

NOTICE OF MEETING

CABINET

**Tuesday, 15th September, 2020, 6.30 pm – MS Teams meeting
(View it [Here](#))**

Members: Councillors Joseph Ejiofor (Chair), Seema Chandwani (Deputy Chair), Charles Adje, Kaushika Amin, Mark Blake, Gideon Bull, Kirsten Hearn, Emine Ibrahim, Sarah James and Matt White

Quorum: 4

1. **FILMING AT MEETINGS**

Please note that this meeting will be 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. 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, you are consenting to being filmed and to the possible use of those images and sound recordings

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 23 below. New items of exempt business will be dealt with at Item 32 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 [24]: 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 - 32)

To confirm and sign the minutes of the meeting held on 14 July 2020 as a correct record.

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

8. DEPUTATIONS/PETITIONS/QUESTIONS

To consider any requests received in accordance with Standing Orders.

9. 2020/21 FINANCE UPDATE QUARTER 1 (PAGES 33 - 70)

[Report of the Director of Finance. To be introduced by the Cabinet Member for Finance and Strategic Regeneration.]

This will report will provide an update on the Quarter 1 budget monitoring and will seek approval for any budget changes required to respond to the changing financial scenario and the delivery of the MTFs.

10. APPROVAL OF SINGLE USE PLASTICS POLICY AND ACTION PLAN (PAGES 71 - 90)

[Report of the Director for Housing, Planning and Regeneration. To be introduced by the Cabinet Member for Climate Change and Sustainability.]

Cabinet are asked to approve the policy and action plan on reducing Single Use plastics, including implementation.

11. NEIGHBOURHOOD MOVES SCHEME (PAGES 91 - 118)

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

A report requesting approval to consult on an amendment to the Council's Allocations Policy to allow for a Neighbourhood Moves Scheme to be applied for new Council homes built or acquired by the Council, allowing Secure Tenants living nearby first priority for these homes.

12. HOUSING OPTIONS AT 500 WHITE HART LANE TO SUPPORT HIGH ROAD WEST SCHEME (PAGES 119 - 128)

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

Cabinet approval will be sought for a suite of measures to optimise the rehousing options for Love Lane Estate residents at 500 White Hart Lane, including consultation on a draft Local Lettings Plan and authority to enter into equity loan agreements with leaseholders.

13. UPDATE ON COUNCIL OWNED SITES IN WOOD GREEN (PAGES 129 - 140)

[Report of the Director for Customers, Transformation and Resources. To be introduced by the Cabinet Member for Finance and Strategic Regeneration]

This report updates Cabinet on the work underway to develop a long-term strategy to make the best use of Council owned sites in Wood Green and describe the impact of the current Covid 19 pandemic on the programme.

This report will set out a timetable for decisions to be made about Council owned sites in the medium term.

14. FEEDBACK TO THE STATUTORY CONSULTATION ON PARKING PERMITS AND CHARGES (PAGES 141 - 252)

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

Cabinet approval to proceed following considering of the feedback on the consultation.

15. REPORT ON THE FINDINGS OF AN OMBUDSMAN INVESTIGATION WHERE A REPORT HAS BEEN ISSUED (PAGES 253 - 276)

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

To consider the report of the Local Government and Social Care Ombudsman in relation to Housing and confirm the actions that the Councils has taken or proposes to take, under the requirements of the Local Government Act 1974, section 31(2) (as amended).

16. RISK BASED VERIFICATION POLICY (RBV) (PAGES 277 - 280)

[Report of the Director for Customers, Transformation and Resources. To be introduced by the Cabinet Member for Corporate and Civic Services]

To approve the RBV Policy as a means by which the Council will process claims for Housing benefit and Council Tax reduction.

17. APPROVAL OF CONSTRUCTION CONTRACT FOR ST MARY'S CLOSE AND NIGHTINGALE LANE (PAGES 281 - 290)

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

This report will seek approval to award one construction contract for housing development at both St Mary's Close and Nightingale Lane and to appropriate the land for planning purposes.

18. APPROVAL OF CONSTRUCTION CONTRACT FOR POYNTON ROAD (PAGES 291 - 300)

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

This report will seek approval to award the construction contract for housing development at Poynton Road and to appropriate the land for planning purposes.

19. AWARD OF CONTRACT FOR EXTERNAL MAJOR WORKS TO IMPERIAL WHARF ESTATE (PAGES 301 - 320)

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

To seek approval for the award of contract for the installation of flat roof covering, windows and rear door replacement, resident front entrance doors and main entrance communal doors, external brickwork repairs, drainage repairs, redevelopment of child playspace.

20. AWARD OF CONTRACT FOR EXTERNAL MAJOR WORKS TO THE TURNER AVENUE ESTATE (PAGES 321 - 336)

[Report of the Director for Housing, Planning and Regeneration. To be introduced by the Cabinet member for Housing and Estate Renewal.]

To seek approval for the appointment of the successful contractor to undertake refurbishment works to replace the roof covering and existing crittall windows with UPVC double glazed windows. Also to replace communal doors and intercom to flats.

21. MINUTES OF OTHER BODIES (PAGES 337 - 350)

To note the minutes of the following:

Urgent decision 27/07/2020

Urgent decision 10/08/2020

Cabinet Signing 24/08/2020

Urgent decision 28/08/2020

Urgent decision 4/09/2020

22. SIGNIFICANT AND DELEGATED ACTIONS (PAGES 351 - 360)

23. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at Item 3 above.

24. EXCLUSION OF THE PRESS AND PUBLIC

Note from the Democratic Services and Scrutiny Manager

Items 25,26, 27, 28, 29,30 and 31 allow for consideration of exempt information in relation to items 12, 16, 17, 18, 19, 20.

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:

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

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

25. EXEMPT - HOUSING OPTIONS AT 500 WHITE HART LANE TO SUPPORT HIGH ROAD WEST SCHEME (PAGES 361 - 376)

As per item 12.

26. EXEMPT - RISK BASED VERIFICATION POLICY (RBV) (PAGES 377 - 398)

As per item 16.

27. EXEMPT - APPROVAL OF CONSTRUCTION CONTRACT FOR ST MARY'S CLOSE AND NIGHTINGALE LANE (PAGES 399 - 402)

As per item 17.

28. EXEMPT - APPROVAL OF CONSTRUCTION CONTRACT FOR POYNTON ROAD (PAGES 403 - 406)

As per item 18.

29. EXEMPT - AWARD OF CONTRACT FOR EXTERNAL MAJOR WORKS TO IMPERIAL WHARF ESTATE (PAGES 407 - 410)

As per item 19.

30. EXEMPT - AWARD OF CONTRACT FOR EXTERNAL MAJOR WORKS TO THE TURNER AVENUE ESTATE (PAGES 411 - 414)

As per item 20.

31. EXEMPT CABINET MINUTES (PAGES 415 - 416)

As per item 6.

32. NEW ITEMS OF EXEMPT URGENT BUSINESS

To consider any items admitted at Item 3 above.

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Monday, 07 September 2020

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MINUTES OF MEETING CABINET HELD ON TUESDAY, 14TH JULY, 2020, 6.30PM

PRESENT:

Councillors: Joseph Ejiofor (Chair), Charles Adje, Kaushika Amin, Mark Blake, Gideon Bull, Seema Chandwani (Deputy Chair), Kirsten Hearn, Emine Ibrahim, Sarah James and Matt White

ALSO ATTENDING: Councillors: Cawley- Harrison, das Neves

251. FILMING AT MEETINGS

The Leader referred to the notice of filming at meetings as set out in item 1 and advised that the meeting was being streamed live on the Council's website.

252. APOLOGIES

There were no apologies for absence.

253. URGENT BUSINESS

The Leader advised that there was a short addendum to consider with item 13, Housing Delivery Test Action Plan. This confirmed that the Regulatory Committee had considered the report after publication of the Cabinet agenda and resolved to recommend the report for approval.

The terms of reference for Regulatory Committee set out in Part three section B of the Council Constitution required the Cabinet to consider informal recommendations on local development documents, development plan documents, the local development framework and any other planning policy matter.

254. DECLARATIONS OF INTEREST

None

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

None

256. MINUTES

RESOLVED

To approve the minutes of the meeting held on 16th of June 2020.

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

There were no matters referred by the Overview and Scrutiny Committee.

258. DEPUTATIONS/PETITIONS/QUESTIONS

Deputation in relation to item 9

Jacob Secker, Secretary of the Broadwater Farm Resident's Association and Chris Hutton as Chair of the Broadwater Farm Resident's Association addressed the Committee in relation to item 9 – Broadwater Farm rehousing.

Mr Secker raised a number of issues in relation to the purchasing of leaseholder properties and the limited options available for those residents in Tangmere and Northolt blocks. Mr Secker highlighted that the leaseholders were not willing sellers but being forced to sell their homes due to defects in the blocks and the deputation's core objection was to the terms of the leaseholder offer that had been made.

The deputation contended that a more equitable solution for the leaseholders was to at least have been offered a sum of money that would have enabled them to buy a comparable alternative accommodation, locally at a market price in Tottenham, rather than just at market price in Broadwater Farm. These property values had been depressed by the lack of maintenance or lack of investment over the years and in the deputation's view, it seemed unfair to punish leaseholders by awarding such low values.

The proposal to extend the equity loan was welcomed by the deputation and this would include enabling leaseholders to buy properties outside of the borough. This would certainly ease the burden on some but it did not help those leaseholders that wanted to stay in the locality of Tottenham.

The deputation contended that the finance offers to leaseholders in Northolt, Tangmere blocks of between £150,000 to £160,000 was too low, and there was not the choice of housing to enable them to move. The lengthy time period that the moves were taking demonstrated this.

With regards to offering social tenancies to leaseholders in Tangmere and Northolt, the deputation noted that leaseholders in financial need can be offered: a new social tenancy or housing association tenancy and 25% value of their flat or awarded the money they paid under right to buy. The deputation welcomed the offer to those in need and recognised that this must happen as the leaseholders needed to move out

from the blocks .The issue was that 25% offer was too low and offering leaseholders the amount they paid originally was also not adequate. The leaseholders had not been consulted on this proposal and this was not enough funding to move. The leaseholders felt that their finances were not being considered or the capital amount and interest rate payments made by them over the years. The leaseholders had also over, the past few years, paid for major works such as carpark resurfacing and door entry systems in defective blocks and this also needed to be taken account of.

The deputation wanted the Council to follow the Southwark model of offering 100% the value of their flats to leaseholders, or home loss payment and social tenancy. Leaseholders were aware of this offer and wanted the same. The Council were offering 25% of a property value of £160,000, which would be around £40k payment. In Camden the 25% payment would equate to a higher payment of around £100k. The deputation felt that the leaseholders in Broadwater Farm were getting a worse offer in comparison to leaseholders in Aylesbury estate in Southwark and leaseholders in Camden.

The deputation concluded by asking the Council to reconsider the offer to leaseholders and revise this to be in line with the Southwark offer. Mr Hutton emphasised considering the depressed values of the homes and the extraordinary situation the leaseholders at Broadwater Farm were facing.

In response to questions from Cabinet members, the deputation advised the following:

- The number of leaseholders in Northolt and Tangmere affected by the policy were 14 and this was set out in the attached report.
- The disrepair of the buildings was historical and dated over 20 or 30 years, before the large panel system was an issue, the payment for the homes under Right to Buy obtained by leaseholders generally was dependent on the period i.e. 1980's and values at the time and were not felt to be applicable to this situation. The situation did not take into account the unsafe conditions and lack of repair and state of the buildings that leaseholders had been living in.
- In relation to the potential for leaseholders being able to exercise their RTB opportunity a second time by being offered a social tenancy, in the deputation's view this was an unlikely to occur. This policy only applied to those in social need and the deputation were not asking for blanket policy but consideration to those in financial need. It was very unlikely that the leaseholders would be able to be able to exercise a second RTB and were on low incomes and financial need.
- The deputation sought consideration of the financial situation of leaseholders on a case-by-case basis and supporting leaseholders to obtain the best offer possible.

The Cabinet Member for Housing and Estate Renewal gave assurance that social tenancies would be offered on a case-by-case basis, and this would be decided by a Discretion Panel, and there would be a package according to the circumstances of the individual.

The Cabinet Member for Finance and Strategic Regeneration responded to the deputation. He informed the deputed that the current offer to leaseholders in Northolt was generous and aligned with the policies of other London boroughs. The offer included payment of full market value, an independent valuation, 10% home loss payment, disturbance payments, and the covering of additional costs such as legal fees. Further to this, the Acquisition Strategy under consideration also expanded equity loans to be available for out of borough purchases and adds an option for resident leaseholders to request a 'social tenancy', with a (discounted) payment for the loss of property in addition to full home loss and disturbance payments. This demonstrated the Council's willingness to work with leaseholders in finding a solution that is right for their needs.

The Cabinet Member referred to the offer for leaseholders on the Aylesbury estate, and advised that this did not reflect the whole picture. Southwark's offer of full market value and home loss payment, as well as a Council tenancy was only available for those who could demonstrate that they were unable to afford a Council property through shared ownership or shared equity and who purchased their home before 2005. This was likely a small group of people, and it was not clear exactly how many people were eligible for this in practice.

The Cabinet Member outlined that Southwark only makes shared equity available for the purchase of a Notting Hill Genesis (its development partner) property or Council property.

The Cabinet Member continued to outline that it was also crucial to understand the context in which Southwark were able to make their offer. They had c. 38,000 tenanted properties – over double the amount Haringey had – and were the largest local authority landlord in London with the highest proportion of social housing of any local authority area in England. The different context allowed Southwark to make an offer that is appropriate for the circumstances in their borough but did not reflect what is appropriate or feasible in Haringey. Southwark's general offer to leaseholders who seek grant of a new social tenancy was very much less generous than its offer to those on the Aylesbury Estate.

The Cabinet Member advised that Haringey Council's equity loan offer, by contrast, allowed leaseholders to purchase on the private market, giving them a far greater choice of properties than Southwark's offer. If they were nevertheless unable to find an affordable property with the assistance of that offer, or if there are other exceptional circumstances, the Council was prepared to consider an offer of a social tenancy to a resident leaseholder as an alternative under the policy now proposed.

The provision of a social tenancy however carried significant cost for the Council and added to pressure on the waiting list; hence, the discounted value offered in such circumstances.

With regards to the deputation's request that leaseholders receive a fair valuation of their property. The Council agreed that they should and considered that, through paying for an independent RICS registered surveyor of the leaseholder's choice, market valuations and subsequent offers are already determined in a way that is as fair and transparent as possible. Where there was a large discrepancy between the independent valuation received by the Council and the valuation of the leaseholder's surveyor, the Council endeavoured to work with the leaseholder to come to an equitable agreement.

The Cabinet Member advised that equity loans were on the table so leaseholders can, if they wish, purchase a similar property to the one they are moving from. The Council recognised that property values in Northolt block were low compared to the borough, meaning that even with a generous offer in place it could still be difficult to find a property in the nearby area. However, having conducted some searches, the Council understood that there were many one-bedroom properties, even within the N17 postcode, which could be purchased for around or below £290,000. Indeed a number of two-bedroom properties were available within N17 for less than that price. Further to this, the Broadwater Farm discretion panel had been put in place to consider requests for additional support for leaseholders outside of the Council's current policies, demonstrating the Council's desire to work with leaseholders. The panel can consider out of borough equity loans and equity loans of more than 40% in some circumstances to enable leaseholders to remain in the local area. These gave leaseholders more options should this be something they wish to pursue. Therefore, the Council considered that the current policy allowed leaseholders options to purchase a similar property to the one they are moving from in the vast majority of cases, with added flexibility for exceptional cases.

In relation to the deputation's request that the Council offer a significantly higher price, above market value, for the property purchased, and a higher equity loan. The Council considered that the current offer was flexible to meet the needs of leaseholders in Northolt. The Council was required to balance its responsibilities to Northolt leaseholders with the broader fiduciary duties it has as a public body. Hopefully, throughout this response, the Council had demonstrated its commitment to offering leaseholders a fair and equitable offer that enabled them to purchase a similar property and remain in the local area if they wished to do so.

The Cabinet Member expressed that the proposal for changes to policies under consideration and the Council's approach to leaseholder acquisition throughout this process had demonstrated that the Council would continue to be flexible in seeking agreement with Northolt leaseholders.

The Cabinet Member concluded by emphasising that the Council and Homes for Haringey continued to welcome leaseholders coming forward and working in collaboration with officers to reach agreements that all parties considered fair and reasonable. The Council will continue working with leaseholders and the Broadwater Farm Resident's Association to reach agreement on the remaining leaseholder interests in Northolt.

259. BROADWATER FARM REHOUSING

The Cabinet Member for Finance and Strategic Regeneration introduced the report, which set out a number of important recommendations to support the Council's vital work on the rehousing of leaseholders on the Broadwater Farm Estate.

The Cabinet Member emphasised that the Council was committed to working with leaseholders to identify rehousing solutions that met their needs and the report set out additional options to support leaseholders.

In response to questions from Cllr Cawley - Harrison. The following information was provided:

- In relation to the financial compensation of leaseholders, as set out in the deputation response, this would be discussed with the leaseholders and there would need to be consideration of the Council's fiduciary duty when considering the appropriate remedy.
- With regards to the alternative housing offered to leaseholders, the personal view of the Cabinet Member was that there needed to be careful consideration of the housing options offered to ensure that this was fair and did not disadvantage other residents in priority need, awaiting housing. The Council were prepared to examine and take forward discussion with leaseholders, taking account of the compensation received, if applicable, and considering the situation of the housing waiting list.
- The Cabinet Member for Housing and Estate Renewal highlighted that the Council were already considering the issue of vulnerability and if the leaseholder fell into the priority need category they would be entitled to a social tenancy were they homeless and in a situation that they could not afford to buy a home. This would also be taken into consideration by the discretion panel.

Further to considering the exempt information at item 24,

RESOLVED

1. To agree to the acquisition of all leaseholders' interests in both Northolt and Tangmere for a maximum total sum of [EXEMPT] and gives delegated authority to the Director of Housing, Regeneration and Planning, after consultation with

- the Director of Finance and Cabinet Member for Housing & Estate Renewal, to agree the price and terms of each acquisition;
2. To give delegated authority to the Director of Housing, Regeneration and Planning to approve any individual equity loans to eligible resident leaseholders, as provided for in the Broadwater Farm Rehousing and Payments policy;
 3. To authorise the Director of Housing, Regeneration and Planning, notwithstanding the terms of the Broadwater Farm Rehousing and Payments Policy, to offer Equity Loans to support the purchase of properties outside the borough in exceptional circumstances taking account of the recommendation of the Discretionary Panel Discretionary Panel.
 4. To approve the policy set out at Appendix one of the report, setting out the offer that the Council will make for the leasehold interest in a property on Broadwater Farm where the owner wishes to be granted a social tenancy of the same or another property in replacement of his/her interest.
 5. To authorise the Director of Housing, Regeneration and Planning to approve the offer of a social tenancy to leaseholders, acting on the recommendation of the discretionary panel (as set out in the Broadwater Farm Rehousing and Payments Policy) in line with policy set out in Appendix one of the report.

