposals that are above a Transport for London's size thresholds
- A restrained and balanced approach to car parking in line with the London Plan standards<sup>46</sup>, supporting proposals for new development with limited or no on-site parking where accessibility criteria are met
- Encouraging contributions to or provision of car club bays as an alternative to on-site car parking

With the ambitious growth that Haringey is set to experience, there is a need for wider sustainable travel infrastructure to support the above measures. Creating a comprehensive public transport network that is accessible and safe for all and encourages residents to choose more sustainable modes of transport including public transport, walking and cycling.

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<sup>45</sup> Development Management DPD, London Borough of Haringey, 2017

<sup>46</sup> London Plan, Parking Addendum to Chapter 6, GLA, 2016

Enough capacity to support this growth will need to be unlocked to maintain acceptable levels of comfort, speed and reliability or risk undermining the appeal of public transport for new development occupiers.

As discussed previously, the west of the Borough generally has lower public transport accessibility, and whilst development will be more incremental in this area, the Council needs to consider appropriate infrastructure to support new residents in making positive transport choices. The Council's ambitions to make Haringey one of the most cycling and pedestrian friendly Boroughs in London, with active travel the default choice<sup>47</sup>, will assist in achieving this MTS Outcome in the west of the Borough.

A key challenge for the Council will be to improve the public transport and active travel infrastructure in development areas prior to the occupation of new developments.

Commuting mode changes are most likely to occur with a change in distance to work associated with a new job or home<sup>48</sup>. It is therefore important that high-quality infrastructure is present on occupation, when new businesses and commuters are most likely to form new travel habits as they relocate.

### Borough Objectives

*Car dependency will be reduced and more people will live in well-connected areas*

Haringey's Local Plan policies aim to focus growth in areas that can support it with high public transport accessibility. In conjunction with TfL, the Borough will explore opportunities for improved bus services and new routes in the lowest PTAL areas. It will also aim to supplement the gap in transport provision with active travel infrastructure to encourage walking and cycling, with the aim of making active travel the easier choice.

## **Outcome 9: Transport investment will unlock the delivery of new homes and jobs'**

### Challenges and opportunities

The Council has identified the key local areas of Tottenham and Wood Green for investment, with the aim of encouraging regeneration and growth through the guided

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<sup>47</sup> Transport Strategy, London Borough of Haringey, 2018

<sup>48</sup> Changes to commute mode: The role of life events, spatial context and environmental attitude, B. Clark, K. Chatterjee, S. Melia, 2016

delivery of new homes, jobs and infrastructure. An Area Action Plan (AAP) for Tottenham was adopted in 2017, and a draft AAP has been developed for Wood Green. The AAPs outline clear planning guidelines and policies for the areas.

Tottenham AAP<sup>49</sup> comprises the wards of Northumberland Park, Tottenham Hale and Tottenham Green, and parts of Bruce Grove, St Ann's and Seven Sisters, located in the east of the Borough. It is one of the Borough's most deprived areas, falling within the top 20% most deprived areas in England (see Figure 7). The AAP aims to build on the area's existing high public transport accessibility and other assets to provide a coordinated regeneration of Tottenham, including the transformation of Tottenham Hale through a new District Centre focussed around the rail station.

The Tottenham AAP outlines that improvements are already underway in Tottenham, with the Council working to improve the connections within Tottenham for all types of transport – including walking and cycling. Furthermore, over the AAP period, Tottenham is expected to see significant investment in public transport, including;

- A new intermodal station at Tottenham Hale
- A new entrance to White Hart Lane station
- Three tracking of the West Anglia Main Line
- Electrification and longer trains on the Barking – Gospel Oak Line
- Improvements in frequency between Stratford and Angel road via Tottenham Hale
- Improvements in road, bus, cycle and pedestrian networks
- Crossrail 2 stations at Seven Sisters, Tottenham Hale and Northumberland Park by 2026

All of the above will significantly increase the accessibility of Tottenham and increase capacity to accommodate the growth aspirations of this area. Improvements to bus and rail connectivity will contribute towards the sustainable growth of the retail and sector and Tottenham Hale District Centre, through combating the perception that high levels of customer parking are necessary if town centres are to attract shoppers.

Plans for the transformation of Wood Green through the emerging Area Action Plan were consulted on between February and March 2018. Wood Green is an important centre located in the central north of the Borough serving a large catchment of north London. The Council recognises that improving the economy in Wood Green will have

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<sup>49</sup> Tottenham Area Action Plan, London Borough of Haringey, July 2017

knock-on benefits for a wide area of north London. The Draft AAP<sup>50</sup> outlines ambitious plans for the transformation of the area to deliver 6,400 new homes, 4,000 new jobs and a thriving, prosperous, green town centre. In order to support growth, the document details the importance of improving east-west connections to complement the existing strong north-south links. Planned enhancements to rail capacity, including Crossrail 2, will provide a significant boost to the area's growth potential, however to ensure that the wider areas of the Borough benefit, stronger orbital links are required.

The Council aims to supplement east-west links through investment in walking and cycling infrastructure. A Quietway cycle route going north-south Quietway is being developed which would support radial journeys from Wood Green towards Central London. Improvements to signage and pedestrian crossing facilities will be implemented, to enhance the pedestrian experience and encourage visitors, elevating Wood Green's status as a metropolitan centre.

Haringey will also undertake works to support major growth plans in neighbouring boroughs. Through cross-borough collaboration, Haringey will both support and benefit from the growth in surrounding areas. By improving links to neighbouring growth areas, Haringey unlocks its own potential to attract new residents and business to the Borough.

The London Borough of Hackney has produced an AAP for the Manor House area<sup>51</sup>, which is bordered to the north-west by Finsbury Park within Haringey. A key junction within the AAP is the Seven Sisters Road / Green Lanes junction, of which the entrance to Finsbury Park, situated in Haringey, is an important feature. As such, the Manor House AAP has considered the interface between Manor House junction and Finsbury park as integral to the AAP. However, this is within the control of Haringey, and the Council intends to take forward improvement works to this area to complement the wider Manor House proposals, informed by a detailed design study for Finsbury Park entrance legibility and access improvements. These improvements will draw people into the park and Haringey, creating active frontages and opportunity for business and café uses around the park entrance.

London Borough of Enfield is bringing forward a large-scale regeneration programme at Meridian Water, located next to Haringey's north-eastern boundary, and neighbouring the Lee Valley Regional Park. The proposals will bring 10,000 new

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<sup>50</sup> Wood Green Area Action Plan Preferred Option, London Borough of Haringey, 2018

<sup>51</sup> Manor House Area Action Plan, London Borough of Hackney, 2013

homes and thousands of jobs to the area<sup>52</sup>. The greater capacity for employment will attract growth and investment both within Enfield and neighbouring areas of Haringey. The Council therefore recognises the importance of maximising the opportunities that this project brings by strengthening links between the areas, including better, and safer, use of the Lea Navigation Canal towpath.

### Borough Objectives

The Council will explore opportunities to improve east-west links for walking and cycling to improve access to the key growth areas of Wood Green and Tottenham, particularly from the west of the Borough which is subject to a level of severance from the Great Northern rail line. These improvements will open opportunity for all areas of the Borough to benefit fully from the growth aspirations in these areas, and fuel further growth through improved access.

The Council will work with TfL to improve east-west bus links to these areas, and will fully support the significant investment in rail infrastructure that is planned for the Borough. Schemes such as the opening of Crossrail 2, increases to capacity and frequency, and improvements to Tottenham Hale and White Hart Lane stations, will unlock the full potential for encouraging growth within the Borough.

### Other Mayoral Strategies

#### Vision Zero Action Plan, July 2018

Every year more than 2,000 people are killed or seriously injured on London's streets. In London in 2016, more than 30,000 people were injured in road collisions. People from more deprived areas, some ethnic minorities, disabled people, children and older people are disproportionately affected by road danger. People are more at risk per journey when walking and cycling in outer London than in central London.

The Mayor, together with TfL, has produced this action plan to set out a programme to achieve the aim of Vision Zero; to eliminate all deaths and serious injuries on London's transport network.

As part of this, the action plan sets out aims to extend the current 20mph speed limits in force on the Transport for London Road Network (TLRN). These new speed limits will apply to the A10 from Bruce Grove, and A503 from Seven Sisters to the southern Borough boundary. The Borough will work with TfL to achieve this, which will assist in

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<sup>52</sup> [www.meridianwater.co.uk](http://www.meridianwater.co.uk)

the achievement of both the Vision Zero aim and the LIP objective of making Haringey's streets less congested and safer.

#### Walking Action Plan, July 2018

Walking is at the heart of the MTS, and is integral to achieving the overall mode share aim of 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. The vision of the action plan is to make London the world's most walkable city where walking is the most obvious, enjoyable and attractive means of travel for all short trips.

Providing an attractive walking environment for pedestrians in Haringey will be essential in achieving the objectives of this LIP. All four of the LIP outcomes will be achieved to some extent through improving walkability. The Walking Action Plan states;

*“Enabling more people to travel on foot will make London’s streets more efficient. A better walking environment will help connect communities and reduce road danger, air pollution, noise, and health and economic inequalities. Our streets will provide places where people want to spend time, and walking will boost local economies, as well as helping to create a well-functioning city.”*  
(page 11)

#### London Environment Strategy, May 2018

The Environment Strategy outlines the Mayor's aspiration to turn London into a zero-carbon city, and to have the best air quality of any major world city by 2050.

With road traffic being the biggest contributor to air pollution, this LIP's aspiration to reduce carbon emissions from transport will support The Environment Strategy in achieving these aims.

#### London Housing Strategy, May 2018

As part of the Mayor's vision for good growth, the Housing Strategy outlines five priorities:

- Building homes for Londoners
- Delivering genuinely affordable homes
- High quality homes and inclusive neighbourhoods
- A fairer deal for private renters and leaseholders
- Tackling homelessness and helping rough sleepers



The objectives set through this MTS will contribute towards the first three priorities, as Haringey works to unlock opportunities for new development through investment in its walking and cycling network and working with TfL to create new links and capacity on its public transport network.

The Borough's aims to make Haringey walking and cycling network pleasant and accessible to all will support new development in creating inclusive neighbourhoods, and creating a Borough where pleasant, reliable and attractive transport options are available without the need to own a car will create an inclusive network where everyone can access the goods, services and opportunities they need to thrive.

#### [Draft London Economic Development Strategy, December 2017](#)

The Draft Economic Development Strategy centres on a vision to create a fairer and more inclusive economy, where 'no one finds themselves locked out from opportunity'.

This vision will be supported in Haringey, where the Council aims to be a socially inclusive borough that tackles poverty and disadvantage. This will be achieved through transport improvement measures aiming to promote high levels of cycling amongst residents from all backgrounds and communities in Haringey.

The Strategy recognises the role that London's transport plays in encouraging economic growth, and the pressures this growth puts on the network. It identifies the current capacity and crowding constraints on the public transport network, and the requirement to encourage a modal shift from private vehicle use. Solving these issues will aid in supporting economic growth in London and the objectives set out within this LIP will support in achieving this. This will also be achieved through the Walking and Cycling Action Plan (2018) for the Borough, which will act as a daughter plan to the LIP3.