Reasons for decision

Despite ongoing negotiations, there remain eight (8) leaseholders in Northolt and six (6) leaseholders in Tangmere who have not yet agreed to the sale of their homes.

Acquiring the remaining leasehold properties in Tangmere and Northolt is a high priority. Structural surveys have identified that the buildings have failed the required safety tests. While risks are currently being mitigated, it is important to acquire the remaining flats as quickly as possible so demolition can be carried out.

The Council is unable to force private owners (leaseholders) to sell their properties unless it applies for compulsory purchase powers. The Council is preparing for this eventuality, but before doing so is seeking to acquire the leasehold properties by private treaty. Following lengthy discussions with leaseholders and the Independent Tenant and Leaseholder Advisor, officers believe that if the recommendations in this report are approved, the need to use compulsory purchase powers may be diminished.

The recommendations in this report are primarily aimed at accelerating the acquisition of leasehold properties and ensuring delegations exist to execute existing policy without having to return to Cabinet for further approvals on individual cases.

In making these recommendations it is recognised that the issues on Broadwater

Farm are pressing and unique and it is in the Council's and residents' interests to expedite the acquisition process. Market values for homes on Broadwater Farm are among the lowest in London, making it difficult for leaseholders to move to similar properties within the area. The homes are structurally unsound and while the known risks are being mitigated, it is not satisfactory to mitigate them in the long term.

These partially empty blocks are also an ongoing security and squatting risk and the cost to the Council of mitigating the risks on the estate are high as they include 24-hour security.

When acquiring properties in advance of a possible Compulsory Purchase Order, the Guidance on Compulsory Purchase 2019 sets out that Councils should consider value for money in terms of the Exchequer as a whole, as set out in paras 6.9 to 6.11 of the report. Recommendation 3.1.1 therefore aims to ensure that the Council adheres to this Guidance when undertaking leasehold acquisitions. More information on this approach is set out in Part B of this report.

Alternative options considered

Not to extend the leaseholder offer.

This option was discounted as it would not help accelerate the acquisition of leasehold interests nor would it allow the Council to complete acquisitions where the leaseholder requests an equity loan. It would also arguably fail to apply flexibility in order to deliver on the aims of the BFRPP and ERRPP, as required by those policies.

To begin Compulsory Purchase Order proceedings.

This option was discounted as the Council wishes to seek to acquire the properties by mutual agreement before exploring this option.

To pay full market value to a resident leaseholder who also seeks the grant of a social tenancy.

This option was discounted, as it would be inequitable to the leaseholders who have accepted the Council's financial offer for the Council to offer to other leaseholders the same financial offer and in addition a secure Council tenancy. It would also have a much more significant impact on the Council's finances and its ability to meet housing need, than the other offers.

260. 2019/20 PROVISIONAL FINANCIAL OUTTURN

The Cabinet Member for Finance and Strategic Regeneration introduced the report, which set out the provisional outturn for 2019/20 for the General Fund, HRA, DSG and the Capital Programme compared to budget. It provided explanations of significant under/overspends and includes proposed transfers to/from reserves, revenue and capital carry forward requests and any budget virements or adjustments.

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

- In relation to the potential up surge in mental health spend as a result of Covid 19 and lock down, the Cabinet Member highlighted the discussion at the previous evening's Council meeting where there was Councillor concern expressed about funding of local authorities. Statements were made about the expectation for government to fulfil its pledges to reimburse local authorities' Covid 19 spending. The Cabinet Member could not expressly agree, at this meeting, that the Council will spend money which it had yet to obtain but would look into this critical issue.
- The Cabinet Member for Adults and Health added that there was a lot of concern about the expected increase in mental health referrals. She advised that the Council with health and community partners were aiming to meet this need. The BEH- MET were already looking at internal reforms to manage and mitigate the demand. This was also part of recovery and renewal plans being taken forward with partners. There was already good understanding of the data to help inform the expected need and there had already been extended outreach work in the community so an awareness of issues was being compiled and preventative measures put in place to enable the Council and partners to navigate the challenges ahead.
- In response to slippage on Capital projects, there were projects that had to be put on hold for health and safety reasons as the country was still coming out of the lockdown. There would be a review on the next steps, considering those projects that could be discontinued and the impact of this going forward. It was noted that the Council were not alone in its current position on capital projects.
- Noted that there was a review taking place of the accommodation strategy and there would follow an all member presentation on way forward for Council assets, in particular those in the Wood Green area, with plans to be shared with Councillors.

RESOLVED

1. To note the provisional revenue and capital outturn for 2019/20 as detailed in the report;
2. To approve the capital carry forwards in Appendix 3 and £1.14m for Highways works;
3. To approve the appropriations to/from reserves at Appendix 5 of the report;
4. To approve the budget virements as set out in Appendix 6 of the report.

Reasons for decision.

A strong financial management framework, including oversight by Members and senior management is an essential part of delivering the Council's priorities and statutory duties.

Cabinet is responsible for the strategic management of Council resources and for taking decisions on such matters including budget management and control, budget virements above a certain value and the achievement of value for money.

Alternative options considered

The Director of Finance, as Section 151 Officer, has a duty to consider and propose decisions in the best interests of the authority's finances and that best support delivery of the agreed borough plan outcomes whilst maintaining financial sustainability.

The report of the Director of Finance has addressed these points. Therefore, no other options have been considered.

261. AFFORDABLE ENERGY STRATEGY

The Cabinet Member Climate Change and Sustainability introduced the report which sought agreement to adopt the affordable energy strategy following public consultation and agreement to a new alignment as a result of COVID-19.

In response to questions from Cllrs Cawley – Harrison and Cllr das Neves, the following information was noted:

- The Cabinet Member had begun work on the strategy as soon as she had taken up post and would ensure that this was a rolling programme.
- The Cabinet Member would ask officers to respond in writing to Cllr Cawley-Harrison to provide information on the actions being taken to ensure that Housing Associations were providing insulation and support for treatment of damp.
- The Council would be working with community organisations that had experience of consulting with hard to reach groups and could act as a conduit to provide awareness of how to access this scheme.
- It was important to work with tenants to help them understand their rights to access this scheme and there would be use of the landlord licensing process as better insulation provided for better quality rented homes.
- The Council would use an incentive approach with landlords, highlighting the risk of Covid 19 and promoting access to the GLA warmer homes scheme which was open for access to funding. The Council would be using the landlord forum to make landlords make aware of funding opportunities and also the risks with Covid 19.

[Clerk's note Cllr Hearn lost connection for less than 5 minutes and the final paragraph was repeated and the Cabinet Member able to vote]

RESOLVED

1. To adopt the revised Affordable Energy Strategy 2020-2025 appearing at Appendix B of the report
2. To agree to the prioritised actions identified in the "COVID 19 AND THE AFFORDABLE ENERGY STRATEGY 2020-2025 – PRIORITIES STATEMENT" appended to the Strategy to enable the Council to respond to an increase in fuel poverty this winter.

Reasons for decision

The existing Affordable Warmth Strategy (2009-2019) has now expired. It is estimated that over 15,000 households in Haringey experience fuel poverty. By adopting a new strategy Haringey will have a clear way forward to tackle fuel poverty in the borough and improve the health and wellbeing of its residents.

In November 2019, Cabinet agreed the draft Affordable Energy Strategy for public consultation. The consultation has concluded. Comments have been considered and the strategy amended as appropriate.

The impact of COVID-19 on jobs, incomes and energy use have been considered and it is anticipated that levels of fuel poverty will increase. Priority actions have been identified to enable the Council to react to this situation and support residents.

Approval is sought to adopt the strategy and a COVID-19 impact statement has been inserted into the document to allow the appropriate actions to be undertaken to support residents struggling to power their homes.

Alternative options considered

Do nothing

The strategy would not be redrafted and released. The Council will have no coherent strategy to improve the circumstances of around 15,000 households living in fuel poverty in Haringey and meet the ambitions of the Borough Plan by driving up the quality of housing for everyone and exploring setting up an alternative local or regional energy savings company(s). And would be failing in its requirement under the Home Energy Conservation Act (HECA).

Do not prioritise actions as set out in the inserted COVID-19 impact statement.

An immediate and targeted response is required to mitigate the effects of COVID-19 on fuel poor households. This could divert resources and efforts from where they will be most effective.

Delay finalising the Strategy

The BEIS's updated Fuel Poverty Strategy for England has been delayed and details of the Home Upgrade Grant Scheme and Social Housing Decarbonisation scheme will not be available until later this year. Again, the GLA are reviewing how their programmes (Warmer Homes and Warm Homes Advice Service) can support an increase in demand and more complex support requirements.

However, there is an urgency to act to ensure fuel poor residents are supported if there is a second wave of COVID-19 in the winter. It is therefore recommended that the strategy is adopted. Consultation documents on the proposed Fuel Poverty Strategy for England were considered when the Affordable Energy Strategy was drafted. It is therefore unlikely that the new strategy will have a major impact on Haringey's Affordable Energy strategy. Once publicised the new policies will be reviewed and mitigation measures employed where necessary. If these amendments are major they will be publically reported through the Annual Carbon Report.

262. OFSTED UPDATE

The Cabinet Member for Children, Education and Families, introduced the report which provided Cabinet with an update on the 2018 Ofsted inspection action plan, the actions in place to address the findings of the Ofsted focused visit of 2019 and the actions Children's Services is taking in response to Family Court Judgment on 20th May in the case of Child A and Child B.

The Cabinet Member referred to the updated 2018 Ofsted inspection action plan which spoke of the improvements the service continues to make as does the 2019 focused visit action plan. However, it was noted that the Family Court Judgment was critical of the social work practice in the DCT team, and it suggested that the practice in the team may not have improved since the 2018 Ofsted inspection.

The Cabinet Member highlighted the Council vision that every child in Haringey should have the best start in life, be happy, healthy, and safe, and grow into adulthood with a successful future. For those children, young people and families that need Council support, the Cabinet Member was committed to ensuring that this was of high quality at all times. The Cabinet Member expressed that when standards fell below expectations, the Council was determined to address these issues, no matter how uncomfortable that process might be and ensure learning from them. The Council was a learning organisation committed, every day, to continuing to drive improvement in Children's service so that the Council's vision was realised for all the children in the community.

The report set out the actions being taken to review the practices in the DCT team and there would be a full report back to Cabinet on improvements and activity in October 2020.

In response to questions from Cllr Cawley – Harrison and Councillor das Neves, the following was noted:

- There would be an independent review to provide assurance that there was not a systemic issue in the Disabled Children's Team and this would be reported to Cabinet in the autumn. The review process would use similar methods to those employed in case reviews.
- With regards to working with Islington, the Council were part of a wider programme called partners in practice. This was an established programme where a number of local authorities were working together with 'good' and 'outstanding' services to get a better understanding of the best way to improve services. Although, Islington Council had been working with the Council in this programme, they were still appropriate to lead the review and were fully observant of their need to be independent. The Director for Children's Services added that the Chair was Hannah Miller, an experienced previous statutory director with a breadth of knowledge in Adults services and safeguarding partnerships.
- The Cabinet Member referred to the unique experience of every parent and the key part of co-production was about sharing experiences. The SEND service were committed to working with parents to enable this to work successfully.
- The Cabinet Member remarked that the SEND services was not as poor as it was currently commented to be but nonetheless faced challenges. It was appropriate that parents were involved in the service and represented their children's views.
- The Cabinet Member was committed to working with parents and following publication of the AMAZE report would be working with officers to put in place an action plan which would be shared with parents about how the services can move forward.
- The Cabinet Member was also expecting the service to learn from good practice in the Council where co – production has worked

[Clerks note – At 8pm the streaming of the meeting was interrupted, prior to agreement of the resolutions, and the Chair adjourned the meeting for 5 minutes to enable streaming to be resumed. The meeting resumed at 8.05pm and the streaming continued successfully and meeting available to the public]

RESOLVED

1. To note the findings of the Ofsted Focused visit in December 2019 as attached as Appendix 1 of the report and endorsed the ongoing Action plan attached as Appendix 2 of the report.

2. To note the progress of the Ofsted inspection 2018 Action plan attached as Appendix 3 of the report; and
3. To endorse the assurance measures to improve practice in the Disabled Children's Team set out in paragraphs 7.8 to 7.11 of the report.

Reasons for decision

Non key decision

Alternative options considered

None.

263. HOUSING DELIVERY TEST ACTION PLAN (HDT AP) 2020

The Cabinet Member outlined that the Housing Delivery Test was a Government initiative to try and bolster housing supply. Housing supply referred to all housing built in the borough, not just Council housing, whether affordable or for purchase.

The Council were undertaking work on a new Local Plan to frame its housing ambitions, including a commitment to build 1,000 new Council Homes. The number of permissions agreed were what counted as the numbers of housing supplied within a given period.

The Council would continue to grant permissions in line with planning policies, manifesto commitments and in accordance with statutory timeframes, to ensure Haringey has the homes it needs. The Council would continue to work with developers to remove obstacles to delivery. The Cabinet Member expected the house building industry to also take action, as the under delivery of homes could not be solved by, or blamed, on the Council alone.

In response to questions from Cllr Cawley – Harrison and Cllr das Neves, the following information was noted:

- The next Local Plan was due to be published in late 2022 and a Member's working group had been established to oversee this process. However, there would need to be a set process followed with prescribed consultation, and a public enquiry, before final decision by the Council. The previous Local Plan had been published in 2017 and in 2018 there had been changes made to the Housing strategy appendix C and also to the CiL policy. The Council were working in accordance with the timeframe of a 5-year plan with adoption planned in 2022.
- If the local Planning Authority's delivery of housing fell below its housing target of 75%, the Council would not be able to prove that it its meeting its five-year housing target .The Council would move to a legal situation called a 'tilted balance' which means a higher planning test to follow if refusing a planning application with housing included. The effect of this for decision making was that the Council would need to give more weight to housing, meaning less

consideration of other needs for the area that the Council were wanting to promote. This could also mean losing more planning appeals if enough consideration had not been given to housing requirements.

- It was important to note that Haringey's target for housing development had risen 4 times over the last 4 years and there had been over 4000 planning consents with implementation on site. This was not a housing delivery policy implementation issue and the Council worked with developers but ultimately could not force them to build.
- To provide some further context to the housing target, it was important to compare the Council's own house building programme which had 1000 units which the Council were in control of building with the target of 8000 units set in the London Plan. This demonstrated that the housing delivery test was imbalanced as the Council were not in full control of wider delivery of housing in the borough.
- It was noted that the Council were at 58% against the target of 75% of housing delivery. However, this was without the inclusion of the financial year end data which required site visits to take place for validation purposes and these could not take place due to Covid 19.

RESOLVED

1. To note the comments of Regulatory Committee.
2. To adopt the Housing Delivery Test Action Plan 2020 attached at Appendix A of the report

Reasons for decision

To comply with requirements in the NPPF to produce an Action Plan, given delivery in Haringey of new homes was recorded as 55% of the Council's housing target.

Alternative options considered

The alternative option would be not to publish an Action Plan. However, this is not recommended as it would be contrary to Government Policy, and could jeopardise the Council's position at any future appeals where housing delivery was contested, as it could be seen that the Council is not actively trying to address the housing shortfall against the adopted target.

264. HARINGEY EMPTY HOMES POLICY

The Cabinet Member for Housing and Estate Renewal introduced the report which set out a refreshed version of the Council's existing empty homes policy. This had been developed to communicate the Council's approach to bringing empty homes back into use.

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

- Agreed a response would be provided to Cllr Palmer's question at the January Cabinet meeting, which was put forward when discussing the 1000 new homes to be built in the borough, and comparing this policy decision to the number of empty homes in the borough which was over 1000 and some empty for over a decade. At the meeting the figures quoted were questioned by the Cabinet and Councillor Palmer followed up with details of this information received in an FOI request which set out the following:

- FOI reference number LBH/9297319.

- It stated that:

“As at 31 October 2019 the Council had:

- 1136 properties classified as being empty for more than six months*
- 94 properties classified as being empty for more than five years*
- 21 properties classified as being empty for more than ten years”*

- The Cabinet Member for Housing and Estate Renewal queried if these figures had included second homes? It would be important to establish this as there was a different process involved. These properties were applicable for Council tax collection and could therefore not be deemed empty homes.
- Local research had yet to be completed on the reasons for the rising numbers of empty homes and this would be done following the introduction of the policy and employment of the Empty Homes officer. It was known that there were a variety of reasons why people leave their homes empty. In particular, homes that were empty from 6 months to 5 years' could be due to the increasing number of elderly residents that were going into supported living arrangements or residential care and their families were waiting to find out whether their relatives will return home. It was noted that there will also be cases of homeowners working abroad. The team were striving to ensure that they were in contact with empty home owners and were aiming to reach a higher number of homeowners to understand fully the reasons for the number of empty homes as part of implementing this policy.
- The Cabinet Member commented that she was fully supportive of Empty Dwelling Management Orders[EDMO'S] and had no issues with the use of regulatory powers to bring homes back into use. Officers added that the Housing Improvement Team had not taken forward EDMO's before and would be working with Legal services and Homes for Haringey on how the process will work and there would be a further update on this initiative.

- The Leader concluded that the main objective of the policy should not be the number of EDMO's issued but the bringing empty homes back into use.

RESOLVED

1. To approve the Empty Homes Policy as attached in Appendix 3 of the report.
2. To note that any costs incurred in expanding the service within 2020/21 will need to be met from existing Environment & Neighbourhood revenue budgets.
3. To note that a capital bid of £5m will be made to increase the CPO budget to £6m as part of the 2021/22 budget setting process.

Reasons for decision

During a housing crisis, it is unacceptable that there are within the borough a number of homes that stand needlessly empty. Currently, Haringey has 1,188 homes that have stood empty and unused for six months or more.

In the Council's t Borough Plan Priority 1- Housing, the vision is for a safe, stable and affordable home for everyone, whatever their circumstances. The Council is committed to working together to provide housing for all our residents needs and to creating environments that are safe, clean, and green (Priority 3). Empty homes are a housing resource that could be utilised when demand for housing is high. Homes which are allowed to remain empty long-term blight neighbourhoods and attract antisocial behaviour and crime.

Haringey Council has a good track record of bringing empty homes back into use. Our existing empty homes policy however is outdated and in recent years, due to reduced resources, empty homes work has been targeted only at those homes causing the most nuisance or those which have been empty for longer than 5 years or which have been abandoned. Although the number of empty homes in Haringey is at a relatively low level, in part due to the Council's work to date, there is a case to expand the scope of that work. This can be achieved through revising the empty homes policy and reallocating resources within the Environment & Neighbourhoods revenue budget

Alternative options considered

Not to consider expanding any of the resources required for empty homes work. The number of empty homes in the borough has been rising for five years, and so this option was rejected.

265. UNIVERSITY SCHEME FOR HARINGEY YOUNG PEOPLE

The Leader was pleased to introduce the report which sought agreement to fund a Local Authority university bursary scheme for young people from low income families (under £30k PA total income) from the academic year 2021. The scheme was

intended to support an increase in the percentage of those students from low income families who can go on to university at the end of year 13 and graduate.

The scheme would, among other things, support a monthly (Sept to June) bursary of £300 for the duration of the degree course, mentoring from year 13 (or before) through to graduation, the cost of the UCAS application and visits to two university open days during year 12/13.

It was proposed that the scheme run year on year, supporting up to 10 students through university at an eventual annual cost to the Council of £120k. The scheme would also make available a period of work experience within the Local Authority or one of its partners, aimed at the summer recess in the second year and based on two days a week for a period of eight weeks at London Living Wage.

The Leader spoke about education being unequal and opportunities at school or university skewed by where you come from. Children from the most deprived families tended to do less well at school and were less likely to go on to university, or any other form of higher education. Among those that do go to university, the most deprived students were more likely to drop-out and less likely to secure a top class degree.

The Leader described that inequality persists beyond graduation day. The most advantaged graduates were more likely to be in a high-skilled job after graduating, and BAME Russell Group university graduates are more likely to be unemployed than their white peers.

It was noted that no single injustice is responsible for the gap. Income and financial security were a major factor, but there were wider and subtler causes behind the gap too. The Leader outlined that ethnicity, class, health and household dynamics were just some of them.

The Leader expressed that a lot of the inequalities that distort educational opportunity were deep-set and would take wide-ranging interventions to overcome. The Council could not reverse the government's 2016 decision to abolish maintenance grants for low-income students for example. However, the leader felt that there was a clear role, indeed a leading role, that a local Council could play to improve opportunities and outcomes for the most deprived residents in its borough.

The scheme was central to that ambition and set out a slate of interventions to support children from some of the most deprived families in Haringey.

Following questions from Cllr Cawley- Harrison and Cllr das Neves, the following information was noted.

- The Council were aware of the university application timetable and were aiming to have the scheme ready before year 13 to allow the work experience opportunities to be accessed and also to dovetail with other schemes that will be available to students, in particular those which provide access to Russell group universities in London.

- The Leader spoke about students from low income families being able to aspire to attend the best university institutions possible and working with organisations that will support as many students as possible.
- The Leader added that the scheme was not just about providing the funding to go to university but mentoring. The Council would be dovetailing this support with the other developmental opportunities that were available. The Leader agreed considering the suggestion that the Council examine the work experience that it could provide to young people on this scheme. The Council were aiming to work with a number of partners to provide as broad and varied opportunities as possible for work experience.
- Noted that the follow up report in September/October would provide more details of the governance process. This would also include more information on the level of assistance and support that the Council can provide to all young people that apply to the scheme. The bursary grants would be provided to 30 young people at any one time. It was noted that some young people that may not get the grant will be linked to other organisations/ schemes where they will be able to access financial support.
- The later paper would also include information on the threshold for parental income and respond to other questions Councillors have put forward on the criteria for accessing the scheme. At this stage, it was important for young people that were going to be going back to school in September, and considering their further education options, to have the confidence to make the university applications and look to their future without being deterred by their financial situation.
- The Leader closed by emphasising that it was important as a Council to support young people to be the best and achieve the most that they can.

RESOLVED

1. To approve the creation of a Haringey University Scholarship Scheme with an eventual annual funding of £120,000 to assist young people from lower income families to access university with financial support.
2. To agree that the Assistant Director for Schools and Learning consult with schools and pupils over the summer on the proposals, mentoring and placement for the scholarship scheme and a second report is brought to Cabinet in autumn 2020 setting out responses to the consultation and detailed proposals for mentoring, placements, partnership work and administrative details.

Reasons for decision

Haringey is committed to creating greater equality, including in education and opportunities for access to higher education. Our borough has a stark socioeconomic gap between communities and, as the Borough Plan makes clear, the Council has a pivotal role to play in narrowing it. That ambition requires interventions on several fronts – of which higher education is just one.

The interventions in the university bursary scheme are designed in the context of wider inequalities. They aim not just to support young people who are weighing up the affordability of university or another form of higher education, but also to support them as they complete their university studies and with their entry to the job market afterwards through the provision of mentoring and work experience within the Local Authority or partner organisation during the summer recess in the second year.

Using a fund of £120k per year and based on an assumed bursary of £3k grant per annum for each student, based on ten students, the following is proposed:

Year 1: 10 students = £30k

Year 2: 20 students = £60k

Year 3: 30 students = £90k

This would provide a monthly sum (Sept to June inclusive) of £300 per month for each of the ten students. Other costs relating to mentoring and application support, together with administrative costs bring the total for the scheme up an eventual £120k per annum (see Appendix 4 of the report).

This report sets out details of the current education attainment gap for low income families and how the annual fund of £120k can support our young people from lower income families to access and achieve at higher education on a level that is closer to their higher income peers.

Alternative options considered

A number of alternative options were considered, including:

- A Southwark Scholarship Scheme approach
- A university grant: restricted to academic courses
- A Haringey Student Loan

Southwark Council's Scholarship Scheme covers the full cost of tuition fees for students (£9,000 per year). However, the bursary scheme as proposed by this report is favoured because it supports the young person's month to month living expenses by providing direct grant funding to give lower income students financial security that replicates some of the additional support middle income students often receive from their parents. Grants of this nature, which are smaller, can be distributed to more students – broadening the reach of the scheme.

A university grant that is restricted to academic courses was rejected on the basis that it would only support residents applying to university courses. Further, offering a cash grant for a certain type of course could create a perverse incentive, pushing individuals to choose an academic degree over another preferred form of higher education and to which they are more suited. The perceived hard line between

academic and vocational courses is somewhat misleading. Some university courses are very clearly tied to a specific job or career. Some university courses include placements or internships, while some vocational courses include on-campus tuition. Creating a fund based on an unclear distinction could needlessly exclude some residents from support.

A Haringey Student Loan has been rejected because it would not reduce debt for students – and this is already a perceived barrier. The impact of reduced debt interest on a young person's decision to pursue university is likely to be minimal.

Further, a loan scheme would create a large upfront cost for the Council and a great deal of financial uncertainty. It is very hard to project how many students will go on to earn salaries above £21,000 (the threshold at which repayments to the Student Loan Company start to be made) and how consistently they will be earning.

A loan scheme would also require enforcement and collection. Staff resources would need to be allocated to this, potentially at a significant level of cost.

The Springboard Scholarship scheme as proposed, provides a broader 'opportunity fund' to give any eligible young person a route into post-18 educations – and the opportunities that come with it.

266. TOTTENHAM HERITAGE ACTION ZONE (HAZ)

The Cabinet Member for Finance and Strategic Regeneration introduced the report which sought Cabinet approval to accept an offer of grant for £2.012 million from Historic England and to subsequently enter into a grant agreement with Historic England for restoration of both historic properties and public realm spaces within the Bruce Grove Town Conservation Area (Bruce Grove Town Centre) in Tottenham.

The Council would need to provide match funding of £2.598m but this funding allowed the Council to capitalise on the broader nature of the High Road, creating a more welcoming, safer and attractive visitor experience, promoting Tottenham High Road as a distinct destination; improving arrival at Bruce Grove Station and encouraging people to walk along Bruce Grove to Tottenham Green to enjoy the diverse local shops and handsome buildings.

In response to a question from Councillor Cawley- Harrison on altering the highways to support the improvements to heritage buildings in the area, although there were specific allocations for the improvements, the Regeneration team would be speaking with the highways team on expanding the pathways. There had already been some work completed on reducing traffic on Tottenham High road with some further initiatives to be taken forward with the London's Mayor's office.

Following considering of exempt information,

RESOLVED

1. Pursuant to Contract Standing Order 17.1, to approve the receipt of a grant for £2,012,000 from Historic England, subject to the Council entering into a funding agreement, to deliver the Tottenham Heritage Action Zone (HAZ) Programme;
2. To grant delegated authority to the Director of Housing, Regeneration and Planning, after consultation with the Cabinet Member for Strategic Finance and Regeneration, to approve the final terms of the funding agreement and enter into the agreement on behalf of the Council;
3. To grant delegated authority to the Director of Housing, Regeneration and Planning, after consultation with the Cabinet Member for Strategic Finance and Regeneration, and to approve the final Programme Design and any changes thereafter including private contributions to the shopfronts improvement element of the programme;
4. To agree that the properties listed in Appendix 4 of the report (which have been accepted by Historic England for grant funding) will be prioritised for inclusion into the HAZ programme, for subsequently entering into separate legal agreements with each owner for those properties listed in Appendix 4 (exempt).

Reasons for decision

Overall, Bruce Grove's shopping centre has had a decline in the quality of the street frontages, correlated with low or no private investment, and compounded by signage and advertising hoardings that detract from the appearance of the High Road. Bruce Grove retains broad appeal, where footfall is high, but unit investment is lacking', reflecting a local business community that is vulnerable to broader market forces affecting high streets.

The Historic Action Zone Grant offered to the Council by Historic England presents a significant opportunity to address the physical, economic, and social issues facing Bruce Grove. It will improve Bruce Grove's historic identity and provide the catalyst for change and additional investment from private owners. This will encourage existing businesses to commit to the area and grow whilst also encouraging new businesses to locate and grow in the area; thus improving the long-term viability of the Town centre to serve its local residents and broaden its appeal to visitors.

The recommendations in this report allows the Council to receive the grant funding from Historic England and enter into a grant agreement with Historic England to deliver the programme of improvements for Bruce Grove and to commit Council match funding from the approved capital programme.

Alternative options considered

Option 1: 'Do Nothing'

This option would be for the Council to not accept the grant funding from Historic England, and therefore not enter into a funding agreement. This would prevent the Council from securing £2m in funds from Historic England, which are required to

assist in repairing and restoring the historic fabric and open spaces within Bruce Grove Town Centre.

Without intervention, the economic viability of the Town Centre to compete and sustain itself would be adversely affected. This could lead to further deterioration of the historic urban fabric of Bruce Grove and in turn would not provide the catalyst for further investment by private owners nor encourage other businesses to locate into the area.

Option 2:

The recommended option is to accept grant funding from Historic England and enter into a grant agreement. This would enable a catalyst for positive change in Bruce Grove that will not only secure physical Improvements to its historic environment but also will encourage further private investment and broaden the appeal of Bruce Grove to new businesses to locate there. Visitors to the town centre will be encouraged to stay longer that will in-turn help to support existing businesses.

267. PROPOSED ACQUISITION OF THE FREEHOLD INTEREST OF MUNRO WORKS

The Cabinet Member for Finance and Strategic Regeneration introduced the report which put forward agreement to the purchase of the freehold interest in this property would enable the Council to exit an onerous head lease arrangement, and to support economic development in the Borough in line with the Borough Plan by letting vacant units on this estate. The purchase would also contribute to MTFs savings.

In response to questions from Cllr Cawley – Harrison, the Cabinet Member was not aware of other sites in the borough where there were similar losses due to previous contractual agreements. The intention for the site was for it to be used for commercial purposes.

Further to considering exempt information,

RESOLVED

1. To note the current onerous leasing arrangement of Munro Works and ongoing cost to the Council.
2. To note that the Council has exercised its option to acquire the freehold interest and gives approval to complete the purchase of Munro Works for a consideration not exceeding the value detailed in the exempt section, Part B, of this report; and
3. To give delegated authority to the Director of Housing, Regeneration and Planning after consultation with the Cabinet Member for Finance and Strategic Regeneration and Director of Finance to approve the final purchase price and

the Heads of Terms and all other documentation required to give effect to the acquisition as set out in Part B of the report.

4. To note that the capital cost of the purchase and any associated costs of refurbishment, as outlined in the Exempt section of the report, can be funded from the approved capital programme.

Reasons for decision

The Munro Works site is an onerous asset in its current form costing the Council £92,250 per annum (based on the head rent paid less the income from the sub-letting) in rental terms potentially until lease expiry in 62 years' time, due to the restrictive covenants on sub-letting in the head lease.

There is clear rationale to purchase the Freehold interest in Munro Works to stem the loss of rental income and business rates, and to achieve control of this investment in the future.

On 10th April 2014, a Leader decision was taken to exercise the Option to acquire the freehold interest. That Option was exercised on 17th April 2014. However, the acquisition was left in abeyance, as the parties were unable to agree the purchase price at the time. The acquisition of the freehold interest would enable the Council to actively manage this industrial estate, and maximise income potential for the future from efficient estate management and in line with the Council's Asset Management Plan and MTFS.

Alternative options considered.

The alternative option is not to purchase the freehold interest in Munro Works and to manage the asset without changing the lease structure. If no action is taken to acquire the Freehold, the Council will continue to suffer a net loss of rental income, as set out below together with a loss of business rates in respect of the unlet and vacant units, currently amounting to a sum set out in Part B of this report. Further information is set out in Part B of this report.

The Council would continue to suffer an annual net loss which would worsen during the rest of the lease, and be exacerbated at the end of the lease in the likely event that a schedule of dilapidations would be served on the Council at that time. Moreover, full business rates are payable by the Council on the vacant units at Munro Works (full details are included in the Exempt report).

Another option is the restructuring of the letting arrangements at the estate to achieve a single letting of the whole, as permitted in the Headlease. This would be likely to achieve a lower overall rent than letting individual units, and would increase the Council's risk with regard to voids, rent arrears and lease default. It is therefore considered an unattractive option.

The Council could surrender the existing headlease and renegotiate terms under a new lease structure. This was previously considered, but would necessitate foregoing

the option to purchase and an adjustment to the rent review clause to reflect these changes, which would not benefit the Council.

268. EXTENSION OF UNITED GUARDING SERVICES (UGS) SECURITY CONTRACT

The Cabinet Member for Finance and Strategic Regeneration introduced the report, which sought agreement to a further six-month extension to Haringey's existing security contract with UGS beyond 31st October in order to fully evaluate the future options for the service in line with the Council's Insourcing Policy and Community Wealth Building approach. The extension would also provide necessary continuity while the impact of COVID-19 on Council buildings was fully assessed.

RESOLVED

1. To approve the extension of the UGS security contract for a further six months until 30th April 2021 with a value up to £407k, in accordance with CSO 10.02.1 b).

Reasons for decision

As part of the wider FM insource planning it was agreed in consultation with members that security would be considered in a future phase of corporate insourcing. This was necessary due to the UGS contract not being novateable from the previous FM provider.

A short-term extension to the UGS contract is required in order to provide continuity within the security service and to allow a full review of future options in line with Council policy.

In March 2020, the Assistant Director for Capital Projects & Property, following a compliant procurement exercise, approved the original award of a contract to UGS to the value of £475,000 for an initial contract period of seven months commencing 1st April 2020, with the option to extend up to a further seven months.

Because the extension for a further six months, to a value of £407k as provided for in the original contract with UGS, exceeds the key decision threshold, a Cabinet decision is required in accordance with the Council's Contract Standing Orders.

Alternative options considered

Not to provide the current services supplied by the current contractor - This option would leave staff, the public and Council sites vulnerable.

To undertake a full OJEU tendering process immediately -This option is not considered viable due to current market uncertainty related to COVID-19 and the need to investigate comprehensively options to insource these services, as per Council policy.

The current contract allows for an extension, which is the preferred option enabling a review of the contract specification, insourcing opportunities and a full retendering exercise during the extension period.

269. CONTRACT AWARD DEN PIPE SUPPLIER

The Cabinet Member for Climate Change and Sustainability introduced the report, which sought approval to a contract award to Logstor UK Ltd for the District Energy pipe supply. This decision did not commit the Council to any spend. However, it did create a clear delivery path to allow the developers the Council were collaborating with to deliver the project to start building the network on the Council's behalf. It clearly helps to deliver this ambition programme and the Manifesto commitment of delivering a municipal energy company to deliver affordable, low carbon energy.

In response to questions from Cllr Cawley- Harrison, work was progressing for a DEN to be in place for Tottenham Hale by 2024 and Wood Green by 2025.

The Cabinet placed on record their thanks to Emma Williamson, the Assistant Director for Planning for her considerable work as the Lead Planning officer and support to councillors in her role. Emma was leaving the Council to take up a new post and the Cabinet wished her well in her new position.

RESOLVED

1. To confirm the award of a call-off contract from the Stoke City Council DEPO framework for DEN Pipe Supplier to Logstor UK Ltd (Logstor) for a period of 3 years from 1/5/20 to 30/4/23. The contract value over the life of the contract (contract period + extension) is estimated to be £1.7m and so this falls under CSO 9.07.1d
2. To give delegated authority to the Director Housing, Regeneration & Planning to approve the final terms and conditions upon which the Council will enter into a call-off contract with Logstor under the Stoke City Council DEPO.

Reasons for decision

This appointment allows the DEN team to manage the quality and price risks associated with the incremental installation of the network.

It will allow the team to obtain prices from the market for incremental installation of pipe to help inform the business case so that LBH can make decisions on whether or not to proceed with the DEN project.

The contracts do not commit LBH to any spend at this time. Materials will be called off from the contract as and when different phases of network installation are approved.

This approach allows developers in Tottenham Hale to work directly with

LBH's chosen suppliers and conform with LBH's quality assurance requirements.

The DEPO framework allows for direct award where either

- The chosen supplier is the cheapest on the basis of framework rates;
- There is a need for urgency; or
- For consistency where a supplier has been used on an earlier Phase 4.6 In this case, a direct award is recommended because there is a clear price advantage between the chosen supplier's standard rates and those of other suppliers on the framework and there is also a need for urgency so that we do not delay the developers we are working with.

Alternative options considered

To note that the recommended route is to:

- 1) Nominate a single system provider that all developers must use.
- 2) The system provider to have design responsibility for interfaces across the network.

The costs for these aspects are estimated at c. £1.6m for the supply of pipe materials and c.£100k for the overarching design responsibility
Installation of the pipe then has two aspects i) civil engineering (i.e. roadworks/excavation and associated site management) to allow installation of pipe and ii) installation of the pipe itself.