#### [Draft London Culture Strategy, March 2018](#)

The Mayor's Vision for culture is based on four priorities:

- Love London: more people experiencing and creating culture on their doorstep
- Culture and Good Growth: supporting, saving and sustaining cultural places and spaces
- Creative Londoners – investing in a diverse creative workforce for the future
- World City – maintaining a global powerhouse in a post-Brexit world

Haringey aims to create a street network that is appealing to active travel, which in itself is a more social activity than alternative transport modes. These modes enable

people to experience their surroundings at a more intimate level and engage with local cultural places and spaces.

#### [Draft Health Inequalities Strategy, August 2017](#)

One of the Mayor's key ambitions for this Strategy is to create Healthy Places. The Strategy aims to create healthy, pleasant streets and green spaces with good air quality.

This directly aligns with both the MTS outcomes and those of this LIP, which aims to improve air quality on Haringey's streets with a reduction in carbon emissions from transport.

#### [Walking and Cycling Strategy, 2018](#)

The Walking and Cycling strategy sets out Haringey Council's commitment to improving conditions for cycling and walking in the borough with a programme of actions for the period of 2018 to 2028.

The central aim of the strategy is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041, with a goal to increase cycling numbers from 600,000 to 1,500,000 by 2028, reflecting aspirations of the MTS outcomes, Haringey's transport strategy and LIP3.

### **3. The Delivery Plan**

#### **Introduction**

This chapter sets out our Delivery Plan for achieving the objectives of this LIP. It includes:

- Linkages to Mayor's Transport Strategy priorities
- A list of potential funding sources for the period 2019/20 to 2021/22;
- Long-term interventions
- Three-year indicative Programme of Investment for period 2019/20 to 2021/22
- A detailed annual programme for 2019/20

#### **Linkages to the Mayor's Transport Strategy priorities**

The Delivery Plan was developed to align the borough's projects and programmes with the policy framework of the Mayor's Transport Strategy, the overarching mode share aim, each of the nine outcomes, and the relevant policies and proposals.

Table 1 outlines the linkages between the projects and proposals included in the Delivery Plan, and the MTS outcomes that they contribute towards achieving.

**Table 1: Linkages between LIP projects and programmes and the Mayor’s Transport Strategy outcomes**

Project / Programme		MTS mode share	MTS outcomes							
		Improving active, efficient and sustainable mode share	No 1:-Active	No 2:- Safe	No 3:-Efficient	No 4:- Clean & Green	No 5:- Connected	No 6:- Accessible	No 7:- Quality	Nos 8 & 9 Sustainable Growth/Unlocking
	<b>Corridors, Neighbourhoods and Supporting Measures</b>	✓	✓	✓	✓	✓	✓	✓		
1	<p><u>Local Safety Schemes (LSS)</u></p> <p>Schemes aimed at reducing crashes at locations where a number of collisions have occurred.</p> <ul style="list-style-type: none"> <li>- Improving crossings</li> <li>- Better signing and road markings</li> <li>- Resurfacing the road</li> <li>- Traffic calming</li> </ul>			✓	✓			✓		✓
2	<p><u>Traffic Calming and Community Streets (TCCS)</u></p> <p>The objective of traffic calming is to improve driver behaviour and control speed to a level in keeping with the surrounding</p>		✓	✓	✓	✓	✓	✓	✓	

	<p>urban streets environment. It can reduce community severance as well.</p> <ul style="list-style-type: none"> <li>- Vertical speed calming measures</li> <li>- Modal filters</li> <li>- 20mph zone/limits</li> <li>- Road narrowing features</li> <li>- Local traffic management</li> </ul>									
3	<p><u>Walking and Cycling (WC)</u></p> <p>Making provisions and improvements to facilitate walking and cycling.</p> <ul style="list-style-type: none"> <li>- Segregated cycle lanes/advance stops</li> <li>- Footpath widening</li> <li>- Bike hangers and cycle parking</li> <li>- Softer measures including behaviour change</li> <li>- Cycle training</li> <li>- Pop up cycle maintenance</li> <li>- Access Improvements</li> <li>- Improving wayfinding</li> <li>- Pedestrianisation</li> </ul>	✓	✓	✓	✓	✓				✓
4	<p><u>Smart Travel (ST)</u></p> <ul style="list-style-type: none"> <li>- Active travel project</li> <li>- Personal travel planning</li> <li>- Walking promotion activities</li> <li>- Marketing</li> <li>- Road shows/community engagement</li> <li>- Reducing child casualties</li> <li>- Schools mode shift</li> </ul>	✓	✓			✓	✓			✓

	<ul style="list-style-type: none"> <li>- School Road safety schemes</li> <li>- Motorcycle Pit-Stop</li> </ul>									
5	<p><u>Liveable Neighbourhoods (LN)</u></p> <ul style="list-style-type: none"> <li>- Air Quality improvement</li> <li>- Reduce traffic and reliance on private car</li> <li>- Increased mode share in cycling and walking</li> <li>- Improving community involvement and engagement</li> <li>- EV infrastructure</li> <li>- Innovation in transport/logistic</li> <li>- Accessibility improvement</li> <li>- Safer pedestrian movement</li> <li>- Education and behaviour change</li> </ul>	✓	✓	✓		✓	✓	✓	✓	✓
6	<p><u>Public Transport (PT)</u></p> <ul style="list-style-type: none"> <li>- Bus priority</li> <li>- Accessibility / Step free access</li> <li>- Surrounding Bus stop / station improvements</li> <li>- Interchanges and hubs</li> <li>- Personalised journey planning</li> <li>- Incentives and initiatives</li> <li>- Supporting TfL Bus Review</li> </ul>	✓			✓	✓	✓	✓	✓	✓

## TfL Business Plan

In developing and preparing the borough's programme of works (as outlined in the Delivery Plan), the borough has considered the Mayor's aspiration to deliver the major projects in TfL's Business Plan and the milestones associated with these projects – including major infrastructure associated with Growth Areas and Opportunity Areas.

The following TfL projects have implications for the Borough.

- Delivery of Crossrail 2

### **Buses:**

- Bus priority
- Addressing air pollution through electrification / low emission zones
- Inner and outer London bus review

### **Rail:**

- White Hart Lane station
- Step Free / Access improvements

### **Underground:**

- Deep Tube Upgrade Programme
- Increasing accessibility including step free access
- Reducing our energy use and carbon footprint

### **Other:**

- Ultra Low Emission Zones (ULEZ)
- Dial – a – Ride
- Cycle future routes

## Implications for borough

Crossrail 2 will link north east and south-east London, providing faster trains for Haringey's growing population and helping regeneration work across the borough. Two options have been presented for Crossrail 2, and both options will impact on the following train stations in Haringey; Seven Sisters, Turnpike Lane and Alexandra Palace or Wood Green<sup>53</sup>. Both options will reduce crowding on existing services, provide an interchange with the Piccadilly line and bring passengers to Haringey from north of England with the planned High Speed 2 (HS2) station at Euston. London Borough of Haringey support the station at Wood Green, as it aligns with aspirations to regenerate Wood Green<sup>53</sup>. Crossrail 2 providing new stations and facilities will help attract new customers to public transport and increase rail uptake.

There will be temporary noise and construction disruptions to the surrounding environment caused by Crossrail 2. The council will work with Crossrail 2 to minimise disruptions and impacts on residents during construction and implementation. Haringey will environmentally benefit long term from Crossrail 2 by reducing the dominance of motor traffic, therefore improving air quality, improving accessibility by providing step free access and increasing public transport connectivity, making it a more viable option. Crossrail 2 will also support the boroughs future economic, employment and housing growth.

Haringey as an inner London borough will be affected by the Mayor's plan to reduce bus services in Central and Inner London<sup>54</sup> as part of the means to improving air quality and improving bus services. This would mean a reduction in bus service frequencies for Haringey which could risk making bus travel less attractive. Real time journey information would need to be sufficient for people to make informed travel choices. However, the council recognises the need to review the bus network to make sure it is fit for purpose in Haringey and to minimise disruptions to journeys.

Haringey will also be affected by the Mayor's aspirations of having more bus priority on London's streets to make public transport appealing by improving bus journey times and reliability, making it a practical choice for Londoners<sup>55</sup>. Implications for Haringey will include prioritising bus priority as part of their delivery programme, changes in the road layout when delivering bus priority, providing for multiple modes along the same corridors and additional monitoring infrastructure will be required to enforce bus lanes.

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<sup>53</sup> Crossrail 2 face sheet: Seven Sisters to New Southgate Route Options  
[https://consultations.tfl.gov.uk/crossrail2/october2015/user\\_uploads/s2.pdf](https://consultations.tfl.gov.uk/crossrail2/october2015/user_uploads/s2.pdf)

<sup>54</sup> Business Plan 2018/19 to 2022/26, TfL, page 52

<sup>55</sup> Press Releases, Strategy for the future of London's transport, <https://www.london.gov.uk/press-releases/mayoral/strategy-for-the-future-of-londons-transport>



Haringey from High Road to Green Lanes and Edmonton to Seven Sisters are part of the Low Emission Bus Zone, set to be completed by 2019. The zones have been prioritised in the worst quality hotspots outside central London, and the roll out of the green bus fleet will help the residents in Haringey to breathe cleaner air, provide quieter buses and a more comfortable bus journey experience. Implications for the borough would include increasing deterioration in air quality if implementation timelines slip or bus companies are unable to invest in low carbon emission buses.

The upgrade of White Hart Station is part of the wider regeneration of Tottenham, providing a ticket hall connecting with Tottenham High Road, step-free access via lifts and new cycle parking, wayfinding. Once completed the station will be accessible to all, the entrance providing better connections to the local area, supporting new homes and jobs created in Tottenham<sup>56</sup>. The existing fleet is to be replaced by brand new trains through the White Hart Lane station route on the London Overground. The new rolling stock will help in improving air quality with its new technology, improving capacity, reliability and safety. Overall, the station upgrade combined with new fleets and new developments will improve journeys for passengers and enable residents of Haringey to better enjoy their surroundings, whilst encouraging more people to travel sustainably. It will also help with the flows of supporters travelling to the new Spurs stadium for matches and events.

Population growth for Haringey is expected to rise by 18% between 2018 and 2041<sup>57</sup>, increasing demand on London's Underground which links to wider London. This issue will be alleviated by the Deep Tube Upgrade Programme (DTUP), by the modernisation of the Piccadilly line, affecting four underground stations in Haringey. Proposal of the new rolling stock and re-signalling will increase service levels, provide more capacity, which is currently needed especially at peak, increase passenger comfort with more interior space and reduce journey times. For Haringey to gain these benefits from the DTUP, enabling and construction impacts are recognised by the borough; interference with accessibility at stations, surrounding network and station closures. During the period of construction and implementation, a dip in patronage numbers could occur, if people are inconvenienced beyond their expectation.