For works on private developers' land, typically a main contractor has already been selected (on the basis of the best price for constructing the scheme) and will be responsible for civil engineering associated with the pipe. However, the pipe installer is yet to be selected. The recommended route of nominating a system supplier still allows a mini-competition for these installation works using an approved list of installers to ensure competition.

Where LBH is the developer, the recommended route of appointing a preferred system supplier still allows options to either

- i) procure civil engineering and pipe installation separately; or
- ii) procure civil engineering and pipe installation together

Options around this are discussed below.

Do nothing

This will lead to developers and others generating their own technical requirements for the network which will create quality and cost issues

Procure a single installer to install the entire network (although the installer would need to work with the main contractors on each site who would undertake civil engineering works to facilitate install).

This would give maximum control to LBH but also requires developers to grant access to their sites – which raises significant contractual issues. The uncertainty over timing of the project means it is better to procure works as and when (as allowed via the preferred option) rather than procuring them up front to an assumed timetable and then varying the contract (which will come with a cost). It has been ruled out.

Assuming the approach of appointing a single pipe supplier with responsibility for stress calculations is chosen to give continuity, several alternative routes to market were considered Run a mini-competition to choose supplier from DEPO rather than direct award.

The DEPO framework allows for either direct award or mini-competition. A mini-competition is considered of little value given the need to avoid committing to any expenditure in the contract creates little leverage.

Run a mini-competition to choose pipe supplier via LBH Dynamic Purchasing System (DPS)

There is an option to run a mini-competition via LBH's DPS for a pipe supplier. This is considered less favourable than running a mini-competition from DEPO because it has higher overheads for LBH (it would require LBH to develop bespoke specifications, contracts and evaluation criteria) but has similar drawbacks in terms of low contract value and lack of commitment to a minimum volume meaning market interest will be low (and burden on suppliers to bid is relatively high even by DPS).

Run an OJEU compliant procurement

There is an option to run an OJEU compliant procurement from scratch but this is considered less advantageous than using either the existing DEPO f/work or the LBH DPS and has been ruled out.

270. ESTABLISHMENT OF CABINET SUB COMMITTEES & CABINET MEMBER APPOINTMENTS FOR 2020/21 TO THE COMMUNITY SAFETY PARTNERSHIP (CSP) AND NOTE APPOINTMENTS TO LHC

The Leader introduced the report which sought approval to:

- Re-establish the Corporate Parenting Advisory Committee, confirm its terms of reference and appoint Members to serve on this advisory Cabinet sub-committee.
- To note the membership and terms of reference of the LHC which is a Joint Committee of the Cabinet.
- To confirm the terms of reference of the Community Safety Partnership and appoint members to this statutory partnership body.

RESOLVED

1. To agree to re-establish the Corporate Parenting Advisory Committee, and that the terms of reference for this advisory subcommittee, attached at appendix A of the report be noted;
2. To note the Community Safety Partnership membership and terms of reference attached at Appendix B of the report;
3. To note the LHC Constitution, set out in Appendix C of the report; noting the membership of the LHC agreed at Cabinet in June 2019 .[Cllr Bull - Cabinet Member for Local Investment and Economic Growth and one non-Cabinet Member [Cllr John Bevan]. These appointments were for a term of 4 years, which started from 2018/19 in accordance with the LHC constitution]
4. To appoint the Members, indicated below, to serve on the Corporate Parenting Advisory Committee and Community Safety Partnership

Corporate Parenting Advisory Committee

Chair - Cabinet Member for Children, Education and Families

Cllr Mitchell

Cllr Dogan

Cllr Culverwell

Cllr Demir

Cllr Chenot

Cllr Palmer

Community Safety Partnership

Cabinet Member for Communities and Equalities

Cabinet Member for Children, Education and Families

Councillor Ogiehor

Reasons for decision

Establishing a Corporate Parenting Advisory Committee ensures that there is an overview of the Councillors statutory role as a corporate parent, assisting the Council to deliver its duties to children in care and young people leaving care.

The Council currently uses LHC frameworks as an efficient way of procuring technically complex products and services for its building refurbishment and maintenance programmes.

Continuing as a Constituent Member of LHC the Council will benefit from: influencing the future direction of LHC including the identification of new products and services, which could be beneficial to the Council; increased learning of procurement practices

and technical know-how for use by the Council's officers in carrying out its own procurement programmes, and share of the LHC annual surplus.

The LHC Committee agreed, in June 2016, to amend their constitution to allow members to nominate for a term of office of four years duration, from 2018, to coincide with the local Council elections. They agreed that the Joint Committee shall comprise two members from each of the Authorities. Each Authority's representatives on the Joint Committee shall be appointed by the Authority's executive, a member of the executive or a committee of the executive, as appropriate and be appointed to serve for a term of four years.

The LHC agreed that the Joint Committee should elect a chairperson of the Joint Committee and a Vice Chairperson of the Joint Committee from among the members of the Joint Committee to serve for a term of four years.

Appointments from Cabinet are required to the Community Safety Partnership to reflect statutory duties and enable high level, accountable, strategic, oversight of issues relating community safety.

Alternative options considered

The alternative option would be for the Corporate Parenting Advisory Committee to cease and this would mean that there is not a scheduled opportunity for members and officers to meet and discuss the wellbeing of children in care and to ensure that the Council is meeting its corporate parenting obligations. This Committee is different to the Children and Young

People is Scrutiny Panel as it concentrates on Looked after Children and care leavers and reports directly to the Cabinet.

Haringey has been a member of the LHC, formerly the London Housing Consortium, for forty years. In February 2012, the Haringey Cabinet approved a recommendation to remain in the LHC Joint Committee and leaving this consortium would affect accessing some shared procurement expertise and support on compliance.

The Community Safety Partnership is a statutory partnership body and Therefore, not appointing Cabinet Members to this body is not an option.

271. MINUTES OF OTHER BODIES

RESOLVED

To note the minutes of the urgent signing held on the 12th of June 2020.

272. NEW ITEMS OF URGENT BUSINESS

None

273. EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED

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

274. BROADWATER FARM REHOUSING

As per item 259 and the exempt minutes.

275. TOTTENHAM HERITAGE ACTION ZONE (HAZ)

As per item 266.

276. PROPOSED ACQUISITION OF THE FREEHOLD INTEREST OF MUNRO WORKS

As per item 267 and the exempt minutes.

277. NEW ITEMS OF EXEMPT URGENT BUSINESS

None

CHAIR: Councillor Joseph Ejiofor

Signed by Chair

Date

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Report for: Cabinet – 15 September 2020

Title: Quarter 1 (Period 3) Budget Monitoring for 2020/21

Report

Authorised by: Jon Warlow – Chief Finance Officer & Section 151 Officer

Lead Officer: Frances Palopoli – Head of Corporate Financial Strategy & Monitoring

Ward(s) Affected: N/A

**Report for Key/
Non-Key Decision** Key

1. Introduction

- 1.1 This budget monitoring report covers the position at Quarter 1 (Period 3) of the 2020/21 financial year including General Fund (GF) Revenue, Capital, Housing Revenue Account (HRA) and Dedicated Schools Grant (DSG) budgets. The report focuses on significant budget variances including those arising as a result of the forecast non-achievement of Cabinet approved MTFS savings but more significantly, the impact that Covid-19 is forecast to have on the Council's financial plans.
- 1.2 The Budget/Medium Term Financial Strategy (MTFS) 2020/21-2024/25 report agreed by Cabinet and subsequently Full Council in February 2020 took actions to de-risk the base budget position as far as possible within the agreed resources. This mainly focussed on addressing the on-going demand pressure in the Adults services but also agreed the writing out of a previously agreed saving associated with achieving income in the Corporate estate.
- 1.3 These actions were intended to provide greater confidence of managing within the agreed budget as well as delivering agreed budget reduction proposals. Since the budget was agreed, the lock-down and associated Government directed actions in response to the Covid-19 pandemic has significantly impacted on the Council's agreed budget and Borough Plan delivery. The forecasts provided in this report are as up to date as possible and based on the most recent (31 July 2020) return to central government (i.e. at month 4 of the financial year). There remains great uncertainty, not least associated with the potential for a second wave of the virus and further local or national lockdowns. Beyond the current year, the speed of national economic recovery will be important on the emerging financial planning for 2021/22 and beyond.
- 1.4 The GF revenue forecast presented differentiates between the impact of Covid-19, on budgets and delivery of planned MTFS savings, and other base budget issues. The most significant of these other issues is the on-going Dedicated Schools Grant (DSG) pressure, notably the High Needs Block which at Quarter 1 is already forecasting an in year overspend of £4.5m. The Director of Children's services is looking for solutions to contain spending in this area as far as possible however, as communicated to Members previously, this is a national issue and can only be resolved through Government increasing the overall funding to a level more commensurate with the cost of delivering the statutory requirements. The forecast and impact on the DSG reserve is explored in more detail in section 7.

2. **Cabinet Member Introduction**

- 2.1 The impact of Covid-19 on our communities and our agreed plans cannot be underestimated and the financial impact on the current year's agreed budget is set out very clearly in this report. The forecast impact arising from Covid-19 has already been reported twice this year (April and June) and this report enables me to provide an update on the position, including any additional funding received and re-emphasises our expectation that ministers will stand by their statements that government stands ready to do whatever is necessary to support councils in their response to coronavirus. The report also provides a forecast of non-Covid19 related pressures which total close to £5m and I must confirm my expectation that Lead members will be working closely with officers to identify and implement strategies to mitigate against these as far as possible.
- 2.2 We have been through 10 years of financial austerity and now look set to face further significant turbulence as a result of the potential world-wide recession, uncertainty over Brexit and a potential second wave of Covid-19 and it is therefore critical that we maintain strong financial management at this time in order that we can continue to do the best for all who live and work in our Borough.
- 2.3 On top of the all of this, I must draw attention to the continued and increasing pressure that we are facing from underfunding of the High Needs Block of the DSG since this Government's expansion of the age for Education, Health and Care Plan (EHCP) eligibility. Haringey, like many other authorities across the country, has been left in a position where, despite best efforts, we are unable to meet the needs of these young people within the budget that we have been allocated. The additional funds provided for 2020/21 to date in no way go far enough and do not provide the sustainable solution that these young people and their families need as is evidenced by the forecast £4.5m overspend included in this report. The outcome of the Government's SEND review is still waiting publication and in the interim we must all continue to vocally lobby for the resources we desperately need.

3. **Recommendations**

Cabinet is recommended to:

- 3.1. Note the forecast revenue outturn for the General Fund (GF), including the impact of Covid, and known and estimated levels of announced Covid funding, is a net overspend of £23.1m. This is before any further emergency grant support (Section 6, Tables 1a and 1b, and Appendix 1). This excludes the DSG forecast.
- 3.2. Note that Directors have been asked to focus on actions to bring the forecast overspend down before the end of the year.
- 3.3. Note the net Housing Revenue Account (HRA) forecast of £9.6m overspend (Section 6, Table 2, and Appendix 2).
- 3.4. Note the net DSG forecast of £4.6m overspend, the actions being taken to seek to address this and the potential implications for the GF (Section 7 and Table 3).

- 3.5. Note the forecast budget savings position in 2020/21 which indicates that 50% (£8.3m) may not be achieved. (Section 8, Table 4 and Appendix 3). This is incorporated in the GF budget pressures addressed in recommendation 3.1 above.
- 3.6. Approve the proposed budget adjustments and virements to the capital programme as set out in Table 5 and Appendix 4 and note the forecast expenditure of £251.5m in 2020/21 which equates to 43% of the revised capital budget (Section 9, Table 5 and Appendix 4).
- 3.7. To approve the budget virements as set out in Appendix 5.
- 3.8. To note the debt write-offs approved in Quarter 4 2019/20 (Appendix 6).
- 3.9. To approve the Council's income recovery practices, operative from 1 October 2020, following the temporary changes made since April of this year (Section 10).
- 3.10. To approve the approach to providing assistance to the Bernie Grant Arts Centre, as set out in section 6.17.6.

4. Reason for Decision

- 4.1 A strong financial management framework, including oversight by Members and senior management, is an essential part of delivering the council's priorities and statutory duties. This is made more critically important than ever as a result of the severe financial duress placed on the Council by the Covid-19 crisis.

COVID-19 affects everything local authorities do – as community leaders, public health authorities, education authorities, employers, partners and service deliverers. The Leader, Cabinet and its officers continue to need to focus on responding to the crisis while ensuring normal critical services are provided.

5. Alternative Options Considered

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

6. Revenue Outturn

6.1. Covid -19 Financial Impact: Key Elements to Date

The health crisis has had a bigger impact on the Council's service delivery and therefore its in-year budget position than anything for decades. The Council's first report on its response was the "Leader Signing of COVID-19 Financial Intervention and Measures" report of 6 April 2020 and its key elements were:

- Provided a clear framework for decision making.

- Set out Haringey's financial intervention and measures policy in relation to Procurement & supply chain (PPN01/02) to help the sustainability of our suppliers.
- Put in place an income collection approach which as far as possible took account of people and organisations circumstances, including a Council Tax Hardship Fund to provide greater relief on bills.
- Agreed to the creation of an Emergency Response Contingency (GF) – using the first tranche of un-ringfenced grant received from Government totalling £8.094m
- Agreed to the creation of a £5m Covid-19 Capital Contingency (GF) by the repurposing of agreed capital budgets and in readiness in case we needed to act fast on investment.
- Provided assurance to members that the Council didn't expect to have cash flow issues
- Approved partial initial usage of the new Emergency Response Contingency (GF) on some specific schemes.
- Noted that the Council was relying on the statement by Robert Jenrick "the government stands ready to do whatever is necessary to support councils in their response to coronavirus"

6.2 An update was provided in the "Financial Impact of COVID-19 – Update Report" to Cabinet of 16 June, which further agreed to:

- Approve an allocation of a further £2m from the Emergency Response Contingency (GF) to cover the on-going Homelessness demand pending the identification of longer-term solutions as set out in Section 9.4.
- Approve allocation of £0.355m from the Emergency Response Contingency (GF) to cover the 5% uplift to the Care Sector for the period 1 April – 31 May 2020 as set out in Section 9.4.
- Approve expenditure on emergency PPE this financial year of up to a maximum of £1m, to be funded from the Emergency Response Contingency (GF) as set out in Section 9.4.
- Approve an allocation of £0.393m from the Emergency Response Contingency (GF) for the direct purchase of emergency food supplies by the Council for the period to mid-July 2020, with a further allocation of £100k to fund longer term support as set out in Section 9.4.
- Approve £0.5m of additional revenue grant funding from the Emergency Response Contingency (GF) to APPCT in this year and also to note the deferral of all loan repayments by the APPCT totalling £0.414m due for 2020/21 as set out in Section 9.4.

- Note that the Council is investing £0.030m from the Emergency Response Contingency (GF) in making an extra 82 lamp posts suitable for use as locations to place banners in high-footfall locations to help the dissemination of messaging about Covid-19 related actions.
- Approve the continuation of the general approach to income collection, where necessary, as approved in the 6 April 2020 report and approve that this be re-considered as part of the Quarter 1 report to Cabinet on 15 Sept 2020 (Section 9.3)

6.3 This presents the backdrop to this update. Since then, with regard to the corporate financial position:

6.3.1 A further package of funding for local government was announced on 2 July:

- £500m of further non-ringfenced emergency funding was announced, Haringey's share being a further £2.9m – taking the total emergency funding Haringey has been allocated to £18.3m
- An income losses scheme was announced to compensate Councils for irrecoverable losses of sales fees and charges income – detail on the specifics of how this will operate is awaited from the government
- It was announced that collection fund deficits (i.e. losses from NNDR and Council Tax) which would normally hit Council General Funds in 2021/22 could be spread over 3 years, and there were related statements made that the share of this which would become a burden on Local Authorities and Central Government would be reviewed. Again, further detail is awaited on this.

6.3.2 The Secretary of State for Housing Communities and Local Government, Robert Jenrick has stated publicly that he will lobby the Treasury 'very strongly' to ensure councils receive the funding they need at the Comprehensive Spending Review, which is due in the autumn.

Corporate Financial Overview

6.4. Members will be aware that £18.3m un-ringfenced grant funding has been received from Government ostensibly to offset the additional expenditure incurred as a result of the pandemic. Members will also be aware that Government have announced that they plan to recompense authorities for an element of the forecast unrecoverable income, the Council's estimate of this currently is a further £8.0m. Other, more specific grants will also impact on the final outturn forecast below. To date, the Council has received the below specific grants:

- Infection Control for Care Homes £717k
- Covid-19 Test and Trace Grant £1,862k
- Local Authority Emergency Assistance Food Grant £365k
- Schools Food Voucher Grant £150k
- Hardship Fund (for Council Tax Reduction Scheme Claims) £3,664k

6.5. While the monthly Covid financial implications returns made to the MHCLG by the Council nominally describe how this Emergency grant is being applied by the Council, it as yet

being held centrally. Therefore, the level of overspends being reported at priority level are gross of any such funding, but net of the specific additional grants received.

- 6.6. As there is still uncertainty about Government support, particularly around the income losses that will be covered, the Council continues to assume that ministers stand by their statements that government stands ready to do whatever is necessary to support councils in their response to coronavirus.
- 6.7. As yet no government announcement has been made for grant support to local authorities HRAs, either in respect of any additional expenditure or, more importantly income loss.
- 6.8. Before taking into account the Emergency Grant, the Council's Quarter 1 finance position (including the HRA and DSG) is a projected gross overspend of £63.599m for the year. The General Fund element (excluding DSG) is a gross £49.408m, which reduces to £23.1m when taking into account known and estimated levels of announced Covid funding. The overspend is mainly due to the forecast impact of Covid-19 on planned budgets and delivery of agreed savings. The Covid-19 impact is largely unchanged from the [Cabinet Report](#) of June 2020. However, the position reported now is worse, owing to the fact that the June report only considered the impact of Covid on the Council's finances, and not other budget issues which are reported here.
- 6.9. Table 1 below sets out full year projections at priority level. A detailed analysis at directorate level is attached in Appendix 1.

Table 1a – Revenue Budget Monitoring Forecast for Quarter 1 2020/21

Priority	Revised 2020/21 Budget £'000	Base Budget Pressures £'000	2020/21 MTFS Savings Pressures- non Covid £'000	Total Base Pressures £'000	2020/21 Covid Challenges £'000	2020/21 MTFS Savings Pressures - Covid £'000	Total Covid Pressures £'000	Total Variance £'000
Housing	17,182	0	0	0	4,587	526	5,113	5,113
People - Children's	62,422	2,051	0	2,051	3,098	2,084	5,182	7,233
People - Adults	87,008	0	0	0	6,545	2,314	8,859	8,859
Place	31,584	2,230	0	2,230	12,145	1,569	13,714	15,944
Economy	4,536	(1)	0	(1)	4,647	625	5,272	5,271
Your Council	39,560	681	0	681	5,097	1,210	6,307	6,988
General Fund Total (b)	242,292	4,961	0	4,961	36,119	8,328	44,447	49,408
DSG	0	4,575	0	4,575	0	0	0	4,575
External Finance	(242,292)	0	0	0	0	0	0	0
General Fund Total	0	9,536	0	9,536	36,119	8,328	44,447	53,983
HRA	0	0	0	0	9,616	0	9,616	9,616
Haringey Total	0	9,536	0	9,536	45,735	8,328	54,063	63,599

6.10. After emergency grant the Table 1b below summarises the current forecast impact on budgets for 2020/21. It should be noted that the income loss compensation grant to recompense losses of sales fees and charges income is still an estimate as final guidance on how this will be calculated is awaited from the Government. Depending on the methodology the government adopts, it may take some time to have clarity around the final level of support the Council will receive.

Table 1b – General Fund Forecast for Q1 2020/21

General Fund	2020/21 (£m)
Covid Pressure	44.44
Non Covid Pressure	4.96
Less: Un-ringfenced Emergency Grant	(18.30)
Less: Income Loss Compensation Grant	(8.00)
Government Funding Assumed	(18.14)
Residual Pressure	4.96

It must be stressed that this represents our current estimates and assumptions about Government support. Should the additional support not be forthcoming, the budgetary pressure will fall upon the Council and this will need to be addressed at year end and in our on-going financial planning.

6.11. Priority Level Financial Position

Brief explanations of the forecast variances for each priority are outlined below. These variances include the impact of the forecast non-delivery of MTFS savings which are further discussed in section 8.

PEOPLE: CHILDREN'S & SCHOOLS

Over budget £7.233m

6.12.1 **Safeguarding and Social Care is indicating a pressure of £2.996m** - this pressure sits mainly in the placements budget which is forecasting to be £2.385m overspent. The invest to save projects have been significantly impacted by COVID-19 and these aimed to reduce the pressure on this budget. Additionally, there are a large number of court proceedings in train which will add further pressure to the budget. There are

also significant legal and other associated costs (such as expert witness fees), associated with these proceedings and the relevant budget is showing a pressure of around £900K. There is also a staffing pressures in the Children in Need teams which are predicting a £171K pressure.

- 6.12.2 Prevention and Early Intervention is indicating a pressure of £1.426m** - this pressure relates to an inherent £1M pressure for SEND transport carried over from last year and £393K pressure in Children's Centres which has been exacerbated by a loss of income as a result of COVID-19.
- 6.12.3 Schools and Learning is indicating a pressure of £0.32m** – this pressure relates to the loss of income from parents for the Music Service and Pendarren (£248K) as a result of COVID-19 and there is also a loss of income from schools in relation to training that the Early Years' service delivers (£124K)
- 6.12.4 Additional Covid-19 related risks of £2.46m** – additional risks identified within the service from the impact of Covid-19. These predominantly relate to anticipated additional costs in placement and staffing related costs in Safeguarding and Social Care.
- 6.12.5** Local authorities have a statutory responsibility to provide free home-school transport to several specific categories of children resident in the borough. However, in London, TfL has provided free travel to children and young people for over 10 years, and so Haringey has not had to apply this statutory guidance in its entirety for some time. As part of the Covid-19 bail-out agreement between the DfT and the Mayor of London, the DfT require that TfL temporarily removes free travel for under-18s. The term of this temporary arrangement has not been specified and it could be in place for some years. DfT has advised that they do not expect London local authorities to fund the free travel however, some additional administrative burden is likely to fall on the Borough. It isn't currently possible to quantify the financial impact of this or when it will commence but an update will be provided as part of the next report.

PEOPLE : ADULTS & PUBLIC HEALTH

Over budget £8.859m

- 6.13.1 Adult Social Services** - is forecasting a gross adverse variance of £13.696m against a budget of £87.008m. Specific Covid related grants and recharges to the NCL CCG reduce the gross cost pressure by £4.837m to £8.859m. This is broken down to an estimated £2.314m slippage against agreed MTFs delivery; £3.816m cost pressures notified and agreed by the Leader or Cabinet including care provider and homecare worker uplifts, PPE and community food aid; and a further £2.7m other Covid cost pressure predominantly for care package costs. As highlighted earlier in the report, the Government has provided some specific and generic grant funding which will ultimately offset some of the Covid-19 overspend and the authority has also obtained agreement from the CCG to re-charge those elements associated with NHS discharges.

6.13.2 It should be noted that there is an additional risk of a further increase in demand due to Covid-19 for packages of care that we are unable to quantify at this point in time: pressures arising through additional clients, care complexity, increased hours and carer breakdown. The impact and pressure are likely to change over the financial year as we begin to understand long-term implications of Covid-19. It should also be noted that ASC are planning with health partners for a second wave towards the end of 2020. This poses additional risks to the budget position for 2020/21 and beyond.

PLACE

Over budget £15.94m

6.14.1 Place Priority is forecasting an adverse variance of £15.94m from the budgeted sum this year; largely made up of base budget pressures of £2.23m, and the impact of COVID of £13.71m.

6.14.2 All services in this priority were affected by COVID-19, and this has led to either increased expenditure or reduced income in one way or the other. Significant among them is Parking, & Highways with a forecast adverse variance of £10.6m. There was huge reduction in parking and enforcement incomes due to the restrictions.

6.14.3 Community Safety, Waste & Enforcement has a forecast variance of £2.2m. Parks & Leisure has a forecast variance of £1.8m due to loss of all Events income, a reduction in filming and car park income, and costs for fencing and signage required as part of social distancing measures in council parks.

6.14.4 The base budget pressures are largely in Parking and Highways, £1.6m (Non-achievement of CCTV, Pay by Phone and Residential Permit Parking income, plus reactive maintenance budget and clamping contract budget shortfalls).

6.14.5 The rest is in Community Safety, Waste & Enforcement, £0.53m (Non-achievement of rechargeable waste income -Green Waste, Bulky Waste, etc., Fixed Penalty Notice Income in and on-going Community Safety CCTV Staff budget shortfall)

ECONOMY

Over budget £5.271m

6.15.1 Economy is forecasting an adverse variance of £ 5.271m for Quarter 3 Budget Monitoring. This is entirely due to due to the impact of Covid-19. £4.647m on additional costs and lost income and a further £0.625m from the non-delivery of agreed MTFs savings.

6.15.2 The forecast variance of £5.271m is largely is made up of underachievement of fee income in the Planning Service of £2.0m attributed to slowdown in the market.

Contributing to this variance is also a potential income loss of £1.750m in Property Service and 6months rent free given to Voluntary Sector as part of COVID support measures. There are other contributors to the adverse variance above; all brought about by COVID including £0.725m additional security and building cleaning cost. £0.240m loss of Recharge income chargeable to projects put on hold due to the pandemic.

6.15.3 Detailed work has been ongoing to closely monitor these potential variances and to ensure any corrective action is been taken to mitigate these risks.

HOUSING (General Fund) £5.113m **Over budget**

6.16.1 Housing Service forecasts a net adverse variance of £5.113m.

The forecast £5.113m is predominately due to the additional homelessness and rough sleeping costs being incurred by the services during Covid-19. The remainder is due to delayed delivery of agreed MTFs savings due to Covid-19. It should be noted that within this variance is a £3.7m Temporary accommodation potential overspend offset by a budgeted application of Flexible Homelessness Support Grant (FHSG).

6.16.2 The housing delivery team's revenue budget is proposed to increase by £0.80m to enable the housing delivery team to speedily progress housing sites at GW0 (strategic definition) and GW1 (preparation) stages. This additional cost will be charged to the HRA new build capital budget.

6.16.3 A temporary in year increase to the housing strategy & commissioning team revenue budget of £0.240m is also proposed. This will enable the creation of a temporary ALMO client management team, pending a wider restructure. This resource will ensure that the required targets in key areas of Homes for Haringey's business such as property compliance, asset management and rental income are achieved, customer satisfaction is improved and to ensure a balanced Housing Revenue Account (HRA). This temporary team will be funded by a corresponding reduction in the 2020/21 HRA revenue contribution to capital budget, made possible by the forecast reduction in the level of capital spend this year.

HOUSING (Housing Revenue Account - HRA) £9.6m **Over budget**

Table 2 – HRA Budget Forecast (Quarter 1)

HRA BUDGET 2020/21	2020/21 Revised Budget	Q1 2020/21 Forecast	Q1 2020/21 Forecast Variance
	£000's	£000's	£000's
UE0721 Managed Services Income TOTAL	(105,513)	(95,688)	9,825
UE0722 Managed Services Expenditure TOTAL	11,023	13,000	1,977
UE0731 Retained Services Expenditure TOTAL	82,893	82,893	
Surplus HRA Services (within Retained)	11,596	9,410	(2,186)
Balance of HRA Account	0	9,616	9,616

6.16.4 The HRA is forecasting an overspend of £9.6m which is largely due to the impact of COVID-19 on income collection. The position is improving, and it is expected that a lower variance will be reported at Qtr 2. This would lessen the negative impact on the planned surplus highlighted in the table above.

YOUR COUNCIL

Over budget £6.988m

6.17.1 The Qtr 1 forecast variance is caused by £1.2m delay in delivering agreed MTFS savings due to Covid-19, £5.097m direct additional costs or lost income arising from Covid-19 and a net £0.681m of base budget pressure.

6.17.2 Corporate Governance: (Total £0.349m):

Covid-19 impact (£0.285m)

Currently Covid-19 impacting two areas within Governance as follows:

- Registrars income from ceremonies and notices will be badly affected and it still unclear what long-term additional costs the service will have to pay in order to operate safely in a Covid-19 secure arrangement.
- Legal income from commercial transactions and Homes for Haringey is expected to be impacted by £135K due to reduction in demand. The aim is to recover some of this amount from an increase in work during the later part or efficiencies elsewhere, but there is no evidence that this is currently viable.

Base Budget Pressure (£0.064m):

The forecast overspend in Audit and Risk Management due to inflationary increase in the internal audit contract. This is looking to be addressed through the 2021/22 budget process.

6.17.3 Director of Finance (£1.962m):

There are Covid related pressures of £1.546m covering the impact on corporate budgets. A further base pressure of £0.416m arises from the continued reliance on interim staffing resource pending permanent recruitment. This figure is likely to be the worst-case scenario and it is hoped that the overspend forecast will reduce down for Qtr2.

6.17.4 Director of Transformation (£3.471m):

The majority of the forecast overspend is due to Covid-19. An estimated £1.2m is slippage in delivery of agreed 2020/21 savings, mainly in the Customer First programme, where planned activity has had to be postponed in order for the council to respond to the increased demand for services as a result of the pandemic. A review

is underway currently to investigate what mitigations are available to reduce this forecast impact in the current year. Planned advertising income is also unlikely to be achieved this year.

A further £1.0m pressure is in relation to significantly reduced Council Tax and Business Rates court cost recovery income as Courts are now not expected to be operational for Summons/Liability hearings until October earliest which will have a major impact on income this income stream. In addition, we are expecting increased requests for Discretionary Housing Payments of £0.6m over and above our Grant allocation

Other Covid pressures (£0.7m) within this service relate to additional staffing costs to cover the processing of the small business grants and increased benefits workload as well as IT equipment costs.

There are base staffing pressures within the directorate of £0.2m which the service is seeking to mitigate through vacancies.

6.17.5 Alexandra Park and Palace Charitable Trust (£0.9m) - as agreed in the June Cabinet report, an additional grant award of £0.5m has been made by the Council to the Trust in recognition of the serious impact that Covid-19 has had on their business. In addition, a further £0.4m has been identified as being at risk in respect of loan repayments. Members should note that the Trust is actively looking to identify additional funding from other sources and has been successful in its application for £250k to the National Lottery Heritage Fund to help meet operational costs through the current situation. Even taking these two income improvements into account, its trading company APTL currently estimate a significant trading loss for 2020/21 and is currently looking to address its cashflow position. It is expected that this will have a significant impact on the ability of the APTL to provide gift aid to the Trust for 2020/21. Given that their ability to make a gift aid donation in 2021/22 is based on their trading position in 2020/21, there will also be concerns about their contribution to APPCT for next year.

6.17.6 Bernie Grant Arts Centre (BGAC) – financial update

The Centre has been significantly affected by the crisis and the Council proposes to provide assistance in a number of ways.

Members will recall the voluntary sector organisational assistance fund established to help in such situations and the BGAC has been advised to make an application for assistance from this fund.

The Council has also reviewed its wider financial arrangements with the Centre. Under an existing property related matter, the BGAC is due to pay the Council £35,000 pa from 2021/22. It is now proposed that this requirement is put back a year, in effect giving the BGAC an equivalent grant for that year.

There is also a £340,000 outstanding loan in place from some years ago and there is currently no loan repayment plan in place which needs to be addressed. The Council recognises the pressures the organisation is facing and any repayment terms will need to be reasonable but, as there is currently no provision in place for the loan, the Council is not in a position to write off the debt at this point, given its own financial outlook. It is

therefore proposed that no loan repayments be made until 2023/24 when the rental income due to the Council (£35k pa) becomes due and that this be utilised to repay the debt from that point. This would effectively represent a further grant to the BGAC as the Council would be paying down the debt on their behalf. It is estimated that this would take between 9 and 10 years to clear completely on an interest free basis. At that point, the ongoing rental income would be built into the Council's financial planning (it is not presently).

7. Dedicated Schools Grant (DSG)

Over budget £4.575m

The DSG budget is already forecasting an in year overspend of £4.575m despite material increases in the Schools Block (£3.18m) and High Needs Block (£4.64m) budgets compared to 2019-20. As highlighted in the table below, all but £0.3m is pressure within the High Needs Block (HNB).

Table 3 – DSG Position Quarter 1

Blocks	Opening DSG at 01/04/20	Schools Forum agreed trf between blocks	Revised Reserves at 01/04/20	Q1 Forecast Outturn Variance	Closing DSG Reserves at Q1 2020/21
Schools Block	0	0	0	347,760	347,760
Central Block	10,260	0	10,260	0	10,260
High Needs Block	10,066,960	0	10,066,960	4,227,719	14,294,679
Early Years Block	107,530	0	107,530	0	107,530
Total	10,184,750	0	10,184,750	4,575,479	14,760,229

The main cost driver for the HNB is the total number of EHCP plans which have been increasing in recent years; this trajectory looks to be continuing for 2020/21.

The DfE have updated their guidance on Deficit Recovery Plans (DRP) and removed the previous 1% threshold as the basis for producing a recovery plan for the 30th of June. Instead, they will be contacting LA's individually to discuss recovery plans. The School's Forum is aware of the need to produce a DRP as a matter of good financial practice and in preparation for the expected contact from the DfE.

Immediate material savings in this financial year are unlikely to be achievable however, Services are working on a recovery plan with key partners to reduce costs. There are complex issues to address with schools such as banding payments for individual top-up plans and refocus spending. This will need to be tabled and agreed with Schools Forum throughout the year for implementation in September 2021. On a national level the outcome of the Government's SEND Review is still waiting publication which will influence policy (and costs) and will factor into any future deficit recovery plans.

8. MTFS Savings

Table 4 – Summary 2020/21 MTFS Savings Delivery by Priority

Priority	2020/21 Savings Target	Achieved to date, full year effect	Forecast savings	Covid Slippage	Other Slippage	Commentary
	£'000	£'000	£'000	£'000	£'000	
People : Childrens	2,261	178	0	2,083	0	£2.083m delay due to covid issues: Edge of Care 0.990m; Safeguarding 0.250m Fostering 0.144m; SEND transport 0.214m Pause Project 0.142m and Foster Carer Room 0.193m
People : Adults*	5,969	1,377	2,278	2,314	0	Covid: Haringey Learning Partnership 0.835m; Mental Health saving 0.225m; transfer of High Cost Day Care 0.425m; In House Negotiator 0.200m; CCG Related savings 0.186m
Place	3,218	17	1,631	1,570	0	Covid: Parking Transformation 1.055m; Debt recovery 0.158m and Water Service 0.156
Economy	980	30	325	625	0	COVID: Largely from FM Transformation £0.15m, Strategic Property Unit – New Income Rent Reviews £0.10m, Property head lease acquisition £0.05m and various others £0.325m
Housing	1,176	0	650	526	0	COVID: Additional HMO Licensing Scheme £0.17m, Temporary accommodation reduction plan £0.33 and Transferring PSLs to the CBS £0.03
Your Council	2,934	1,709	15	1,210		Covid Slippage: FOBO 1.022m; Advertising Income 0.100m; CPMO /Comms Saff 0.087m
TOTAL	16,538	3,311	4,899	8,328	0	

*Adults Savings Includes the Mitigations for Demographic and Inflation Growth

8.1. Appendix 3 provides progress on savings 2020-21 delivery on a more detailed level.

2021/22 – 2024/25

8.2 Services continue to monitor deliverability of agreed savings for 2021/22 and beyond and at this stage c.£2m is flagged as being delayed beyond the original delivery date with one saving now at risk of not being deliverable as originally planned. Further analysis will be undertaken before the next report to challenge the assumptions around the forecast slippage however, it should be noted that any further waves of Covid-19 could negatively impact on the agreed savings delivery.

9. Capital Expenditure Forecast at Quarter 1

The Council's overall revised capital budget is £577.981m. This revised budget includes the budget as set by Council in February 2020, the carry forwards agreed by Cabinet at its meeting in July 2020 and further amendments required since July, most noticeably the allocation of Neighbourhood Community Infrastructure Levy and the increase in the School Condition Allocation capital grant from the DfE.

Services are reporting a projected outturn of £251.516m, and an in-year variance of £326.465m (57%). The table below compares the revised budget to the forecast outturn.

Table 5 below compares the revised budget to the forecast outturn.