Haringey falls within the boundary for extended Ultra Low Emission Zone (ULEZ) which will come into force on the 25<sup>th</sup> October 2021. Haringey strongly support commencing the ULEZ in 2019, to ensure benefits from the scheme are achieved as

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<sup>56</sup> Transformation of White Hart Lane station moved a step closer, <https://tfl.gov.uk/info-for/media/press-releases/2017/july/transformation-of-white-hart-lane-station-moves-a-step-closer>

<sup>57</sup> GLA Intelligence Unit, Greater London Authority

soon as possible<sup>58</sup>. This will assist in tackling London's poor air quality issues. Whilst this extension is welcomed and supported by the Council, there will be infrastructure and funding implications for Haringey. Changing fleets to low emission electric vehicles will depend on Council and residents' affordability, mainly affecting the lower socio-economic residents and prioritisation of infrastructure against other schemes and funding. Areas such as Wood Green, with higher levels of pollution in London, will require further monitoring than other areas. Additional monitoring stations will be required across all London boroughs. Traffic displacement is recognised by the borough and potential air quality impacts on local people near the boundary extension zone.

Haringey identifies further communication is required from TfL prior to the implementation of ULEZ boundary extension, to understand options available and information on vehicle disposal that will manifest from the scrappage of diesel vehicles.

For people who can't use public transport, similar to Dial-a-Ride, other door to door services on behalf of TfL will continue to operate in Haringey. The borough recognises the importance and need to continue these services for people with mobility difficulty and/or disability, and for people who have difficulty in using public transport. Haringey Council supports Dial-a-Ride services and other community transport and will explore opportunities to assist the providers to continue operating in the borough.

#### Complementary works to be carried out by the borough

Work with TfL to work out costs, benefits and raise awareness of implications the ULEZ extension will bring for local businesses and residents. Inform businesses of the commencement of the ULEZ and its requirements in early stages. Any surplus funding generated by ULEZ scheme to be used to support sustainable transport alternatives, tackling car ownership and encouraging modal shift. Haringey will help facilitate the transition towards an ultra-low emission Haringey. Through providing infrastructure, education and advice, we will improve local air quality and deliver our climate change ambitions.

Haringey will support the review of bus services, bus priority, provided it leads to an overall more effective, efficient and reliable transport network. The LIP provides an opportunity for Haringey to work with TfL, the government, GLA, private developers, operators and network rail to achieve public transport outcomes for the borough, especially for better services in underserved areas of the borough.

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<sup>58</sup>[https://www.haringey.gov.uk/sites/haringeygovuk/files/response\\_to\\_mayors\\_air\\_quality\\_consultation\\_nov\\_2016\\_0.pdf](https://www.haringey.gov.uk/sites/haringeygovuk/files/response_to_mayors_air_quality_consultation_nov_2016_0.pdf)

The Borough will continue to deliver and support the Air Quality Action Plan (AQAP). The London Borough of Haringey Air quality action plan spans from 2010 to 2018. There is commitment for review of the Air Quality Action plan, which should be consulted on in 2019.

Haringey council will continue to hold a public Transport Forum, which takes place four times a year and acts as a consultation body for all transport related matters.

The council will continue to work with TfL in prioritising, investing and delivering strategic cycle networks, infrastructure, cycle parking and network improvements through the LIP, working with Haringey cycling campaign, Haringey's transport strategy and Walking and Cycling strategy, supporting the mayor's aspiration for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.

Furthermore, Haringey has an existing network of Car Clubs with bays generally well distributed throughout the Borough, but the council will explore opportunities to lower car ownership in the areas with highest PTALs and highest reliance on the with this initiative. We are pursuing projects and programmes to reduce the number of private vehicles on our roads by supporting, delivering and investing in more appealing walking, cycling and public transport options.

Haringey is seeing a steady growth in Electric Vehicles (EV), in line with regional and national development. In 2017 there were 225 EV registrations, representing a 140 per cent growth in just three years. This trend is predicted to continue up to 2020 and beyond, with every ward having at least 25 EVs, and some having at least 75.<sup>59</sup> Haringey understand the need for more EV infrastructure, as the number of charging points is also steadily growing, corresponding to the number of EVs on the road.

In addition, Haringey Council have agreed a programme of installing electric vehicle charging points (EVCPs), replacing majority of the first EVCPs and installing new ones. These will include a range of rapid charging points, fast charging points and slower charging points.

The Council is committed to continued engagement with stakeholders, residents and businesses within the borough to understand public views and make sure public money is spent in the most effective way for Haringey.

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<sup>59</sup> Ultra-Low Emission Vehicle Action Plan, Sept 2018.

## Sources of funding

This section identifies the potential funding sources for delivering the transport initiatives contained within this LIP for the period from 2019/20 to 2021/22, and onwards.

Table 2 below identifies potential funding sources for implementation of this LIP, including the LIP funding allocation from TfL, and Liveable Neighbourhood funding for Crouch End.

The key source of funding is the Borough's LIP allocation (including the Local Transport Fund) and Principal Road Maintenance (PRM). The value of Haringey's three year programme is £7,576,356. The 2019/20 to 2021/22 figures are not guaranteed which makes it difficult to prepare and consult on a delivery plan.

<b>Key Sources of Funding</b>	<b>£ p/a</b>
Haringey's LIP Fund	
2019/20	1,900,000
2020/21	2,124,000
2021/22	2,052,000
Principal Road Maintenance (PRM)	
2019/20	200,000
2020/21	499,623
2021/22	500,733
Local Transport Fund (LTF) (total for 3 years)	300,000

**Table 2 - Potential funding for LIP delivery**

Funding source	2019/20	2020/21	2021/22	Total
	£	£	£	£
<b>TfL/GLA funding</b>				
LIP Formula funding –Corridors & Supporting Measures	1,900,000	2,124,000	2,052,000	6,076,000
Liveable Neighbourhood	845,000	1,842,000	1,861,000	4,548,000
PRM	200,000	499,623	500,733	1,200.356
LTF	100,000	100,000	100,000	300,000
MAQF including Low Emissions Neighbourhood	TBC	TBC	TBC	TBC
Wood Green NOF	TBC	TBC	TBC	TBC
White Hart Lane	TBC	TBC	TBC	TBC
<b>Other funding</b>				
Carbon off set fund	TBC	TBC	TBC	TBC
EV charging GULCS funding	TBC	TBC	TBC	TBC
EV charging points (private funding)	TBC	TBC	TBC	TBC
Private Sector Funding	TBC	TBC	TBC	TBC

Good Growth Fund (Wood Green)	TBC	TBC	TBC	TBC
S106/CIL	TBC	TBC	TBC	TBC

### Long-Term interventions to 2041

The Haringey Transport Strategy 2018 sets a clear vision for transport investment to meet the challenging MTS targets in the borough, with the aim to make Haringey one of the most cycling and pedestrian friendly boroughs in London. It highlights the lack of orbital public transport opportunities and the severe congestion and overcrowding on the existing rail and underground lines. It further sets out the investment required to support the significant regeneration in the borough including strategic regional transport improvements including Crossrail 2.

The strategy sets out the following four outcomes:

Objective 1: A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions.

Objective 2: Active travel the default choice, with more people choosing to travel by walking or cycling.

Objective 3: An improved air quality and a reduction in carbon emissions from transport.

Objective 4: A well maintained road network that is less congested and safer.

These outcomes are supported by a series of delivery action plans;

- Walking and cycling action plan
- Parking action plan
- Ultra-low emissions vehicle action plan

These plans will be published following approval of the LIP3 in early 2019 and set out a costed programme for delivery. Haringey will work collaboratively with neighbouring boroughs, TfL, the Government, infrastructure providers, stakeholders, residents, and others to ensure the sustainable delivery of the strategy outcomes.

### Local Plan

The location and mix of development, the way it is linked to transport networks and the availability of more sustainable modes of transport can help achieve this aims of the Local Plan. SP7 focuses on promoting sustainable travel and making sure all

development is properly integrated with all forms of transport, in line with the Government's transport objectives set out in Section 4 of the NPPF and the Mayor of London's strategic transport approach in the London Plan.

## SP7: TRANSPORT

### Delivering Regeneration and Access

In line with London Plan policies, the Local Implementation Plan (LIP) and the Mayor's Transport Strategy, the Council will work with its partners to promote the following key infrastructure proposals to support Haringey's regeneration and local/strategic access to London, employment areas and local services;

- The Council, in cooperation with neighbouring boroughs, will seek to reduce the impact of larger lorries in local residential areas and town centres and investigate the feasibility of a freight distribution hub;
- Improvements to the Piccadilly, Victoria and Northern Lines including new trains, new signalling and new control centres;
- Improvements to overground routes along West Anglia, East Coast (Great Northern) and Barking - Gospel Oak line that service the centre and east of the borough;
- Access and interchange improvements to overground stations at Alexandra Palace, Finsbury Park, Harringay, Hornsey White Hart Lane, Northumberland Park, South Tottenham, and Bruce Grove;
- Improvements to interchanges at Tottenham Hale and Seven Sisters;
- Improvements to the Tottenham Gyratory; and
- Improvements to east - west bus routes as well as promoting new east - west routes.

### Delivering Action on Climate Change and Quality and Healthy Places

In line with the London Plan, the Council will work with its partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:

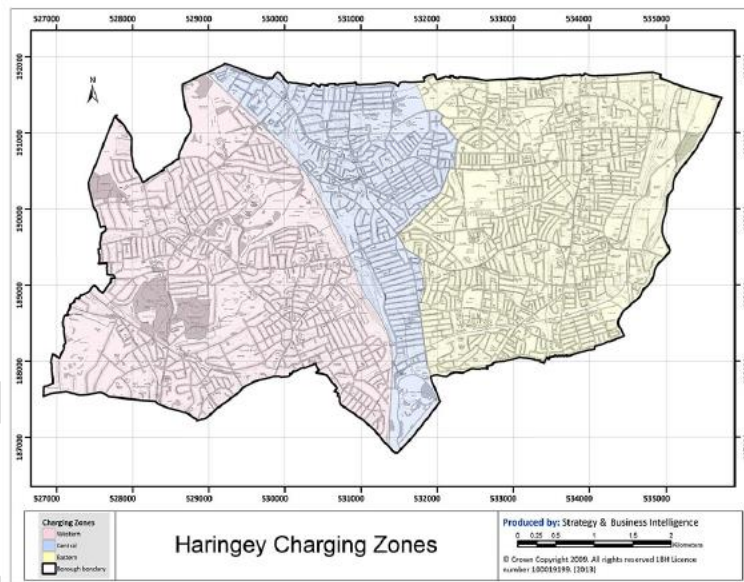
- Minimising congestion and addressing the environmental impacts of travel;
- Promoting public transport, walking and cycling (including minimum cycle parking standards);
- Promoting road safety and pedestrian movement particularly in town centres and close to local services;
- Promoting car sharing and establishing car clubs;
- Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;
- Adopting maximum car parking standards and car free housing wherever feasible;
- Seeking to mitigate the impact of road based freight and promote alternatives;
- Supporting measures to influence behavioural change such as promoting low carbon vehicles; and
- Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.

## Community Infrastructure Levy (CIL) delivery plan (April 2016)

Haringey have adopted a the following CIL charging schedule based on a revised regulation 123 list in 2017;

Table 2- Approved CIL Charging Schedule for Haringey				
CIL charge (£/square metre)				
Use	Western	Central	Eastern	Mayoral CIL
Residential	£265	£165	£15	£35
Student accommodation	£ 265	£165	£15	£35
Supermarkets		£95		£35
Retail Warehousing		£25		£35
Office, industrial, warehousing, small scale retail (use class A1-5)		Nil Rate		£35
Health, school and higher education		Nil Rate		Nil
All other uses		Nil Rate		£35

Superstores/supermarkets are defined as shopping destinations in their own right where weekly food shopping needs are met and which can also include non-food floorspace as part of the overall mix of the unit. Retail warehouses are large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items, and other ranges of goods, catering mainly for car borne customers.