Table 5

Priority	2020/21 Original Budget	2019/20 Budget B/F	2020/21 Budget Virements (Adjustments)	2020/21 Revised Budget	2020/21 Forecast Outturn @ Quarter 1	2020/21 Outturn vs Budget Variance
	£'000	£'000	£'000	£'000	£'000	£'000
People (Children's)	20,663	9,020	1,552	31,235	23,999	(7,236)
People (Adults)	13,370	4,325	168	17,863	4,454	(13,409)
Place	31,958	10,781	1,330	44,068	32,366	(11,702)
Economy	130,734	22,266	(786)	152,214	53,505	(98,709)
Housing (GF)	1,000	9,698	0	10,698	0	(10,698)
Your Council	20,036	13,153	1,578	34,767	18,631	(16,136)
General Fund Total	217,762	69,242	3,842	290,845	132,955	(157,890)
Housing (HRA)	236,331	50,805	0	287,136	118,561	(168,575)
Total	454,093	120,047	3,842	577,981	251,516	(326,465)

9.1 People (Children's Services)

There is a net £1.552m adjustment to the Children's Services capital budget. This represents the movement of resources within the overall programme to individual schemes with a net zero effect, the inclusion of Neighbourhood Community Infrastructure Levy (NCIL) into the Youth Service capital budget at £0.650m, and an increase in the School Condition Allocation capital grant of £1.374m. There was a reduction of £0.5m which was a transfer to the Covid-19 contingency of £0.5m.

The current projected outturn is £24m, generating a variance of £7.236m. During 2019/20 a large number of surveys identified the requirement for significant amounts of remedial works in the Children's Services estate. Since those surveys were concluded, work has progressed with the necessary scheme design prior to tendering and delivering the actual capital schemes. As a result, it is anticipated that there will be significant capital spend over this financial year on major projects. Within the above expenditure forecast approximately £7.7m net has been allocated to the Corporate Landlord to undertake smaller schemes that could, if left, result in school closure. It is anticipated that this budget will be fully spent. Plans to spend the very recently announced additional School Condition Allocation grant will be worked up and could

result in higher spend this financial year. In addition, work continues on further design development for schemes to be delivered in 2021/22.

9.2 People (Adults)

There is an increase in the Adults capital budget which is due to the receipt of a higher allocation of disabled facilities grant (DFG) than budgeted for which needs to be added to the capital programme.

The current projected outturn is £4.454m which leads to a variance of £13.409m. The reshaping of the Canning Crescent scheme has led to a delay in expenditure on the scheme, with an in-year variance of £4.9m. The spend profile is to be recast in the light of the revised capital scheme as it further developed. The Supported Living scheme budget is reporting a variance of £4.1m. This budget is in the capital programme to provide for resources to undertake works to properties as and when they become available. The use of buildings to provide for homeless people during the pandemic has reduced the availability of potential buildings for use as supported living, hence the reduced level of forecast expenditure. The suspension of the OGNH scheme has resulted in an in-year variance of £2.9m.

9.3 Place

There is a net adjustment in the Place budget of £1.330m which represents an increase of £4.662m due to the incorporation of NCIL of £1.6m, a loan made to Alexandra Palace of £1.43m in relation to construction costs. An allocation to the highways budget of £1.14m as agreed by Cabinet in July 2020, an allocation from contingency of £0.25m to Hornsey Library scheme, and £0.243m of additional grants for parks related works. This increase is offset by transfers to the Covid-19 contingency of £2m, a net reduction of £0.833m of TfL funding for LIP (which could change as the year progresses), and a reduction in the S106 budget to match likely spend this financial year. This reduction in the S106 budget does not result in any lost resources to the council.

The current projected outturn is £32.336m, a variance of £11.702m. The significant variances relate to the delays to the Marsh Lane scheme, £3m, due to its alternative temporary use at the beginning of the year, the Libraries refurbishment programme, which relates to old buildings requiring a lot of early planning as well as stakeholder engagement, has a projected in year variance of £1.252m, the JLAC grant contribution is projecting a £1m in year variance but this may improve when the grant agreement between the council and JLAC is entered into, the Parkland walk Bridges scheme has been delayed due to the need resolve technical issues and generates an in year variance of £1.72m. A range of smaller in-year variance make up the balance.

9.4 Economy

The Economy capital programme contains a number of enabling budgets. These are designed to ensure that there are sufficient resources in the budget and policy framework to enable the council to act quickly when opportunities arise for property acquisitions. It is therefore to be expected that the spend on these budgets is sporadic and difficult to forecast. So, whilst the Economy programme is showing a large variance, a significant proportion of the variance is composed of the variances on the enabling budgets. Additionally, the Economy capital programme contains a number of

budgets that are highly dependent on external parties undertaking their works so that the council can undertake its own works.

There is a net reduction of £0.786m in the Economy capital programme. This relates to the transfer to the Covid-19 contingency of £0.75m and some minor reductions totalling £0.036m.

The projected outturn is £53.505m, and an in-year variance of £98.709m forecast. As stated above the Economy capital programme contains a number of budgets that are designed to respond to opportunities to acquire property during the course of the year. The current situation in the market has led to lower levels of activity and this has generated a lack of expenditure and an in-year variance of £64m. The Tottenham Hale scheme, which is highly dependent on third parties' actions, is forecasting an in-year variance of £22m which is predominantly related to the timing of the housing zone funding payments. This budget is to be disaggregated to enable more accurate monitoring of the non-housing zone funding to be undertaken. The balance of the in-year variance is made up of numerous in-year variance on schemes.

9.5 Housing General Fund

There are no budget adjustments for the Housing General Fund capital programme. There has been no spend and no spend is forecast.

9.6 Housing HRA

There are no budget adjustments for the Housing Revenue Account capital programme.

The cumulative, projected outturn for period 3 on the Housing Revenue Account (HRA) is currently forecast to be £118,561, with an adverse variance of £168,575m. A major factor within this is the COVID-19 pandemic, that necessitated a lockdown and thus hindered the activities of the Council's contractors and staff. This is highlighted in the following key areas of the capital programme:-

9.6.1 Aids and adaptations: The pandemic and lockdown resulted in the Council's contractors not being able to access service users' homes, to undertake the required adaptations leading to the forecast adverse variance of £.

9.6.2 Fire safety and HRA - Homes for Haringey (Major Works): During quarter 1 of 2020-21, all projects were put on hold due to the COVID-19 lockdown. Therefore, all sites were closed and surveying for the projects in design was halted. This led to a delay of four months on all projects within these programmes. The year 2 External Works Programme commenced in December 2020. During quarter 1 of 2020-21, all projects were put on hold due to Covid-19 lockdown. Works were re-mobilised on 22 June 2020 with a current anticipated completion date of 31 March 2021, subject to continual delivery throughout 2020/21. Major works have now resumed, and the fire safety works are currently being remobilised. As a result, there is an adverse variance of £46.8m.

9.6.3 New Homes acquisitions, Existing Homes acquisition and the new build programme: An adverse variance of £34.623m is currently projected because of lockdown. This has resulted in the following outcomes:-

- Construction being suspended entirely on four of the Council's active sites. In addition, a further two sites officially remained open but had minimal work going on, due to COVID-19. This has been the most significant single factor in delaying progress with work. However, even with this earlier-than-expected return to construction, social distancing measures and supply-chain problems will slow output considerably. All sites are now open bar one (Plevna Crescent) the opening for which has been delayed, due to the contractor taking longer to return their furloughed staff. It is anticipated the work at Plevna Crescent will recommence in September 2020.
- Organisational capacity continuing to be a factor. While the development team is able to work remotely, this is inevitably less efficient and capacity in supporting services will be stretched.
- The corporate suspension of consultation and engagement was lifted on 20 May 2020. However, the nine-week suspension meant that most development work, from design stage to planning application was effectively halted. Engagement work resumed immediately after 20 May and virtual consultation processes have been finalised.

The best-case scenario is that by the end of the calendar year, all aspects of the programme will be back working at full capacity. However, it is quite possible that the impact of the shutdown will cause delays in resuming work across the programme, delaying completions by longer than this period. Therefore, each scheme is under review to assess the impact. If a second wave of the pandemic causes similar (or potentially even greater) restrictions to be introduced, then the programme's resumption could be even more significantly hampered and delayed than this.

9.7 Your Council

There is a net increase in the your council budget of £1.578m which is related to the creation of the Covid-19 contingency (a net increase to the Your Council budget of £3.250m, as the approved capital programme contingency contained within the Your Council budget contributed £1m to the Covid-19 reserve and other budgets within Your Council contributed £0.750m) an allocation of £1.430m to Alexandra Palace for a loan, and a transfer from the contingency to the Hornsey Library refurbishment project of £0.25m.

The projected outturn is £18.641m with an in-year variance of £16.136m. The three ICT budgets are forecasting an in-year variance of £4.9m. The service is reconfiguring the budgets to respond to the council's transformational agenda, both the Covid-19 reserve and the responsiveness fund are not projecting to spend at this point in the financial year, however there could be a call on either of them at any point in time, the Civic Centre works are progressing but the initial budget profile has been impacted by Covid-19, and the Wood Green HQ project is being reviewed so expenditure is not expected to be very high this financial year.

10 Income Collection Update

- 10.1 In recognition of the potential impact that Covid-19 could have on individuals or organisations ability to pay debts owed to the council, a revised general approach to income collection covering the period April – June 2020 was agreed by the Leader's Signing on the 6th April 2020 (Section 6.6 to 6.9.37) and the 16th June Cabinet report. That report also recognised that, even in the challenging circumstances created by Covid-19, the Council must still look to bill and collect the income that it is due to receive, in order to fulfil its statutory obligations and, most importantly, provide the funding for the crucial services that it delivers, both during this crisis and normal times.
- 10.2 In the report to Cabinet on 16th June 2020 (Section 9.3) it was recognised that such flexibilities may be appropriate for a further period of time due to the on-going impact on individuals, families and businesses. Cabinet therefore agreed that, where appropriate, this revised approach to income collection could continue over the summer but be re-considered as part of the Quarter 1 report to Cabinet on 15 Sept 2020.
- 10.3 With the easing of lockdown since the June Cabinet and giving consideration to the Councils financial pressures which ultimately rely on the collection of income, it is now proposed to return to normal ethical income collection operations, in line with our statutory duty to collect, guidance received from Government, and discussion with other neighbouring boroughs.
- 10.4 While we are proposing to revert to our normal practices, of course, the Council is sensitive to the adverse financial circumstances that more people have found themselves in as a consequence of the Covid-19 crisis. In line with our ethical debt practices, all Haringey income collection services will continue to maintain our approach of early intervention, where vulnerabilities/ debtor issues are identified, we will ensure residents/ businesses are sign posted to the correct internal/ external help. The vulnerability sign posting process is completed alongside the work being carried out by internal Social Care (Safeguarding), Step Change, Civil Legal Advice, National Debt line, Advice UK, Christians Against Poverty and the Citizens Advice Bureau.
- 10.5 It is recommended that Haringey reverts to its normal income collection approach (as was pre COVID 19) from Monday 1 October, and this will be widely communicated.

1. Statutory Officers Comments

Finance

- 11.1 This is a report of the Director of Finance and therefore the financial implications have been highlighted in the body of the report. Further comment is necessary, however.
- 11.2 This report and the preceding 16 June and 6 April reports before it both make clear the extent of further emergency funding government grant that will be needed over more than one year in order to avoid further significant budget and therefore service reductions. Since then we have received further un-ringfenced grant, the announcement of a local government income compensation scheme for lost sales, fees and charges and further positive statements from the Secretary of State.

- 11.3 As well as its operating position, an important part of every local authority's ongoing assessment of its sustainability is the strength of its balance sheet. The Councils General Fund unearmarked balance is £15.8m for the start of 2020/21. In the return to MHCLG for July (and previous months), the Council advised that none of this balance or any other earmarked reserve balances should be assumed to be available to part meet the costs associated with the Covid-19 crisis. This is because holding a reasonable un-earmarked balance is for "going concern" risk management and earmarked reserves are demarcated for a range of in year and future year purposes.
- 11.4 As well as the in-year financial management, work is underway to re-assess the current MTFs and agree what actions need to be made to facilitate the statutory duty to set a realistic and balanced budget for 2021 & a refreshed MTFs. This is a significant activity, but it is vital to ensure that as a full an understanding of the immediate and on-going implications of Covid-19 are understood and that Members are briefed on options. If Government pull back from previous announcements about the provision of the required financial support this would have serious ramifications on the Council's financial strategy and the funding it has available for delivering services.
- 11.5 It is clearly also imperative that the Council focuses on minimising the currently forecast overspend otherwise this will add a further pressure on the resources available to the authority.

Strategic Procurement: PC

- 11.2 Strategic Procurement notes the contents of this report and will continue to work with services to enable cost reductions.

Legal

- 11.3 The Assistant Director of Corporate Governance has been consulted on this report.
- 11.4 The Council is under a duty to maintain a balanced budget. Section 28 of the Local Government Act 2003 imposes a statutory duty on the Council to monitor during the financial year its expenditure and income against the budget calculations. If the monitoring establishes that the budgetary situation has deteriorated, the Council must take such remedial action as it considers necessary to deal with any projected overspends. This could include, action to reduce spending, income generation or other measures to bring budget pressures under control for the rest of the year.
- 11.5 The Council must act reasonably and in accordance with its statutory duties and responsibilities when taking the necessary action to reduce the overspend. The Council is facing an unprecedented situation due to the pandemic and there is a risk of the financial impact on the Council if the government does not provide the Council with sufficient funding in year to cover the Council's costs due to the pandemic.
- 11.6 Section 1 of the Localism Act 2011 gives the Council a general power of competence to do anything that individuals generally may do. This is a broad, flexible power of first resort, which can be used even if legislation already exists that allows the Council to do

something. However, the general power of competence cannot be used to do anything that the Council is unable to do under a pre-commencement limitation or under a post-commencement limitation that is expressed to apply.

11.7 The general power of competence enables the Council to provide financial assistance to the Bernie Grant Arts Centre. Any assistance given by the Council must comply with state aid rules. The General Block Exemption Regulation authorises state aid in a number of areas, including aid for culture and heritage conservation.

11.8 The Cabinet is responsible for approving virements in excess of certain limits as laid down in the Financial Regulations at Part 4 Section I, and within the Executive's functions at Part 3 Section C, of the Constitution.

Equalities

11.9 The Council has a public sector equality duty under the Equalities Act (2010) to have due regard to:

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

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

11.10 The report provides an update on the Council's financial position in relation to planned MTFS savings and mitigating actions to address current budget overspends.

11.11 The report also reflects upon the impact of the Covid-19 pandemic of the council's agreed budget and borough plan delivery.

11.12 With a challenging financial environment and increasing demand for services, exacerbated by the Covid-19 pandemic, it is becoming more difficult to mitigate against negative equality impacts. Ensuring a fair and equal borough is a priority for the Council and this is reflected in the objectives and performance targets set out in the 2019-23 Borough Plan. This remains the ethos throughout the Covid-19 response.

11.13 With this in mind, and given the impact on services of savings targets, all MTFS savings were subject to equality impact assessments as part of the report to Full Council in February 2019. Throughout the council's Covid-19 response the equality impacts of budget decision have been considered in line with the Equality Act 2010. The budget decisions made throughout Covid-19 response have acted to support and safeguard residents, examples of this include increased spending on homelessness and rough sleeping provision and the provision of emergency food parcels across the borough.

11.14 Upcoming MTFS proposals for 2021-2022 will be screen for equalities impacts with accompanying equality impact assessments.

2. Use of Appendices

- Appendix 1 – Directorate Level Forecast
- Appendix 2 – HRA Forecast
- Appendix 3 – MTFS Savings Delivery
- Appendix 4 – Capital Programme Level Forecast
- Appendix 5 – Virements (Revenue and Capital)
- Appendix 6 – Debt Write Off

3. Local Government (Access to Information) Act 1985

- a. For access to the background papers or any further information, please contact Frances Palopoli – Head of Corporate Financial Strategy & Monitoring extn 3896

Directorate Level Forecast P3 (Q1)

Appendix 1

PRIORITY	2020/21 Revised Budget	Q1 (P3) Outturn Forecast	Q1 (P3) Forecast to Budget Variance
PEOPLE : CHILDREN'S	62,421,896	69,654,784	7,232,888
PEO_CY_CH.PR Childrens	50,090,812	56,909,167	6,818,355
PEO_CY_COM.PR Children's Commissioning	3,133,600	3,233,600	100,000
PEO_CY_PH.PR Children's Public Health	6,004,400	6,003,500	-900
PEO_CY_SL.PR Schools & Learning	3,193,084	3,508,517	315,433
PEOPLE : ADULTS	87,007,626	95,866,550	8,858,924
PEO_AS_ASC.PR Adults Social Care	70,859,351	79,183,796	8,324,445
PEO_AS_COM.PR Adults Commissioning	4,596,080	5,081,518	485,438
PEO_AS_PH.PR Adults Public Health	11,552,195	11,601,236	49,041
PLACE	31,584,449	47,528,247	15,943,798
PLA_COM.PR Environment & Neighbourhood	24,255,952	40,094,874	15,838,922
PLA_COMSIN.PR Culture and Libraries	5,573,497	5,678,373	104,876
PLA_CFO.PR Chief Finance Officer (Alexandra Palace)	1,755,000	1,755,000	0
ECONOMY	4,535,950	9,806,576	5,270,626
ECO_PRD.PR Housing Regeneration & Planning	175,595	174,245	-1,350
ECO_HSEGWT.PR Housing	149,760	149,760	0
ECO_PLAN.PR Planning Building Standards	2,397,185	4,397,507	2,000,322
ECO_PCP.PR Property & Capital Projects	-2,029,270	1,242,384	3,271,654
ECO_REGEN.PR Regeneration & Economic	3,842,680	3,842,680	0
HOUSING	17,181,613	22,295,036	5,113,423
AH03.PR Housing Demand	9,153,603	12,853,880	3,700,277
AH05.PR Housing Commissioned Services	-957,404	-1,482,681	-525,277
HOU_COMSIN.PR Commissioning	8,585,374	10,523,797	1,938,423
HOU_DEN.PR Environment & Neighbourhood	400,040	400,040	0
YOUR COUNCIL	39,560,426	46,548,823	6,988,397
COU_CFO.PR Chief Finance Officer	31,976,513	34,838,810	2,862,297
COU_CG.PR Corporate Governance	2,603,130	2,952,130	349,000
COU_CCS.PR Corporate & Customer Services	5,254,286	8,334,386	3,080,100
COU_CE.PR Chief Executive	288,740	288,740	0
COU_SCO.PR Strategy & Communication	101,095	425,095	324,000
COU_HR.PR Human Resources	-376,749	-376,749	0
COU_IT.PR IT Digital Services	203	319,203	319,000
COU_TR.PR Transformation & Resources	580,448	634,448	54,000
COU_SP.PR Strategic Procurement	-867,240	-867,240	0
PRIORITY TOTAL	242,291,960	291,700,016	49,408,056

2020/21 Q1

Appendix 2

HRA BUDGET 2020/21	2020/21 Revised Budget	Q1 2020/21 Forecast	Q1 2020/21 Forecast Variance
	£000's	£000's	£000's
UE0721 Managed Services Income			
H39404 Service Charge Income - Hostels	-320	-320	0
H39002 Rent - Hostels	-1,815	-1,538	277
H39001 Rent - Dwellings	-82,992	-74,515	8,477
H39101 Rent - Garages	-857	-836	20
H39102 Rent - Commercial	-753	-753	0
H39103 CBS - Lease Rental Income	0	0	0
H39201 Income - Heating	-615	-587	28
H39202 Income - Light and Power	-1,064	-1,029	35
H39301 Service Charge Income - Leasehold	-7,378	-6,732	646
H39401 ServChgInc SuppHousg	-1,495	-1,440	55
H39402 Service Charge Income - Concierge	-1,540	-1,506	34
H39405 Grounds Maintenance	-2,514	-2,413	101
H39406 Caretaking	-1,856	-1,790	66
H39407 Street Sweeping	-2,313	-2,228	85
H40102 Water Rates Receivable	-1	-1	0
UE0721 Managed Services Income TOTAL	(105,513)	(95,688)	9,825
	£000's	£000's	£000's
UE0722 Managed Services Expenditure			
H31300 Housing Management WG	23	48	25
H32300 Housing Management NT	28	30	2
H33300 Housing Management Hornsey	0	3	3
H33400 TA Hostels	251	376	125
H34000 ST Area Office Manager	0	0	0
H34100 Estate Services ST	0	0	0
H34300 Housing Management ST	10	6	-4
H35300 Housing Management BWF	12	2	-10
H36300 Rent Accounts	0	0	0
H36400 Accountancy	0	0	0
H37210 Under Occupation	170	87	-83
H40001 Repairs - Central Recharges	2	2	0
H40004 Responsive Repairs - Hostels	385	669	284
H40101 Water Rates Payable	31	31	0
H40104 HousMgmtRechg Central	109	109	0
H40111 Other RentCollection	138	138	0
H40201 Management Special - BWF	0	0	0
H40202 Management Special - Nth Tott	0	0	0
H40203 Management Special - Sth Tott	0	0	0
H40204 Management Special - Wood Grn	0	0	0
H40205 Management Special - Hornsey	0	0	0
H40206 HousMgmtRechg Energ	1,123	1,123	0
H40208 Special Services Cleaning	3,173	3,373	200
H40209 Special Services Ground Maint	2,065	2,065	0
H40212 HRA Pest Control	295	295	0
H40213 Estate Controlled Parking	145	123	-22
H40303 Supporting People Payments	1,852	1,000	-852
H40401 Bad Debt Provision - Dwellings	768	2,908	2,140
H40404 Bad Debt Provision - Leaseholders	19	19	0
H40406 Bad Debt Provisions - Hostels	68	68	0
H40801 HRA - Council Tax	357	527	170
UE0722 Managed Services Expenditure TOTAL	11,023	13,000	1,977
	£000's	£000's	£000's
UE0731 Retained Services Expenditure			
H25600 Housing Delivery Team	0	0	0
H38002 Anti Social Behaviour Service	608	608	0
H39601 Interest Receivable	-302	-302	0
H40112 Corporate democratic Core	598	598	0
H40301 Leasehold Payments	-142	-142	0
H40305 Landlords Insurance - Tenanted	324	324	0
H40306 Landlords - NNDR	137	137	0
H40308 Landlords Insurance - Leasehold	1,561	1,561	0
H40501 Capital Financing Costs	16,412	16,412	0
H40601 Depreciation - Dwellings	20,097	20,097	0
H40805 ALMO HRA Management Fee	39,076	39,076	0
H49000 Housing Revenue Account	11,596	9,410	-2,186
H60002 GF to HRA Recharges	3,233	3,233	0
H60003 Estate Renewal	0	0	0
H60004 HIERS/ Regeneration Team	1,002	1,002	0
S14400 Supported Housing Central	289	289	0
UE0731 Retained Services Expenditure TOTAL	94,490	92,304	(2,186)
Balance of HRA Account		9,616	9,616

MTFS Savings Tracker (2020/21 - 2024/25)							
Priority: People (Childrens)							
Period: 3							
							Red
							Amber
							Green
MTFS Savings Ref	Cabinet Decision Date	Saving proposal	Description	2020/21 £'000s	2020/21 Projected Full Year Savings £'000s	2020/21 Savings (surplus)/shortfall £'000s	RAG Status (Delivery of 2020/21 Saving)
People (Childrens)							
PC1	12-Feb-19	Reduce the number of agency staff	Reduce the the number of agency staff through delivering an effective recruitment and retention strategy.	61	61	0	Green
PC4	12-Feb-19	Safeguarding and Social Care and Early intervention and preventing demand	Prevent demand and costs through an effective prevention and intervention approach that means children and families are supported to avoid the care system and that where children are in care (particularly young adolescents) they are supported to return home safely wherever possible.	250	0	250	Red
PC3	12-Feb-19	Reduce the costs of placements	Reduce the costs of placements through an effective inhouse foster carer recruitment and retention strategy and through effective brokerage and negotiation of placements	90	90	0	amber
20/25-PE03	11-Feb-20	Invest to Save - Edge of Care	Prevent demand and costs through an effective prevention and intervention approach that means children and families are supported to avoid the care system and that where children are in care (particularly young adolescents) they are supported to return	857	(133)	990	red
20/25-PE04	11-Feb-20	Invest to Save proposal - In-House Fostering	Recruit and retain in-house foster carers and reduce the reliance on more expensive independent fostering agency foster carers.	282	138	144	amber
20/25-PE05	11-Feb-20	Invest to Save - SEND Transport	Transform the SEND transport service with a focus on reducing transport costs through increasing competition.	168	(46)	214	red
20/25-PE06	11-Feb-20	Invest to Save - Pause Project	Implement the national programme which is voluntary for women who have experienced, or are at risk of, repeat removals of children from their care.	(186)	(328)	142	amber
20/25-PE07	11-Feb-20	Invest to Save - Family Centre	Aims to bring in-house the parenting assessments where children are subject to Public Law Outline or are in care proceedings – currently these are commissioned through independent social workers and mother and baby	321	321	0	Green
20/25-PE08	11-Feb-20	Invest to Save - Foster Carer Room Extension	Aims to increase fostering placement capacity through the funding of housing adaptations for existing in-house foster carers who have homes with Homes for Haringey.	193	0	193	red
20/25-PE09	11-Feb-20	0-19 year old public health commissioned services - a new integrated commissioned service delivery model	Public Health has worked with the commissioned service provider to change the current service provision of three separate services into one integrated service model. Currently three commissioned services are within the Council's Section 75 Agreement with the CCG. These are the Health Visiting Service (including the HENRY programme), the School Nursing Service and the Family Nurse Partnership programme. All services are provided by	125	125	0	green
20/25-PE10	11-Feb-20	Reducing placement costs through effective management of the market	This proposal considers ways to shape the local residential care market for children by taking demand off the free market and creating some diversity in the care market. This will be done through reviewing the feasibility of a number of delivery approaches including opening bespoke	(100)	(100)	0	green
20/25-PE11	11-Feb-20	UASC Accommodation	Insourcing accommodation for unaccompanied asylum seekers from expensive private providers to local properties leased directly by Homes for Haringey.	150	0	150	amber
20/25-PE12	11-Feb-20	Reduce operational costs in Schools and Learning and Commissioning	Identify any residual discretionary spend in Schools and Learning and reduce to deliver savings. Identify and reduce operational costs in Commissioning.	50	50	0	green
20/25-PE13	11-Feb-20	Review of spend on transport and taxis	Review of existing transport policy applicable to staff and foster carers to ensure: -Consistent application of policy -Clear statement of eligibility	0	0	0	green
Total: People (Childrens)				2,261	178	2,083	

MTF S Savings Tracker (2020/21 - 2023/24)							
Priority: 2 Month 2 - Quarter 1							
MTF S Savings Ref	Saving proposal	Description	2020/21 Target £'000s	2020/21 Saving achieved YTD £'000s	2020/21 Projected Full Year Savings £'000s	2020/21 Slippage £'000s	RAG Status (Delivery of 2020/21 Saving)
B2.7	Haringey Learning Disability Partnership	The Haringey Learning Disability Partnership, working jointly with Children's Services and with key partners such as the Clinical Commissioning Group and the London Borough of Islington, will implement a coherent strategy that aims to bring Haringey's demand and spending on adults with learning disabilities in line with our statistical neighbours and limit growth in spending in line with population growth.	1,490	143	512	835	Red
B2.8	Mental Health	Working with our delivery partner, Barnet, Enfield & Haringey Mental Health Trust, the Clinical Commissioning Group and our communities to strengthen the prevention and 'enablement' pathways for mental health and to ensure the support we provide minimises the long-run dependency of adults with mental health issues. For those whose needs require a social care intervention, we will develop the market and look at new commissioning arrangements to improve value for money as well as promoting choice and control for the service user.	550	20	305	225	Red
B2.9	Adults OP / PS / SS	Working with the CCG, acute providers and primary care to extend independence, choice and control to those with physical support needs and further strengthen the pathways that prevent, reduce and delay the need for social care.	1,130	180	764	186	Red
PA4	Transfer of High Cost Day Opps	Lease three ex-day centre premises to a local provider to support 15-20 service users at reduced cost, and closer to their existing support networks (Ermine Road).	525	0	100	425	Red
PA5	In-House Negotiator	Expand in house Care Negotiator capacity to work with providers on reducing the cost of care packages in relation to overcharging against service user needs.	344	0	144	200	Red
	Osbourne Grove	Closure of existing 30-bed nursing home. Re-development for 70-bed nursing home scheduled to open 2023-24.	1,034	1,034	0	0	Green
		Main Savings	5,073	1,377	1,825	1,871	
	Early Help and Prevention	Draft pro forma received. A final version required mid Sept	188	0	46	142	Amber
	Carers Support Impact	Early identification of carers, invest in carer support and avoid breakdown of care	36	0	36	0	Amber
	Early Intervention for Dementia	Outreach and extension of dementia testing and identifying early support: increased quality of life and avoiding crisis and more intensive care packages	97	0	97	0	Amber
	Increase % of DPs - to 42%	The cost of Direct Payment is approx. £5p/h cheaper than direct provision.	400	0	189	211	Red
	Outcomes and reablement	By targeting reablement to additional cohorts the outcomes would be improved and as a consequence reduced home care hours would be needed	175	0	85	90	Amber
Total: People (Adults) Savings Including Mitigations			5,969	1,377	2,278	2,314	

MTFS Savings Tracker (2020/21 - 2024/25)								
Priority: Housing							Red	
Period: 3							Amber	
							Green	
MTFS Savings Ref	Cabinet Decision Date	Saving proposal	Description	2020/21 £'000s	2020/21 Saving achieved YTD £'000s	2020/21 Projected Full Year Savings £'000s	2020/21 Savings (surplus)/ shortfall £'000s	RAG Status (Delivery of 2020/21 Saving)
Housing								
PL1	12-Feb-19	Additional HMO Licensing Scheme for HMO	Extend the current Additional Licensing scheme for HMOs not governed by Mandatory Licensing and introduce a Selective Licensing scheme to 20% of its geographical area for all other private sector dwellings covered by the Housing Act 2004. All licensing schemes are intended to address the impact of poor quality housing, rogue landlords and anti-social tenants.	400	0	232	168	Amber
HO1	12-Feb-19	Temporary accommodation reduction plan	Reduce TA costs, as detailed in the TA Reduction Plan. Proposals include initiatives to prevent homelessness, improve economic position of those in TA, and help support those in TA to move on. Revenue costs covered by the Flexible Homelessness Support Grant. Plan also includes proposals to increase supply of low cost TA through new purchase, repair and management joint venture partnership, and capital investment in new Community Benefit Society. Please note that due to the additional costs incurred due to unforeseen works at BWF, it may not be possible to meet the projected savings.	708	0	382	326	Amber
20/25-HO01	11-Feb-20	Transferring PSLs to the CBS	Private Sector Leasing properties are leased by the Council from private landlords for between one and five years with a guaranteed rent for the term of the lease. Leases are mainly based on 90% of the 2011 LHA plus a £40 a week management fee (the latter being a transfer from FHSG). The CBS has been established to lease properties purchased by the Council to use them as TA or to discharge homelessness. Unlike the Council, the CBS can charge the current (2019) Local Housing Allowance (LHA) for the area the property is located in. Therefore moving these leases could mean total additional rental income of £1.19m if all leases were transferred. This would require, in each case, the landlords agreement to do so and additional incentives may be required. A reduction in savings of 25% has thus been included to account for this and additional costs	68	0	36	32	Amber
Total: Housing				1,176	0	650	526	

MTFS Savings Tracker (2020/21 - 2024/25)								
Priority: Place								Red
Period: 3								Amber
								Green
								20/21 - 2024
MTFS Savings Ref	Cabinet Decision Date	Saving proposal	Description	2020/21 £'000s	2020/21 Saving achieved YTD £'000s	2020/21 Projected Full Year Savings £'000s	2020/21 Savings (surplus)/shortfall £'000s	RAG Status (Delivery of 2020/21 Saving)
Place								
PL4	12-Feb-19	Increase in Moving Traffic Enforcement	The parking and traffic enforcement service enforces moving traffic contraventions at a number of locations. Moving traffic enforcement is undertaken by CCTV camera. Capital investment £40k - Infrastructure measures	40	10	30	0	Green
PL7	12-Feb-19	Litter Enforcement	The proposal is to consider the option for an in-house service provision based on a pilot with an external contractor, Kingdom, from November 2016 to September 2017. An in-house litter enforcement provision would enable the Council to retain 100% of all Fixed Penalty Notice (FPN) income received.	100	0	35	65	Red
PL8	12-Feb-19	Soft FM Efficiency	Re-commissioning of soft FM services and services delivered through Amey contract (e.g. efficiencies in postage & franking, front of house, security).	25	0	0	25	Amber
PL12	12-Feb-19	Waste Service Programme	Review of all waste and street cleansing services to identify potential savings	500	0	344	156	Red
PL13	12-Feb-19	Parking Transformation Programme	Parking Transformation Programme to deliver significant improvements to this service over the coming three years. Includes a CPZ rollout programme taking the borough to 100% coverage, and extending parking permit charging models to tackle emissions from Diesel vehicles	500	0	125	375	Red
20/25-PL02	11-Feb-20	Debt Recovery	Dedicated team of officers to proactively chase payment of outstanding debts from unpaid PCN's. Use of new IT system, additional CEO's and nuisance vehicle contract to remove offending vehicles and encourage payment of outstanding debt and improve overall recovery rate percentage. PL09 is an invest to save proposal, there is a required £150k Service Revenue investment to generate £360k income, with a net savings of £210k	210	0	52	158	Red
20/25-PL03	11-Feb-20	CCTV enforcement of weight limits and emissions through ANPR/DVLA check	Use of new technology cameras to record vehicle reg plates and immediately look up DVLA database to establish vehicle weight and emissions. Will require significant investment in infrastructure and back office arrangements.	62	7	6	49	Red
20/25-PL04	11-Feb-20	Increase permit charges for highest emitting 'petrol' vehicles	A flat fee increase in Permit charge for the most polluting petrol emission band(s). Note a flat fee increase for diesel vehicles is already under consideration within Parking Action Plan and Parking Transformation. The new IT system would allow us to implement more dynamic permit and on street charges. The IT system will also allow us to determine the number of vehicles in each of the emissions band, so we will have accurate data to base decisions	75	0	75	0	Green
20/25-PL05	11-Feb-20	Increased trade waste	Invest to save model by increasing enforcement of trade waste to drive up compliance and income. Ensure time banding is adhered to and traders do not use residential collection services for their waste. Offending traders to be visited by Veolia-Haringey sales team. A three-month trial is recommended to quantify the overall benefits of this project to LBH. Traders who appear to be without contracts and traders who appear to have insufficient capacity will be visited.	25	0	0	25	Red
20/25-PL10	11-Feb-20	Crematorium Lease	The council's Parks Service manages the lease on the borough's crematorium operated by Dignity. There is a contractual inflation rise each year in the income on this lease, plus a general increased share of their profits.	20	0	20	0	Green
20/25-PL13	11-Feb-20	EV Charging	Lamp Column, Standard and Rapid - will increase this year. Income is based on medium or high uptake of EV charging. 38 CP' have been installed and work is progressing on Phase 2. Work is also continuing on TfL funded (rapid) charging Points and GULC's funded charging points. However, progress for all EVCPs has stalled because of change in design specification (as per ULEV action plan) to prioritise installation on carriageway and not footways. Suppliers are resistant as this adds c£2000k to costs for a build-out. Carbon Management negotiating with suppliers to fund build-outs.	100	0	50	50	Red
20/25-PL14	11-Feb-20	Parking Transformation Programme	The Parking Transformation Programme (PTP) is a series of parking related projects and workstreams, which seeks to increase income and provide a more efficient and effective service.	1,360	0	693	667	Red
20/25-YC05	11-Feb-20	Alexandra Palace	The APPCT receives a revenue grant from the council of £1.95m per annum as well as a capital grant of £470k per annum. The grants are given to the levels set out above. Cabinet at its meeting in July 2019 agreed to pursue a reduction in the grant level with the APPCT. The APPCT is currently formulating its proposals to deliver the reduction.	195	0	195	0	Green
20/25-YC09	11-Feb-20	Maximising filming income & venue management	To make Haringey more attractive to film companies by identifying vacant buildings for meanwhile use as production bases, and by making parking easier in order to generate income	6	0	6	0	Green
Total: Place				3,218	17	1,631	1,571	