Transport for London and Department for Transport have identified the West Anglia line through Tottenham Hale and Northumberland Park as a key priority for investment to expand capacity. The line is running at capacity during peak periods. Enhancement to capacity on the Lea Valley Line serving Tottenham Hale and Northumberland Park is key to regeneration in the Upper Lea Valley (ULV). Network Rail and TfL are supporting additional track capacity and platforms initially to allow for 4 trains per hour local service between Angel Road and Stratford. The scheme is expected to complete in late 2018.

Expansion of capacity at Tottenham Hale station is being developed by TfL to cater for planned growth in ULV. An additional platform, new lifts and rebuilt station



concourse are to be delivered. This will create a fully accessible station. Works are expected to complete by 2018.

TfL has taken over responsibility for services on the Enfield/Cheshunt to Liverpool Street line via Seven Sisters which has become part of the Overground network. Investment in stations, new customer information, installation of ticket barriers and other investment will be delivered. New rolling stock on the line is planned to be introduced in 2018.

TfL and Network Rail are also leading on the redevelopment of White Hart Lane station. This will increase station capacity, improve passenger experience and provide for a fully accessible station. These works will support the planned expansion at Spurs football ground and support the regeneration of north Tottenham.

The London Overground service on Barking Gospel Oak line has seen crowding in peak periods. TfL and Network Rail have commenced work to electrify the line. Combined with new rolling stock the line would see a doubling of the lines capacity. Line electrification is due to complete in 2017 with new trains planned for 2018.

TfL are supporting through its Business Plan expansion of capacity on the Piccadilly and Northern lines such as from new signalling and new rolling stock. This will meet current and expected demand in the short to medium term. Even with investment on its upgrade by mid 2020s the Piccadilly line is still likely to be congested towards central London due to predicted growth in housing and employment in London.

In the longer term, Crossrail 2 could deliver a step change in capacity and connectivity. This will require 4 tracking of the West Anglia main line through Tottenham Hale. The eastern route through Tottenham would support regeneration over a wide area in the Upper Lea Valley. The north-western branch through Seven Sisters to New Southgate would support our plans for regeneration in the Wood Green area and in the southern part of Tottenham.

TfL has completed the removal of one way working of Tottenham gyratory. The aims of the scheme include reduced road user casualties, improved accessibility and better pedestrian and cyclist facilities. Linked to this scheme is the new bus station interchange at Tottenham Hale station.

TfL are planning to invest in cycling through a range of measures such as cycle superhighway and cycle hire scheme. Cycle Superhighway 1 between Tottenham and central London was completed in summer 2016. In addition, a north south Quietway cycle route is being developed which will provide a safer, less trafficked route through the borough and a new cycle route linking Waltham Forest, Tottenham Hale, Finsbury Park and Camden Town. Other investment to promote cycling being led by the Borough includes cycle training, local cycle routes and cycle parking..

The lack of capacity at critical junctions would need to be addressed in the context of planned growth in housing and jobs. Traffic modelling for the Tottenham area has highlighted where investment would be needed. A similar assessment will be required for the boroughs other main regeneration area at Wood Green. Assessments are carried out for the overall condition of our highways for both carriageways and footways. Currently we are in the bottom quartile compared to other boroughs. More than half our footways require maintenance. The investment will enable us to improve our current conditions and thereby reduce reactive maintenance cost while improving accessibility for pedestrians and encourage more walking and cycling.

Further investment in street lighting will be required. We have around 4,300 lamp columns which need replacing. Better street lighting assists in addressing crime and road safety issues. In addition, our progress in converting lamps to LED will provide lower future maintenance costs and support a reduction in CO2 emissions.

The social and economic costs of road accident casualties are high with a fatality costing society in excess of £1m. To reduce road casualties much more needs to be done.

CIL funding will be required mostly for sustainable transport measures, local maintenance of highways and street scene. However, the majority of funding for major transport projects is likely to come from TfL or Network Rail through Department for Transport.

**Table 3 - Long-term interventions up to 2041**

Project	Approx. date	Indicative cost	Likely funding source	Comments
Walking and Cycling Action Plan	On going	From £15m	TfL, S106, CIL	2018 Walking and Cycling programme sets out clear programmes of work to meet ambitious MTS mode share outcomes
Liveable Neighbourhood 2	2026	£5m	TfL, LIP	Continued application of Liveable neighbourhood principles following delivery of Crouch End project
Principal Road Maintenance	On going	From £22m	TfL	To cover backlog of maintenance and replace lost annual grant
Freight consolidation	2026	TBC	TfL, S106, CIL	To work with neighbouring boroughs and the private sector to bring forward a local and/or regional freight consolidation centre.
Bus service improvements	On going	N/A	TfL	Improvements identified in the 2019/20 study as programmed in the delivery plan
Crossrail 2	TBC	TBC	TfL, DfT	Strategic rail project for London to relieve peak network congestion and overcrowding
Continued delivery of Council's transport programme	On going	TBC	TfL	Future delivery of core LIP projects
Interchanges	On going	TBC	TfL, Network Rail	Accessibility at Finsbury Park and Alexander Palace

Tottenham Low Emission Neighbourhoods Programme	TBC	TBC	Mayor's Air Quality Fund, LIP	Securing funds through the MAQF to tackle air quality in Tottenham
West Anglia Main Line	2026	TBC	Network Rail	3 <sup>rd</sup> tracking
Station capacity and accessibility improvements	On going	TBC	Network Rail	Seven Sisters, Bruce Grove and Bows Park
Barking – Gospel Oak line	On going	TBC	Network Rail	electrification and longer trains/platforms
Cycle superhighways and quietways	On going	TBC	TfL, LIP	The council will continue to work with TfL in prioritising, investing and delivering strategic cycle networks.
Victoria and Piccadilly Lines	2026	TBC	TfL	New trains, signalling and control centres to relieve crowding
North London hydrogen depot	TBC	TBC	TBC	Long standing aspiration for North London sub-region
ULEV action plan	On going	TBC	TfL, revenue from charging	To increase and support the take up of low emission vehicles in the borough. It is anticipated that following some pump priming funding from TfL the programme will be fully funded by the revenue from charging activities
Road reallocation programme	TBC	TBC	TfL	As shared transport increases and car ownership decreases it will allow a road reallocation (away from single occupancy cars) programme to be defined and delivered over time
Workplace Parking Levy	TBC	TBC	TBC	Levy to help decrease congestion and demand for parking.
Potential Zero Emission Zones	TBC	TBC	TBC	Additional zones that could be incorporated as part of ULEZ.

### Three-year indicative Programme of Investment

The Three Year Indicative Programme of Investment has been completed in the Table 4 below.

**Table 4 - Three-year indicative programme of investment for the period 2019/20 to 2021/22**

The table summarises, at a programme level, the borough's proposals for the use of TfL borough funding in the period 2019/20 – 2021/22.

London Borough of Haringey TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
<b>Local Transport Fund (LTF)</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Principle Road Maintenance (PRM)</b>	<b>200</b>	<b>499.623</b>	<b>500.733</b>
Sub-Total	300	599.623	600.733
<b>CORRIDOR, NEIGHBOURHOODS &amp; SUPPORTING MEASURES</b>	<b>£k</b>	<b>£k</b>	<b>£k</b>
Local Safety Schemes (LSS)	465	445	435
Traffic Calming and Community Streets (TCCS)	175	267	255
Walking and Cycling (WC)	630	850	750
Smart Travel (ST)	385	402	402
Innovations (IN)	60	60	60
Liveable Neighbourhoods (LN) contribution	150	100	150
Public Transport (PT) – Haringey bus review	35	0	0
Sub-Total	£1900k	£2124	£2052k
<b>Total</b>	<b>2200</b>	<b>2723.623</b>	<b>2652.733</b>
<b>DISCRETIONARY FUNDING</b>	<b>£k</b>	<b>£k</b>	<b>£k</b>
Liveable Neighbourhood Crouch End	865	1,842	1,861

### Supporting commentary for the three-year programme

The Haringey three-year programme as set out above has been developed based on a comprehensive review of LIP project delivery over the last five years. Colleagues from across the council attended a series of workshops, facilitated by an external

transport consultant, to review project work delivered under the previous LIP and to gain a familiarisation with the 2018 MTS, the Haringey Transport Strategy and the LIP3 requirements for boroughs. The LIP was also presented to the Haringey Transport Public Forum which meets four times a year.

Haringey have an excellent track record delivering innovative and well considered LIP projects and the focus of the latter workshop was how to maintain public confidence and performance indicator progress with significantly reduced LIP budgets.

A simple pro-rata 'salami slice' reduction across both the engineering and behaviour change programmes was tested and did not appear to meet the ambition of the 2018 MTS. Likewise continuing the relatively traditional traffic engineering approach to project identification and prioritisation also fell short of the challenges faced in Haringey.

The Haringey transport strategy was consulted on and adopted in early 2018, prior to the publication of the final 2018 MTS. It set a clear vision for the borough for the next 10 years to be achieved through four outcomes which were consistent with the Draft 2018 MTS:

- A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions
- Active travel the default choice, with more people choosing to travel by walking and cycling
- An improved air quality and a reduction in carbon ambitions from transport
- A well-maintained road network that is less congested and safer

The Haringey three-year programme was reviewed against both the Haringey outcomes above and the MTS outcomes. Furthermore, every project was reviewed against its 'value for money' and engineering projects were additionally assessed and scored against their contribution to the healthy streets agenda.

Not every project secured funding and there is an acknowledged risk that Haringey may not meet its MTS targets if the LIP budget is continually reduced.

Haringey is currently drafting a walking and cycling action plan to sit alongside its other action plans and the LIP3. The plan is to be consulted on once the LIP funding is agreed and will set out an ambitious 10-year programme. Without investment, the plan will not be achieved and whilst a reasonable budget has been allocated [over £1m in the first three-year delivery plan] a step change in investment is required a mode share shift that the MTS requires, and the borough and capital deserve.

Each year Haringey prepares a Sustainable Transport Work Programme (STWP) which is reported to Cabinet for agreement. This programme outlines in detail how the LIP money will be spent in any one year. The 2018 programme sets out the 2018/19

LIP will be spent this year. The STWP for 2019 will refine how year 1 of this LIP3 will be prioritised.

Projects are prioritised to take account of:

- The delivery of Transport Strategy Action Plans
- Meeting Healthy Streets criteria
- Personal injury accident data including
  - Fatalities / severity of injuries
  - Pedestrians/cyclists
- Complaints and requests
- Committed funding
- Support opportunities for further investment

The Haringey three-year delivery programme is broken down into nine broad categories based on political appetite, local support, delivery mechanisms and the Haringey transport strategy;

**Table 5: Nine categories of the three-year delivery programme 2019/20 to 2021/22**

Categories
Local Safety Schemes
Traffic Calming and Community Streets
Walking and Cycling
Smarter Travel
Liveable Neighbourhoods*
Public transport
Innovation
Local Transport Fund
Principal Road Maintenance (PRM)

*\*Not funded through the core LIP formula based grant*

[Local Safety Schemes](#)

These schemes support Council and Mayoral targets for road casualty reduction and increasing modal share for cycling and walking. These schemes often arise from road and traffic safety studies. TfL undertakes analysis of road casualties which highlights locations of pedestrian safety concern. The Council intends to undertake a more detailed study to identify projects/programmes to reduce these.

Includes schemes such as new zebra crossings, measures to minimise rat runs and speeding and associated traffic calming measures. This category also includes the final deliver phase of the Green Lanes study which identified a range of short, medium and long-term projects and programmes. A reactive fund is included in this category which is used for urgent and immediate interventions.

The priority areas include:

- Bruce Grove/The Avenue/Mount Pleasant Road
- Ferme Park Study
- West Green Road/Spur Road
- Dowsett Road
- Elsdon/Newly/Hartham/Pembury Roads
- Lordship lane (between Turnant road and Lordsmead Road)
- Weston Park

#### Traffic calming and Community Streets

These schemes include primarily physical measures such as Vehicle Activated Signs to support compliance of 20mph speed limit, introduction of speed bumps, upgrading beacons, improving road markings and street furniture reviews.

The priority areas include:

- The Avenue
- Wood Lane
- Hampstead lane
- Perth road
- Cranley Gardens
- Highgate Avenue
- Borne Avenue/Mansfield Road
- West Green Road/The Avenue

#### Walking and Cycling

This category will assist the Council in Delivering new cycle infrastructure, routes and the maintenance of existing infrastructure including the extension of cycle superhighway 1 towards Enfield. Working with Haringey Cycling Campaign the Council will identify cycling projects to support a modal shift toward cycling in the borough. These might include permeability measures, bike parking scheme, bike hire initiatives and new segregated cycling routes. The Council will also work with local



walking groups, schools and other stakeholders to challenge the barriers to walking, identify schemes which might support safer school crossings, pedestrian improvements and facilities, access improvements and wayfinding initiatives

### Smarter Travel

This category encompasses the Council's active travel initiatives and includes school and workplace travel planning, cycle training, personalised travel planning for schools, road safety education, training and publicity, bike registration schemes, complementary measures to support cycling infrastructure and walking schemes. The aim of these schemes is to support Council's targets to increase cycling/walking mode share, CO2 reduction and improve the health and wellbeing of Haringey residents.

Education and changing behaviours is just as important as physical infrastructure to encourage people in Haringey to make sustainable travel choices. The funding will be used to work with communities and groups in Haringey who traditionally might not choose to walk and cycle.

### Innovation schemes

The use of technology and innovation to support sustainable travel choices is growing in importance and a range of transportation products are available which are cleaner, more accessible and reduce the need to own a private vehicle. The Council will use the LIP to support electric vehicle infrastructure, the take up of electric vehicles and growth in car clubs and car sharing schemes. Car clubs and car sharing initiatives are operating in the borough and the evidence suggests they help reduce car ownership. The Council does not have a bike sharing scheme operating in the borough but Haringey will continue to explore opportunities to introduce a scheme which might include an electric bike product. Working with private companies, innovation can provide options for users which improve air quality, reduce congestion and help the council achieve a modal shift towards cycling.

### Public transport

The future of Haringey's bus network is extremely important. Buses provide a vital and lower cost service for many communities in Haringey. To support the Mayor's proposal to review the bus network in London, Haringey intends to carry out a complementary review which looks beyond the number of users and impact on congestion and examines what the network means for people in Haringey. The review might also compliment the Council's work on bus priority and accessibility.

### Crouch End Liveable Neighbourhood

In December 2017, the Council secured £4.8m from Transport for London to deliver a liveable neighbourhood project for Crouch End. Haringey's first liveable neighbourhood in Crouch End will radically change travel behaviour in a part of the

borough characterised by high car ownership and a dominance of motor vehicles passing through the town centre.

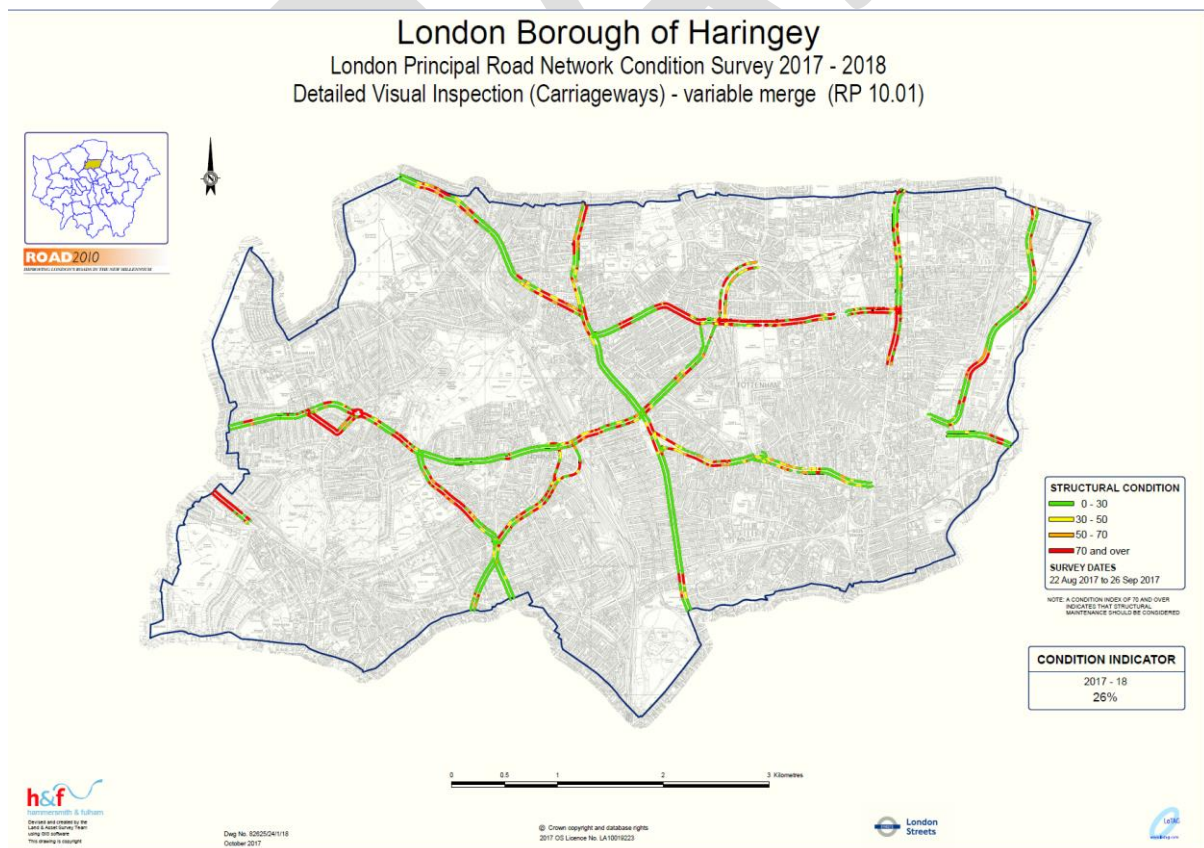
Crouch End provides an excellent opportunity through the liveable neighbourhood project to challenge this dominance and achieve a significant modal shift away from the use of the car and to drive forward Haringey’s cycling and walking aspirations. The project will explore opportunities to reallocate road space and the closure of some parts of roads to vehicular traffic. Achieving these priorities will promote healthy and active lifestyles and improves air quality in Haringey.

A requirement for the funding was for the council to secure a proportion of match funding to ‘top’ up the allocated funds. The Council intends secure part of this match funding through this LIP.

**Principal Road Maintenance [PRM] and the Local Transport Fund (LTF)**

Transport for London suspended this valuable fund for two years from 2018/19 to 2019/20 and since the suspension all but essential and urgent works on the principal road network have ceased. This has led to a rapid deterioration in the network, made worse by exceptional bad weather the last winter and the continued reduction in funding across London.

The figure below shows the current state of the principal road network in the borough.



The expectation is that the PRM fund will be reinstated for years two and three of this LIP. The Council has therefore included the PRM fund. To assist the council with the backlog of necessary works, Haringey is also including an emergency fund for year 1. This fund is significantly reduced from previous PRM allocations but it is essential to ensure our principal road network remains fit for purpose.

The Local Transport Fund (LTF) for 2018/19 has helped support road maintenance in the absence of PRM but it was never intended for this. This fund was valuable for supporting officer training, recruitment and professional development opportunities. The LTF is also included in this LIP and will continue to provide an additional fund to support road maintenance until the PRM is reintroduced.

The PRM is included in the LIP as follows:

Year 1 - £200,000 (+ LTF £100,000)

Year 2 - £499,623

Year 3 - £500,733

The following table sets out the priority resurfacing projects that need to, and will be, undertaken based on the above funding assumptions. It is clear from the above map the urgent need to re-start the PRM programme to avoid further deterioration. The Council's ability to meet the MTS outcomes and targets, and its own objectives, is compromised should core LIP funding be required to prop up the PRM programme.

Year 1

S.N	Scheme	Location	Ward
1	High Street, N8	O/s School's Playground (Bus stop area)	Hornsey
2	Lordship Lane, N22	Perth Road to Moselle Avenue and Boreham Road to j/w The Roundway	Woodside
3	Turnpike Lane N8	New River to Alexandra Road	Harringay
4	Westbury Avenue, N22	Rusper Road to Lakefield Road	Noel Park
5	Highgate High Street, N6	Broadbent Close to Barclays Bank - Pedestrian Crossing	Highgate

Year 2

S.N	Scheme	Location	Ward
1	High Road, N17	Park Lane to Bereton Road	Tottenham Hale
2	Lordship Lane, N17	J/W The Roundway to j/w Awlfield Avenue	White Hart Lane
3	Muswell Hill Broadway, N10	No 372 to j/w Fortis Green	Muswell Hill
4	Muswell Hill, N10	Alexandra Gardens to Roundabout	Muswell Hill
5	Park Road, N8	Hornsey Cetral Hospital Entrance to No 161 & No 69 to No 141	Muswell Hill

## Year 3

S.N	Scheme	Location	Ward
1	Lordship Lane, N17	J/W The Roundway to j/w Waltheof Avenue	White Hart Lane
2	West Green Road, N15	Milton Avenue to Belmont Road	St Anns
3	The Broadway, N8	No 36 to Rosebery Gardens	Crouch End
6	Tottenham Lane, N8	Rosebery Gardens to Elmfield Avenue	Hornsey
4	Muswell Hill, N10	Cranmore Way to Cascade Avenue	Muswell Hill
5	High Road, N17	Scotland Road to Cedar Road	Tottenham Hale

### Risks to the delivery of the three-year programme

Table 5 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the three-year programme. The risk register summarises the strategic risks identified that could impact on the three-year programme of schemes/initiatives.

**Table 6 - LIP Risk Assessment for three-year programme 2019/20-2021/22**

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
<b>Financial</b>					
Reduction in scheme funding due to budget restrictions.		X		Consider implementing lower cost options if permissible.	LIP objectives not met or non-progression of project.
Increase in unforeseen project costs due to environmental factors.		X		Undertake judicious project management to ensure funding is used efficiently and justifiably.	LIP objectives not met or non-progression of project.
<b>Statutory / Legal</b>					
Haringey is required to implement the LIP under s151 of the GLA Act without sufficient external funding support.			X	Explore possibility for legal challenge, if possible jointly with other affected bodies.	Other Haringey services may be impacted.
<b>Third Party</b>					
Stakeholders and/or third party support decreased or withdrawn.		X		Keep public and Members, and other partners informed through clear communication of planned projects and emerging issues.	LIP objectives not met or non-progression of project.

<b>Public / Political</b>					
Change in policy or political direction.		X		Ensure that Members are frequently engaged in a variety of schemes through various different policy areas.	Non-progression of project.
Individual projects are not supported by Members.			X	Ensure that Members are involved at the early stage of project development, so that fundamental issues can be addressed and incorporated into the design.	Non-progression of project.
Individual projects are not supported by the public at the consultation stage.		X		Undertake appropriate consultation at an early stage to ensure public support. Redesign project to resolve objections.	Non-progression of project.
<b>Programme &amp; Delivery</b>					
Insufficient staff resources to develop designs	X			Recruit temporary/fixed term staff or use consultants.	Non-progression or late delivery of project.
Projects undertaken are not successful.		X		Schemes are to be carefully monitored and reviewed to identify non-delivered outputs early within the work programme.	LIP objectives not met.
Delays to progress of work	X			Consult with statutory undertakers as early as possible. Reprogram or transfer budget to support the next highest priority scheme.	LIP delivery programme extended or non-progression of projects.

### **Annual programme of schemes and initiatives**

The annual programme of schemes for 2019/20 will be completed and submitted to TfL via the Borough Portal. The programme of schemes will be updated annually.

### **Supporting commentary for the annual programme**

The annual programme of schemes for 2019/20 will be completed and submitted to TfL via the Borough Portal. The programme of schemes will be updated annually and is subject to annual political approval. The indicative annual programme for 19/20 is set out below and is subject to change.

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**Table 7 – Indicative Annual Programme of Schemes 2019/20**

Haringey 19/20 delivery plan	£k
LSS – Reactive measures	55
LSS – Bruce Grove/The Avenue/Mount Pleasant Road	80
LSS – Ferme Park Study	30
LSS – Green Lanes study	300
TCCS – 20mph complimentary measures	30
TCCS – The Avenue N17 area	125
TCCS – Wood Lane area	20
WC – Bounds Green tube junction	35
WC – High Road N22 Bounds Green Road study	35
WC – Cycle parking (12 bike hangars p/a)	70
WC – Westbury Avenue	80
WC – Improving cycling permeability	40
WC – Local cycle measures	60
WC – Local pedestrian improvements	40
WC – Lordship Lane/Downhills Way	200
WC – New cycle routes improvement measures	30
WC – schools programme	40
ST – cycle training	86
ST – Active travel	299
IN – shared and electric mobility innovations	60
LN – liveable neighbourhood contribution	150
PT – Haringey bus review	35
LTF – Local Transport Fund	100
Sub-total	2,000
PRM - Principal Road Maintenance	200
Total	2,200

### Local Safety Schemes (LSS)

The Bruce Grove/The Avenue/Mount Pleasant Road project comprises improvements to pedestrian crossing facilities at the junction, possibly with a controlled crossing. It also includes local traffic calming to support the 20mph speed limit.

Residents and Councillors in the Ferme Park area have raised several local safety concerns which the Ferme Park study will explore. Local movement will be analysed along with collision data and possibly perception of safety in order to create concept designs to be consulted on and implemented later on in the three-year programme.



The Council's Green Lanes study is a three year programme which will be funded in the first year of the LIP3. A list of actions arose from the study which the Council will finish implementing.

Reactive measures allow the Council to respond to safety issues which were not foreseen but require urgent attention.

#### Traffic Calming and Community Streets (TCCS)

Further complimentary measures are required to support the 20mph zone. This will include measures such a vehicle activated signs, slow markings and signage.

The Avenue N17 is a road suffering from traffic speeding and a series of severe accidents, including to pedestrians, have occurred over the last three years. The measures are still being designed and might include humps and further enforcement of speeds. Wood Lane N6 also suffers from speeding traffic which has been raised by a nearby nursery school. The Council will work to identify traffic calming measure to reduce speeding traffic.

#### Walking and Cycling (WC)

The junction outside Bounds Green Tube Station is hazardous for pedestrians and cyclists. The Council intends to carry out a pedestrian and cycling improvements study to identify measures to improve pedestrian facilities and the junction between Brownlow Road, Durnsford Road and Bounds Green Road.

Signalling improvements are proposed at the junction of the High Road N22 and Bounds Green Road. Conflict, high accidents number and crossing delays have led to the prioritisation of this scheme.

Known as the 'Roundway' scheme, improvements to the crossing facilities and signal upgrades at Lordship Lane and Downhills Way are proposed to overcome pedestrian and cycling safety concerns.

Westbury Avenue N22 is proposed to receive traffic calming measures to promote cycling and walking. This will also include Boreham Road

The Council will work with local groups including Haringey Cycling Campaign and local schools to identify other cycling and walking projects. This might include designing and delivering new cycle routes, school zones to reduce idling outside schools and locations for cycle parking.

## Smarter Travel (ST)

Theme	Project
Cycling, Active Travel and Health	<b>Active Travel project</b> (Community funded projects – funding will be given to predominantly walking projects)
	<b>Personal Travel Planning</b> – Workplace or Residential project
	<b>Pop up Cycle Maintenance</b> – Dr Bike in parks across the borough
	<b>Peddle My Wheels Bike markets</b> - 10 bike markets to be undertaken in schools and at public events from May 2018
Reducing Child Casualties	<b>Schools Road Safety</b> programme – Theatre in Education x3 tours, Safe Drive/Stay Alive (fees), Child Safety Week School Visits, Road Safety Week, Junior Citizens– Pedestrian Training, Road Safety in Children Centres
	<b>Schools Mode shift</b> - Walking Teddy Club, STARs
	<b>Motorcycle Pit-Stop</b> An initiative which has been piloted in Haringey and is being used in Lambeth in conjunction with the Met Police.
	<b>Park to Park Schools Mass Cycle Ride</b> – one day cycle ride for 12 to 15 schools to take part in and cycle around the borough
Improving air quality, reducing CO2, traffic and congestion	<b>Roadshows/community engagement</b> activities and events to raise awareness around new infrastructure to decrease accidents etc
	<b>Marketing</b> – (including participation in national and regional events)
	<b>Walking promotion activities</b> – e.g. Haringey Walks Campaigns
	<b>Air Quality Activities</b> (matched funding for MAQF projects – anticipated bid)

## Shared and electric mobility innovations

Funds to promote car clubs and car sharing initiatives and the Council's programmes for electric vehicle charging infrastructure.

## Liveable Neighbourhoods (LN)

The Council's match funding for the Crouch End Scheme has been identified across all three years (starting with 19/20) of the LIP3 programme as set out in the proposed funding programme.

#### Public transport (PT)

A one-off review of bus services in Haringey is planned for 19/20. No funding has yet been identified for 20/21 and 21/22 due to the unknown nature of the results of the review and the fact that many of the likely actions will fall on TfL or the operators. It is our intention to fund any agreed and supported actions on the local public highway or local behaviour change projects.

#### Risk assessment for the annual programme

Table 6 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the annual programme. The risk register summarises the strategic risks identified that could impact on the annual programme of schemes / initiatives.

**Table 6 - LIP Risk Assessment for annual programme - 2019/20**

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
<b>Financial</b>					
Reduction in 19/20 LIP funding			x	Work with TfL to ensure full LIP funding is achieved	Project scope reduced and limited benefits realised
Unforeseen increase in 19/20 programme cost			x	Maintain flexible budgets across 19/20 programmes and ensure value engineering	Budget redistribution across programme could limit effectiveness of those programme with reductions.
<b>Statutory / Legal</b>					
Draft LIP3 not supported by TfL			x	Continued engagement with TfL LIP and borough sponsorship team	Delay in LIP3 approval could delay 19/20 programme and reduce benefits
Legal challenge made on LIP3			x	Continued engaging consultation with public and transparency on decision making	Delay in LIP3 approval could delay 19/20 programme and reduce benefits

<b>Third Party</b>					
Supply chain inability to deliver			x	Ensure good supply chain management and access to multiple service providers	Inability to spend budget and reduction in provision of services
Development market slows			x	Maintain good linkages to Local Plan and good relationship with developers.	Reduction in planning gain funding could place a higher reliance on LIP funding.
<b>Public / Political</b>					
Draft LIP3 not supported by LBH Cabinet			x	Early engagement with lead member and ensure compliance of LIP with wider council objectives.	19/20 LIP funding delayed or withheld resulting in project delay
19/20 projects not supported by local community and ward members			x	Early engagement with local community groups and members	Project delay and late delivery of benefits
<b>Programme &amp; Delivery</b>					
19/20 Programme slippage			x	Ensure good project management procedures in place and efficient access to technical support	Delay to achieving LIP objectives and outcomes
Access to road network (for construction)			x	Early engagement with LBH permitting team	Delay to achieving LIP objectives and outcomes

## **Monitoring the delivery of the outcomes of the Mayor's Transport Strategy**

### **Overarching mode-share aim and outcome Indicators**

Table 7 outlines the targets for Haringey against the MTS overarching mode-share aim and outcome indicators.

The Borough's progress against the outcome targets and mode-share aim will be measured through strategic data collected by TfL on behalf of the Boroughs.

### **Delivery indicators**

The delivery indicators are set by TfL and relate to each of the nine MTS Outcomes. These provide a reference for the delivery of the Mayor's Transport Strategy at a local level. The borough will monitor and record the delivery indicators and report to TfL once a year in June.

**Table 7 - Borough outcome indicator targets**

Objective	Metric	Borough target	Target year	Additional commentary
<b>Overarching mode share aim – changing the transport mix</b>				
Londoners' trips to be on foot, by cycle or by public transport	Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips. Base period 2013/14 - 2015/16.	81% 88%	2021 2041	Haringey will achieve this through its LIP Outcome 2;  <i>To make active travel the easier choice, with more people choosing to travel by walking or cycling</i>

Objective	Metric	Borough target	Target year	Additional commentary
<b>Healthy Streets and healthy people</b>				
<b>Outcome 1: London's streets will be healthy and more Londoners will travel actively</b>				
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	Proportion of London residents doing at least 2x10 minutes of active travel a day (or a single block of 20 minutes or more).	41% 70%	2021 2041	This will be achieved through the Borough LIP Outcome 2;  <i>Active travel the easier choice, with more people choosing to travel by walking or cycling.</i>
Londoners have access to a safe and pleasant cycle network	Proportion of Londoners living within 400m of the London-wide strategic cycle network.	20% 81%	2021 2041	81% of Haringey's residents will be within 400m of the London-wide strategic cycle network by 2041. This aligns with the LIP outcome 2.



Objective	Metric	Borough target	Target year	Additional commentary
<b>Outcome 2: London's streets will be safe and secure</b>				
Deaths and serious injuries from all road collisions to be eliminated from our streets	Deaths and serious injuries (KSIs) from road collisions, base year 2005/09 (for 2022 target)	40	2021	There has been an 18% reduction in KSIs recorded in Haringey between the 2005-09 baseline average and 2016.  The rate of KSIs has fluctuated over this period, and to achieve Vision Zero an accelerated and consistent rate of decrease will need to be maintained. This will be supported through the LIP Objective 4;
	Deaths and serious injuries (KSIs) from road collisions base year 2010/14 (for 2030 target).	33	2022	
		27	2030	<i>A well-maintained road network that is less congested and safer.</i>
		0	2041	

Objective	Metric	Borough target	Target year	Additional commentary
<b>Outcome 3: London's streets will be used more efficiently and have less traffic on them</b>				
Reduce the volume of traffic in London.	Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15 per cent.	538 430-457	2021 2041	The Borough targets are recorded in annual vehicle kilometres (millions). The following two LIP outcomes will guide the Council in achieving this;  <i>Outcome 3: An improved air quality and a reduction in carbon emissions from transport.</i>  <i>Outcome 4: A well maintained road network that is less congested and safer.</i>
Reduce the number of freight trips in the central London morning peak.	10 per cent reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026.	N/A	N/A	N/A
Reduce car ownership in London.	Total cars owned and car ownership per household, borough residents. Quarter of a million fewer cars owned in London. Base period 2013/14 - 2015/16.	60,600 58,600	2021 2041	All of Haringey's LIP Outcomes will contribute towards achieving this MTS Outcome.

Objective	Metric	Borough target	Target year	Additional commentary
<b>Outcome 4: London's streets will be clean and green</b>				
Reduced CO <sub>2</sub> emissions.	CO <sub>2</sub> emissions (in tonnes) from road transport within the borough. Base year 2015/16.	116,100 25,900	2021 2041	<p>Haringey's third LIP Outcome aligns with this MTS outcome;</p> <p><i>A well-maintained road network that is less congested and safer.</i></p> <p>Promoting active travel and increased provision for electric vehicles will contribute towards the Borough achieving these targets.</p>
Reduced NO <sub>x</sub> emissions.	NO <sub>x</sub> emissions (in tonnes) from road transport within the borough. Base year 2013.	170 20	2021 2041	
Reduced particulate emissions.	PM <sub>10</sub> emissions (in tonnes) from road transport within borough. Base year 2013.	38 19	2021 2041	
	PM <sub>2.5</sub> emissions (in tonnes) from road transport within borough. Base year 2013.	18 9	2021 2041	

Objective	Metric	Borough target	Target year	Additional commentary
<b>A good public transport experience</b>				
<b>Outcome 5: The public transport network will meet the needs of a growing London</b>				
More trips by public transport - 14-15 million trips made by public transport every day by 2041.	Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16.	240 291	2021 2041	The first LIP Outcome aligns with this target; <i>A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions.</i>  The Borough will work collaboratively with TfL and National Rail to achieve these targets.
<b>Outcome 6: Public transport will be safe, affordable and accessible to all</b>				
Everyone will be able to travel spontaneously and independently.	Reduce the difference between total public transport network journey time and total step-free public transport network	4-minute difference (-75%)	2041	Haringey's first LIP Outcome aims to create public transport network that is more accessible. This will be achieved through collaboration with TfL and Network Rail to increase the number of step-free rail and Tube stations in the Borough.

Objective	Metric	Borough target	Target year	Additional commentary
<b>Outcome 7: Journeys by public transport will be pleasant, fast and reliable</b>				
Bus journeys will be quick and reliable, an attractive alternative to the car	Annualised average bus speeds, base year 2015/16	8.6-8.8 mph	2021	<p>Haringey will achieve this through the following LIP Outcomes:</p> <p><i>Outcome 1: A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions.</i></p> <p><i>Outcome 4: A well maintained road network that is less congested and safer.</i></p>
<b>New homes and jobs</b>				
<b>Outcome 8: Active, efficient and sustainable travel will be the best options in new developments</b>				
<b>Outcome 9: Transport investment will unlock the delivery of new homes and jobs</b>				
<p>Haringey aims to support growth through improving public transport connections and increasing capacity, as outlined in the first LIP Outcome.</p> <p>This will be achieved through collaborative working with public transport providers including TfL and National Rail.</p>				

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**NOTICE OF MEETING****CORPORATE PARENTING ADVISORY  
COMMITTEE**

**Monday, 2nd July, 2018, 7.15 pm - Civic Centre, High Road, Wood Green, N22 8LE**

**Members:** Councillors Kaushika Amin, Sakina Chenot, Erdal Dogan, Makbule Gunes, Peter Mitchell, Tammy Palmer and Elin Weston (Chair).

Quorum: 3

**12. FILMING AT MEETINGS**

The Chair referred Members present to agenda Item 1 as shown on the agenda in respect of filming at this meeting, and Members noted the information contained therein'.

**13. APOLOGIES FOR ABSENCE (IF ANY)**

Apologies were received from Dr Fayrus Abrusrwil & Jo Moses

**14. URGENT BUSINESS**

None.

**15. DECLARATIONS OF INTEREST**

None.

**16. MINUTES**

The minutes of the meeting held on 20<sup>th</sup> March were AGREED.

The Committee enquired whether Members could come visit an Aspire meeting as part of the wider orientation process. The Chair suggested that this should be done as part of a wider training programme. It was also suggested that members of the Committee should meet with the YAS service.

**17. FEEDBACK FROM THE MEETING WITH ASPIRE**

Subsidised leisure facility access for LAC to come back to March meeting including monitoring arrangements.

Aspire pledge launch to be taken to Full Council.

Discussion to take place about venue for future Aspire meetings.

NOTED: The suggested areas for future discussion from the meeting with Aspire. Each one to be the focus of a discussion at upcoming CPAC meeting.

- Safety and how the Committee can support LAC and their foster carers to feel safe. Knife crime.
- Support in accessing employment.
- Access to youth services.

## **18. ROLE OF CORPORATE PARENTING AND INTRODUCTION TO ASPIRE**

RECEIVED a report from the Director of Children's Services setting out the role of councillors in respect of looked after children as corporate parents. Report included in the agenda pack (pages 5 to 6).

NOTED in response to the discussion:

- The Committee sought assurances around care leavers and some of the challenges faced in terms of the Council maintaining contact with care leavers. Officers acknowledged these concerns, particularly in the 22-25 age group and advised that there were a number of reasons why contact was difficult to maintain. This included instances where those young people did not want to be found, such as in the case of failed asylum applications. In some instances, officers had only a name and a last known address to work from.
- In response to further discussion on care leavers, officers advised that the majority of care leavers did want to maintain some form of contact with the Council. It was suggested that this reflected favourably on the service. Following a change in policy last year, the Council kept files open on care leavers after they turned 21 as the default position and this had helped the service to keep in contact with more care leavers. Officers advised that this had some resource implications which were being worked through.

AGREED to note the report.

## **19. CORPORATE PARENTING TRAINING**

The Committee received a verbal update on training available for corporate parenting members.

The Committee noted that there were a number of training programmes available through the Department for Education. The DCS agreed that officers would go back to the DfE and see exactly what was on offer. Officers agreed to contact members outside of the meeting to arrange this. **(Action: Ann Graham/Sarah Alexander).**



The DCS advised that she would also like to implement Total Respect training in the future but this was something to be considered in the medium term. Officers advised that they had come across this elsewhere and they had a favourable impression of it.

Following a discussion, the Committee agreed to undertaken visits and/or training in the following areas:

- Aspire visit
- YAS/care leavers
- Health Centre for CIC
- UASC
- Foster carers
- IROs
- CAMHS

Committee Members to come back to the Chair with any further areas that they would like training on. **(Action: ALL).**

Officers suggested that the Committee could speak to someone who was adopted or even a chair of the adoption panel.

The Committee suggested undertaking one session a month and the Chair requested that she would like these to start before the next time the Committee meets. **(Action: Ann Graham/Sarah Alexander).**

## 20. CPAC PRIORITIES

The Committee received a verbal update on CPAC Priorities.

The Committee noted the priorities as put forward by Aspire at the earlier meeting. Namely; safety issues/knife crime, youth unemployment and access to youth centre facilities. A further discussion area suggested was placement stability. Officers also suggested that Drive Forward would be a useful organisation to invite to the employment discussion. The Chair suggested that future Committee meetings would focus on one of these areas. The Committee agreed to discuss safety/knife crime at the next meeting in October. **(Action: Sarah Alexander/Aspire).**

Officers advised that schools had recently received a questionnaire on knife crime and it was suggested that this should be included as part of the discussion. The Chair suggested that it would also be helpful to have the police come to the next meeting. The Chair requested that a paper be brought to the next meeting as part of the knife crime/safety discussion. **(Action: Ann Graham).**

The Chair requested that the Committee meet with Aspire during the summer holidays, as part of the training programme. **(Action: Chair/Aspire).**

## 21. DIY WORKSHOPS

The Director of Housing Demand (HfH) updated the Committee on the HfH home maintenance course. The Committee was advised that Homes for Haringey's Housing Repairs Service ran a day long DIY workshop in May. Ten care leavers attended the event which sought to raise basic awareness of what being a tenant involved, including an understanding of how to maintain a home and safety issues. HfH's Employment Team also attended and offered employment, training and apprenticeship opportunities. The Committee noted that the event received overwhelmingly positive feedback.

Further dates have been set for 1<sup>st</sup> November 2018 and 30th January 2019.

## 22. PERFORMANCE REPORT

RECEIVED a report from the AD Safeguarding and Social Care, Sarah Alexander, which set out an analysis of performance data and trends for an agreed set of measures relating to looked after children. Report included in the agenda pack (pages 7-23).

NOTED in response to the discussion:

- The Committee sought clarification on what constituted unsuitable accommodation for care leavers. The DCS agreed to email the Committee with details of what constituted suitable and unsuitable accommodation, as well as the number of care leavers this involved. **(Action: Ann Graham)**
- The Committee enquired about the difference between children in care who were absent and those who were missing. Officers characterised absent as when the location of the child was known but they had not returned home at a designated time. Whereas, missing was more serious and the child had failed to return and their location was unknown. The Chair advised that missing children was a key indicator and reflected a high level of risk for the young person/s involved. Cases of missing children were monitored closely, involved multi-agency input and a full report was prepared for the Chair in each case.
- The Committee sought clarification on the seemingly disproportionate ethnic background of children represented by the adoption figures. Officers acknowledged that data was not reflective of wider demographics and agreed to come back to the Committee with further details. The DCS agreed to feed back further information on the numbers and ethnic make-up of children up for adoption/placement orders, as well as the reasons behind this. **(Action: Ann Graham)**

## 23. UPDATE ON OFSTED AND JTAI

The Committee received a verbal update from the Director of Children's Services on the Ofsted Joint Targeted Area Inspection that took place in December. The Committee was advised that officers worked with partners to put in place an action plan in response to the JTAI. The service met with Ofsted in June 2017 and a follow visit could take place at any time after the completion of two school terms, which would be September.

The Chair requested that there be a regular update on Ofsted at future committee meetings **(Action: Clerk)**.

In response to a question about the impact of the JTAI report, officers advised that the report was an evidence base for areas of improvements and it was envisaged that the report would be a catalyst for change. Officers also highlighted the need for partner organisations to shoulder more responsibility for what happened in social care. Partner agencies had engaged with the joint action plan and shown a willingness to work together to improve.

#### **24. GOVERNMENT FUNDING FOR PREVIOUSLY LOOKED-AFTER CHILDREN AND CARE LEAVERS APPRENTICESHIP BURSARY**

The Committee NOTED a report outlining changes to the funding of care leavers who started apprenticeships. The report also set out the introduction of a new duty on local authorities, under the Children and Social Work Act 2017, to promote the education of some categories of previously looked after children. The duty would come into force on 1 September 2018, with funding supplied by the DfE. It also required local authorities to appoint an officer to make sure the duty was properly discharged.

The Committee was advised that all local authorities had been given an additional £30k. In response to a question, officers advised that this was on a per annum basis rather than a one-off.

The Committee queried whether the definition of LAC in paragraph 2.2 of the report should, be no longer looked after by a local authority in England and Wales 'or' adopted from state care outside England and Wales, rather than 'and' adopted from state care outside England and Wales. Officers agreed to clarify this with Legal colleagues. **(Action: Sarah Alexander)**.

In response to a query, officers clarified that the DfE were setting up a £1000 bursary payment for care leavers starting an apprenship.

The Committee enquired what the Council was doing to promote work placed apprenticeships in the borough and how care leavers could feed into this. The Chair agreed to take this away and give it some further consideration. **(Action: Chair)**.

#### **RESOLVED**

- I. That the Committee noted that a detailed needs analysis of the educational needs of previously looked-after children eligible for

support would be undertaken before any decision was taken on what services to offer and how.

- II. That the Committee noted that a multi-agency stakeholder group would meet to consider the implications of the care leavers apprenticeship bursary and how this would be advertised.

## **25. REGIONALISATION OF ADOPTION**

The Committee NOTED a report setting out the current position regarding the regionalisation of adoption.

Four Local Authorities had volunteered to be the hosts for the four London Regional Adoption Agencies (North, South, East and West) in a hub and spoke model. Each of the four London Regional Adoption Agencies (RAAs) had their own project teams to develop local arrangements. Haringey was part of the North London Adoption RAA, hosted by Islington (Haringey, Islington, Barnet, Enfield and Hackney). The Committee considered that there were a number of issues to clarify before the RAA could become an operational entity, such as finance, HR, performance, IT and commissioning.

In response to a question, the Committee was advised that this could well involve some transfer of staff, however the details were still to be determined.

A final decision was expected to come to Cabinet in September.

## **26. NEW ITEMS OF URGENT BUSINESS**

None.

## **27. ANY OTHER BUSINESS**

There were no items of any other business.

### Future meetings

The next meeting of the Committee is 29<sup>th</sup> October.

The meeting ended at 20:45 hours.

Philip Slawther, Principal Committee Co-ordinator  
Tel – 020 8489 2939  
Fax – 020 8881 5218  
Email: glenn.barnfield@haringey.gov.uk

Bernie Ryan  
Assistant Director – Corporate Governance and Monitoring Officer  
River Park House, 225 High Road, Wood Green, N22 8HQ

Wednesday, 26 September 2018

**Report for:** Cabinet 13 November 2018

**Title:** Delegated Decisions and Significant Actions

**Report authorised by :** Zina Etheridge, Chief Executive

Bernie Ryan AD Corporate Governance

**Lead Officer:** Ayshe Simsek

**Ward(s) affected:** Non applicable

**Report for Key/  
Non Key Decision: Information**

**1. Describe the issue under consideration**

To inform the Cabinet of delegated decisions and significant actions taken by Directors.

The report details by number and type decisions taken by Directors under delegated powers. Significant actions (decisions involving expenditure of more than £100,000) taken during the same period are also detailed.

**2. Cabinet Member Introduction**

Not applicable

**3. Recommendations**

That the report be noted.

**4. Reasons for decision**

Part Three, Section E of the Constitution – Responsibility for Functions, Scheme of Delegations to Officers - contains an obligation on officers to keep Members properly informed of activity arising within the scope of these delegations, and to ensure a proper record of such activity is kept and available to Members and the public in accordance with legislation. Therefore, each Director must ensure that there is a system in place within his/her business unit which records any decisions made under delegated powers.

Paragraph 3.03 of the scheme requires that Regular reports (monthly or as near as possible) shall be presented to the Cabinet Meeting, in the case of executive functions, and to the responsible Member body, in the case of non executive functions, recording the number and type of all decisions taken under officers' delegated powers. Decisions of particular significance shall be reported individually.

Paragraph 3.04 of the scheme goes on to state that a decision of "particular significance", to be reported individually by officers, shall mean a matter not

within the scope of a decision previously agreed at Member level which falls within one or both of the following:

- (a) It is a spending or saving of £100,000 or more, or
- (b) It is significant or sensitive for any other reason and the Director and Cabinet Member have agreed to report it.

**5. Alternative options considered**

Not applicable

**6. Background information**

To inform the Cabinet of delegated decisions and significant actions taken by Directors.

The report details by number and type decisions taken by Directors under delegated powers. Significant actions) decisions involving expenditure of more than £100,000) taken during the same period are also detailed.

Officer Delegated decisions are published on the following web page <http://www.minutes.haringey.gov.uk/mgDelegatedDecisions.aspx?bcr=1>

**7. Contribution to strategic outcomes**

Apart from being a constitutional requirement, the recording and publishing of executive and non executive officer delegated decisions is in line with the Council's transparency agenda.

**8. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)**

Where appropriate these are contained in the individual delegations.

**9. Use of Appendices**

The appendices to the report set out by number and type decisions taken by Directors under delegated powers. Significant actions (Decisions involving expenditure of more than £100,000) taken during the same period are also detailed.

**10. Local Government (Access to Information) Act 1985**

Background Papers

The following background papers were used in the preparation of this report;

Delegated Decisions and Significant Action Forms

Those marked with ♦ contain exempt information and are not available for public inspection.

The background papers are located at River Park House, 225 High Road, Wood Green, London N22 8HQ.

To inspect them or to discuss this report further, please contact Ayshe Simsek on 020 8489 2929.

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**DIRECTOR OF ADULTS AND HEALTH**

**Significant decisions - Delegated Action – October 2018**

◆ denotes background papers are Exempt.

No	Date approved by Director	Title	Decision
1.			
2.			

**Delegated Action**

	Number
181001 Set Up Contract with SThree Partnership LLP for supply of Registered Clinical Lead at Osborne Grove Nursing Home (OGNH). Contract value £42,000.00.	
181002 Request for Waiver of CSO for Tottenham Hale International Studios (T.H.I.S.) to provide specialist art services (Ermine Rd). Contract value £3,000.00.	
181008 Request to Waive CSO for payment of invoices relating to DoLS. Contract value £40,000.00.	
181017 CSO 9.01.1 under 10.0.1.2d contract with Jo Barter Associates Ltd - develop a registered managers apprenticeship scheme. Contract value £36,900.00.	
181017 Implement CSO 10.01 - Award contract to Gatenby Sanderson Ltd - appointment of Interim Head of Mental Health. Contract value £65,000.00.	
181017 Implement CSO 7.01 b) award of contract to Gatenby Sanderson - provision of 2 interim specialist Commissioning support. Contract value £200,000.00.	
181017 Implementation of CSO 10.02.1 a) extension of contract - provision of Care Act Advocacy Services by Hail. Contract value £12,809.00.	

*B.F. Tarka*

Submission authorised by: B.F. Tarka  
 Beverley Tarka – Director of Adults and Health

Date: 1<sup>st</sup> November 2018

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## Director of HOUSING, REGENERATOR & PLANNING

### Significant decisions - Delegated Action - For Reporting to Cabinet on 13 November 2018

◆ denotes background papers are Exempt.

No	Date approved by Director	Title	Decision
1	1 October 2018	Approval of the Agreed Maximum Price (AMP) for 178 Moselle Avenue Major Void Works 2018/19 – Estate Improvement	Approval of the AMP submitted by Engie Regeneration Limited for the above project in the sum of £133,046 (including the client contingency and provisional sums). 2) That the Director of Asset Management approves the total fee cost of £20,223.00
2◆	3 October 2018	Acquisition of Property to assist Regeneration Scheme	Acquisition of property to assist Regeneration in N17
3	9 October 2018	Tailoring Academy	Approval for the LBH to enter into the Good Growth Fund Grant Agreement with Fashion - Enter Limited in line with the recommendation 3.1 (ii) in the Cabinet Member Report dated 15 <sup>th</sup> March 2018 (Appendix 1).
4◆	16 October 2018	Acquisition of Property	Acquisition of property
5◆	17 October 2018	Acquisition of Property under the Councils RTB Acquisition programme	Acquisition of Property under the Councils RTB Acquisition programme in N17
6◆	17 October 2018	Acquisition of Property to assist Regeneration Scheme	Acquisition of property to assist Regeneration in N17
7	17 October 2018	Wayra Tottenham – variation to the approval on 20 <sup>th</sup> July 2016.	Agree to enter two 5 year leases in units at Berol house. Approve an increase of £9,880 to the Council's costs.
8◆	17 October 2018	Acquisition of Property under the Councils RTB Acquisition programme	Acquisition of Property under the Councils RTB Acquisition programme in N17
9◆	18 October 2018	Acquisition of Property to assist Regeneration Scheme	Acquisition of property to assist Regeneration in N17



## Director of HOUSING, REGENERATION & PLANNING

### Significant decisions - Delegated Action - For Reporting to Cabinet on 13 November 2018

◆ denotes background papers are Exempt.

No.	Date approved by Director	Title	Decision
10	18 October 2018	Approval of the Agreed Maximum Price (AMP) for 148 Middle Lane Major Void Works 2018/19 – Estate Improvement	Approval of the AMP submitted by Engie Regeneration Limited for the above project in the sum of £183,324 (including the client contingency and provisional sums of £ 30,554). 2) That the Director of Asset Management approves the total fee cost of £27,132.00
11◆	18 October 2018	Acquisition of Property under the Councils RTB Acquisition programme	Acquisition of Property under the Councils RTB Acquisition programme in N15
12◆	25 October 2018	Acquisition of Property under the Councils RTB Acquisition programme	Acquisition of Property under the Councils RTB Acquisition programme in N15
13◆	25 October 2018	Acquisition of Property under the Councils RTB Acquisition programme	Acquisition of Property under the Councils RTB Acquisition programme in N17
14	25 October 2018	Approval of the AMP for 122 Station Road Major voids Works 2018/19 – Estate Improvement	Approval of the Amp submitted by Engie Ltd for the agreed maximum provide of £137,709.75 and the sum of £27,541.95 for contingencies. Approval of fees for professional services in connection with the delivery for £24,623.00.
15◆	31 October 2018	Disposal of unit at N17.	Part of the Council's new build programme, approval of disposal of unit at N17.

### Delegated Action

Type	Number



Corporate Board Officer/Assistant Director Signature .....  ..... Date ..... 5/11/18 .....

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By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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Document is exempt

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