MTFS Savings Tracker (2020/21 - 2024/25)								
Priority: Economy							Red	
Period: P3							Amber	
							Green	
							0/21 - 2024	
MTFS Savings Ref	Cabinet Decision Date	Saving proposal	Description	2020/21 £'000s	2020/21 Saving achieved YTD £'000s	2020/21 Projected Full Year Savings £'000s	2020/21 Savings (surplus)/shortfall £'000s	RAG Status (Delivery of 2020/21 Saving)
Economy								
20/25-EC03	11-Feb-20	Alternative funding model for sites delivery work	Regeneration officers are engaged in a significant amount of work on the delivery of sites which will result in new housing (including affordable housing). This proposal is to review that activity and identify where general fund revenue could be displaced by either S106 funding or new capital budgets.	100	0	50	50	Red
EC5	12-Feb-19	Outdoor media advertising	Proposal to generate new income from outdoor media, utilising the council's landholdings by identifying sites suitable for outdoor installations. It is estimated that net income in 2020/21 would be at least £100k, and increasing significantly over future years.	15	0	0	15	Red
20/25-EC02	11-Feb-20	Reduction of North Tottenham Regeneration revenue budgets	The proposal is to reduce general fund revenue costs in North Tottenham budgets (Northumberland Park and High Road West) by reducing expenditure on e.g. some community engagement activities and events.	75	0	25	50	Red
20/25-EC01	11-Feb-20	Head Lease Acquisition Programme	The proposal is to allocate capital budget to enable the acquisition by the Council of as many head-leases as possible on sites where the Council already owns the freehold, in order for the Council to stop paying rent to these landlords and to receive all of the passing rent from those properties which are tenanted by commercial or other tenants.	100	0	55	45	Red
20/25-EC04	11-Feb-20	Use of Strategic Acquisitions budget for sites delivery work	The Regeneration service has submitted a bid for new capital funding for Employment-Led sites delivery. This proposal would seek to offset the impact of these costs on revenue budgets. The proposal is to identify costs within the service that are eligible for this funding, and to apply LBH Capital to offset LBH revenue spend. Achieving these savings will require a corresponding capital allocation.	75	0	30	45	Red
20/25-EC05	11-Feb-20	Increased capitalisation of staff time and project costs	As of 19/20, the Regeneration service has rapidly increased its capitalisation of costs, which is now high in all Area Regeneration budgets. The proposal is to capitalise further, using an increased capital budget for Tottenham Hale. A bid to increase the existing Streets & Spaces and Green & Open Spaces capital lines (Schemes 401 and 402) has been submitted, on the grounds of construction inflation and increased capitalisation requirements.	75	0	15	60	Red
20/25-EC06	11-Feb-20	Increased recharge to HRA	The service is now engaged in a significant amount of work on estates and on the delivery of new affordable housing, which would be eligible for HRA spend. The proposal is to increase the amount of revenue funding provided from the HRA each year. A review of the HRA budget is underway, and it is proposed that this work accommodates an increased recharge from Regeneration on a yearly basis, reflecting new workstreams on estates and towards the delivery of affordable housing.	100	0	60	40	Amber
20/25-EC07	11-Feb-20	HRP Senior Restructure	In June 2019, the S&R committee approved the senior management restructure within Housing, Regeneration & Planning. With a number of changes taking place within the Directorate, the restructure was an opportunity to streamline the structure, align responsibilities to achieve maximum efficiency and eliminate duplication while recognising the need to build a confident and stable approach to Housing, Regeneration and Planning.	30	30	0	0	Green
20/25-EC08	11-Feb-20	Strategic Property Unit – New Income Outdoor Media	This proposal comprises an opportunity to achieve new income potential by securing rental payments from outdoor media companies. This includes digital billboards and an innovative building wrap with a digital display for advertising purposes and council messages.	100	0	50	50	Amber
20/25-EC09	11-Feb-20	Strategic Property Unit – New Income Rent Reviews	The saving arises from rent reviews that have been identified as overdue. Two agency employees have achieved the target savings in the years 2018/2020 to date and further savings have been identified and agreed with tenants as rent increases.	100	0	0	100	Red
20/25-EC10	11-Feb-20	Strategic Property Unit – New Income 5g	This proposal comprises an opportunity to achieve new income potential by securing rental payments from Mobile Operators and Infrastructure providers.	20	0	0	20	Red
20/25-HO02	11-Feb-20	HfH and Council Housing Programme-funding for Carbon Management team time	The Carbon Management Team undertakes a significant amount of work for Homes for Haringey and the Council housing delivery team. This proposal would make provision for the Carbon Management Team to recharge the Housing Revenue Account for this work. This work is undertaken by staff funded through general fund revenue budgets, and as such an equivalent saving can be made to the general fund revenue budget through recharge from the HRA.	40	0	40	0	Green
20/25-PL08	11-Feb-20	FM Transformation	Terminating the Amey contract for FM Services and bringing Soft FM back in-house, and transferring Hard FM to Homes for Haringey. Approximately 100 staff will be in scope for a TUPE transfer. The proposed saving will be achieved through improved efficiency and returning Amey overhead and profit to the council. The transformation will include purchase of a new Property IT system, and service improvements particularly relating to building repairs and maintenance.	150	0	0	150	Red
Total: Economy				980	30	325	625	

MTFS Savings Tracker (2020/21 - 2024/25)								
Priority: Your Council								
Period: P3								
20/21 - 2024								
MTFS Savings Ref	Cabinet Decision Date	Saving proposal	Description	2020/21 £'000s	2020/21 Saving achieved YTD £'000s	2020/21 Projected Full Year Savings £'000s	2020/21 Savings (surplus)/shortfall £'000s	RAG Status (Delivery of 2020/21 Saving)
Your Council (incl Council-Wide)								
A6.3 and A6.4	13-Feb-18	FOBO - SSC and Customer Services	A series of individual service improvement / efficiency opportunities within the SSC.	1,760	738	0	1,022	Amber
YC1	12-Feb-19	Out of home advertising income generation	The proposal is to recommission the street furnishing advertising contract. Moving to digital display to ensure communication messages can be updated quickly, and to remove printing costs.	5	0	5	0	Green
20/25-YC01	11-Feb-20	The service will continue to reduce the amount of paper being used, stored and transported and this has led to financial savings.	The service will continue to reduce the amount of paper being used, stored and transported and this has led to financial savings.	13	13	0	0	Green
20/25-YC02	11-Feb-20	Income from joining the London Counter Fraud Hub	The London Counter Fraud Hub, managed by ClPFA, is a counter fraud service developed to supply data analytics, investigations and recoveries service for London local authorities and the City of London Corporation. Unlike traditional data matching hubs, this project is an end-to-end service providing expert advice and operational support around sophisticated analytics. The overarching objective for the service is to increase fraud and corruption detection, and improve fraud prevention, share common risks across London, minimise losses and maximise recovery, so that fraud and corruption does not pay. Three data sources (Council Tax - Single Person Discount, Housing Tenancy and Non Domestic Rate records are entered into the analytics part of the Hub through a secure transfer. Using sophisticated technology, the Hub will analyse the data to identify frauds against the 32 London local authorities and the City of London Corporation.	25	25	0	0	Green
20/25-YC03	11-Feb-20	The proposal is to increase the income target of providing legal services to Haringey Clinical Commissioning Group (CCG) by £30K.	The proposal is to increase the income target of providing legal services to Haringey Clinical Commissioning Group (CCG) by £30K. In December 2017, the Council's Legal Services entered into a Service Legal Agreement (SLA) with Haringey CCG to provide legal support with the CCG cases within the Haringey Learning Disability Partnership. These are cases relating to incapacitated patient that requires an application to the Court of Protection to safeguard their welfare. They include cases in the Transforming Care Programme. Since the SLA, Haringey CCG has been referring cases to Legal Services and the feedback of the support has been positive. The arrangement has enabled the CCG to access the Council's in-house legal expertise which is more cost effective. The support and encouragement of Adult Social Care, Children Services, Commissioning and Public Health for the CCG to utilise our in-house provision is crucial. The proposal compliments the Borough Plan - Priority 2 - People The proposal is dependent on a slight increase in the level of new instructions from CCG to Legal Services.	30	30	0	0	Green
20/25-YC04	11-Feb-20	Finance Savings	The proposal seeks to make efficiency savings across the Finance function from a combination of: * Increased income - from providing services to external bodies and further revisions to recharging to non-GF heads * Reductions to the staff establishment enabled by the embedding of the Business Partner model * Longer term staff savings arising from the planned update or replacement of the Council's current finance system. These savings are not expected to be realised until 2022/23	340	340	0	0	Green
20/25-YC08	11-Feb-20	The proposal is to use Flexible Capital Receipts to fund ALL posts in the CPMO.	The proposal is to use Flexible Capital Receipts to fund some posts in the CPMO. The justification is that, while it is difficult to estimate the proportion of time that each 'delivery' staff member will spend on individual projects in a year, most will by definition be working on change projects for the majority of their time.	92	38	0	54	Red
20/25-YC10	11-Feb-20	Additional sites for on street digital advertising	The proposal is to generate an income from the advertising opportunities in the borough. While we have recently awarded contract for our digital on street advertising, we are now looking at other forms of advertising, which are sympathetic to the surroundings and maximise the councils commercial returns. This is in the form of street advertising, out of home advertising, and libraries/customer services advertising.	110	0	10	100	Red
20/25-YC11	11-Feb-20	Review of Corporate Centre	We are looking at ways to reconfigure the corporate centre in the light of the LGA Corporate Peer Review recommendations as set out in their final report published in February 2019. One aspect of this is the recommendation to bring together the teams with skills in policy and strategy, data analysis, and problem solving, which, the LGA peers argued, would in itself help to provide better support to the organisation. There are currently 5 senior posts leading these teams: Head of Policy and Cabinet Support at Head of Service level, and leads at PO7 and above in Policy, the Leader's office, the Corporate Delivery Unit (CDU), and Performance and Business Intelligence. The proposal is to reduce the number of senior posts to 4.	214	180	0	34	Amber
20/25-YC12	11-Feb-20	Digital Services - Proposed Contribution	The proposal is for the Capitalisation of infrastructure staff who support the delivery of programmes/projects. This will either be via Capital receipts used to pay for staff who work on transformative initiatives or Capital funds where staff produce a tangible asset in relation to the work undertaken.	345	345	0	0	Green
Total: Your Council				2,934	1,709	15	1,210	

Appendix 4 Report Showing 2020/21 Capital Budget Monitoring Report as at Quarter One				
2020/21 Capital Monitoring, @ Period 3 (June 2020) Projection Sheet		20/21 Full year Revised Budget	2020/21 Full year Forecast Outturn	Budget Variance (Underspend) / Overspend
		£,000		
101	Primary Sch - repairs & maintenance	8,700	6,600	(2,100)
102	Primary Sch - mod & enhance (Inc SEN)	12,402	8,885	(3,517)
103	Primary Sch - new places	379	2,173	1,794
104	Early years	205	0	(205)
109	Youth Services	650	0	(650)
110	Devolved Sch Capital	531	531	0
114	Secondary Sch - mod & enhance (Inc SEN)	7,650	5,345	(2,305)
117	Children Safeguarding & Social Care	495	0	(495)
118	Special Educational Needs Fund (New Provision Fund)	0	0	0
199	P1 Other (inc Con't & Social care)	223	466	243
People - Children's		31,235	23,999	(7,236)
201	Aids, Adap's & Assistive Tech -Home Owners (DFG)	2,361	2,361	0
207	New Day Opp's Offer	547	547	0
208	Supported Living Schemes	4,107	0	(4,107)
209	Assistive Technology	1,508	938	(570)
211	Community Alarm Service	177	177	0
212	Linden House Adaptation	533	533	(0)
213	Canning Crescent Assisted Living	4,830	(112)	(4,942)
214	Osborne Grove Nursing Home	3,000	11	(2,989)
216	Homelessness Hub	0	(0)	(0)
217	Burgoyne Road (Refuge Adaptations)	500	0	(500)
218	Social Emotional & Mental Health Provision	300	0	(300)
People - Adults		17,863	4,454	(13,409)
301	Street Lighting	1,050	1,050	(0)
302	Borough Roads	3,873	3,873	(0)
303	Structures (Highways)	2,430	1,490	(940)
304	Flood Water Management	520	520	0
305	Borough Parking Plan	624	383	(241)
307	CCTV	2,211	2,175	(36)
309	Local Implementation Plan(LIP)	1,744	1,744	(0)
310	Developer S106 / S278	750	750	(0)
311	Parks Asset Management:	247	309	62
313	Active Life in Parks:	982	485	(496)
314	Parkland Walk Bridges	2,620	900	(1,720)
317	Down Lane MUGA	413	413	(0)
320	LCP - Dynamic Purchasing System	0	(0)	(0)
321	MOPAC - Crime & Disorder Reduction	49	(38)	(87)
322	Finsbury Park	600	141	(459)
323	Parking Strategy	1,158	880	(278)
325	Parks Vehicles	720	0	(720)
328	Street & Greenspace Greening Programme	293	293	0
329	Park Building Carbon Reduction and Improvement Programme	350	250	(100)
331	Updating the boroughs street lighting with energy efficient Led light bulbs	3,500	3,500	0
332	Disabled Bay/Blue Badge	374	187	(187)
333	Waste Management	70	70	0
419	NPD Phase 2 LBH Match Funding	3	(0)	(3)
399	P3 Other	110	110	(0)
119	School Streets	600	0	(600)
444	Marsh Lane	10,310	7,317	(2,994)
447	Alexandra Palace - Maintenance	470	125	(345)
451	Alexandra Palace -West Yard	1,430	1,430	0
472	JLAC Match Fund	1,000	0	(1,000)
606	Hornsey Library Refurbishment	2,166	2,512	346
621	Libraries IT and Buildings upgrade	2,751	1,499	(1,252)
652	Libraries - Re-imaging our Libraries offer for a better future	650	0	(650)
Place - Safe & Sustainable Places		44,068	32,366	(11,702)

2020/21 Capital Monitoring, @ Period 3 (June 2020) Projection Sheet		20/21 Full year Revised Budget	2020/21 Full year Forecast Outturn	Budget Variance (Underspend) / Overspend
SCHEM E REI	SCHEME NAME	£,000	£,000	£,000
401	Tottenham Hale Green Space	8,660	1,292	(7,368)
402	Tottenham Hale Streets	20,553	5,967	(14,586)
405	Pendarren House	1,972	1,972	0
406	Opportunity Investment Fund	926	928	2
411	THRS - Tottenham High Road & Bruce Grove Station Forecourt	554	88	(466)
415	North Tott Heritage Initiative	653	432	(221)
418	Heritage building improvements	2,500	2,500	(0)
421	HRW Acquisition	20,290	20,290	0
427	White Hart Lane Public Realm (LIP)	24	24	0
429	Site Acq (Tott & Wood Green)	50,267	47	(50,219)
430	Wards Corner CPO	6,500	6,500	0
434	Wood Green Regeneration	113	113	0
435	Wood Green Station Road	0	650	650
438	Vacant possession Civic Centre (Woodside House Refurbishment)	169	169	(0)
450	Winkfield Road (Maya Angelou Centre)	61	62	1
452	Low Carbon Zones	109	3	(106)
464	Bruce Castle	1,557	0	(1,557)
465	District Energy Network (DEN)	1,708	242	(1,466)
468	Keston Road (Community Centre Reprovision)	75	75	0
471	Tailoring Academy Project	20	20	0
473	THRS - ETHR Bruce Grove Public Convenience Scheme	25	25	0
474	Tottenham High Road Strategy	5,330	530	(4,800)
475	THRS HOT Tottenham Green Phase 2	160	167	7
477	Strategic Regeneration Initiatives & Community Assets	0	0	0
478	Wood Green Good Growth Fund	121	121	0
479	54 Muswell Hill Health Centre	1,040	0	(1,040)
480	Wood Green Regen (2)	4,880	4,880	0
481	Strategic Investment Pot	2,350	852	(1,499)
482	Strategic Property	3,929	0	(3,929)
483	Production Valley Fund (SIP)	711	709	(2)
484	THRS - ETHR 551B & Morrison Yard	136	(1)	(137)
485	THRS - ETHR The Trampery	46	26	(20)
486	THRS - ETHR PitHR	50	0	(50)
487	THRS - Enterprising Tottenham High Road (ETHR) (PM Cost)	(10)	0	10
488	THRS - LSS - Page Green Common	460	460	0
489	THRS -Public Realm (LSS)	0	0	0
490	THRS LSS - Urban Design Framework	0	0	0
491	THRS LSS - Cycling	0	0	0
492	THRS - LSS - PM and Monitoring	17	0	(17)
493	THRS - BGY - Holcombe Market Extension	0	30	30
494	THRS - BGY - Urban Design Framework	0	0	0
495	THRS - BGY - Sites for Workspace Delivery	0	0	0
496	THRS - BGY - PM and Monitoring	30	0	(30)
497	THRS - Bruce Grove Yard (BGY) - SITES	0	0	0
498	THRS - HOT - Tottenham Green East	0	0	0
4001	Maintenance of Tottenham Green Workshops	700	0	(700)
4002	Northumberland Park estate area public realm	500	0	(500)
4003	The Tottenham Hale DCF schemes	2,000	2,332	332
4005	SME Workspace Intensification	320	320	0
4006	Acquisition of head leases	10,000	0	(10,000)
4007	Tottenham Hale Decentralised Energy Network (DEN)	0	913	913
4008	Wood Green Decentralised Energy Network (DEN)	0	330	330
4009	Additional Carbon Reduction Project	1,500	0	(1,500)
4010	Selby Urban Village Project	684	136	(548)
4011	Commercial Property Remediation	500	0	(500)
4991	THRS - HOT - Urban Design Framework	0	0	0
4992	THRS - (HOT) PM & Monitoring	25	0	(25)
4993	THRS - Pride in the High Road (PITHR) Place Shaping	0	300	300
4994	THRS - PITHR - Heritage	0	0	0
4995	THRS - PITHR - Carbon Off-Setting Fund	0	0	0
4996	THRS - PITHR - PM and Monitoring	0	0	0
Economy - Growth & Employment		152,214	53,505	(98,709)

2020/21 Capital Monitoring, @ Period 3 (June 2020) Projection Sheet		20/21 Full year Revised Budget	2020/21 Full year Forecast Outturn	Budget Variance (Underspend) / Overspend
SCHEME E REI	SCHEME NAME	£,000	£,000	£,000
509	CPO - Empty Homes	2,050	0	(2,050)
512	Wholly Owned Company	5,000	0	(5,000)
513	54 Muswell Hill Flats	678	0	(678)
514	Notting Hill Housing Group (4 Ashley Road)	2,970	0	(2,970)
Housing (GF) Homes & Communities		10,698	0	(10,698)
601	Business Imp Programme	122	45	(77)
602	Corporate IT Board	3,265	1,546	(1,719)
603	ICT Shared Service - Set Up / Seed Money	1,684	500	(1,184)
604	Continuous Improvement	2,926	1,018	(1,908)
605	Customer Services (Digital Transformation)	561	560	(1)
607	Financial Management System Replacement	350	0	(350)
622	Customer First	1,601	2,053	452
639	Ways of Working	330	260	(70)
640	Accommodation Move	92	(3)	(95)
650	Connected Communities	700	705	5
653	Capital Support for IT Projects	850	0	(850)
698	Responsiveness Fund	2,000	0	(2,000)
654	Covid 19 Contingency Budget	5,000	0	(5,000)
316	Asset Management of Council Buildings	7,571	7,570	(1)
330	Civic Centre Works	2,750	1,000	(1,750)
470	Wood Green HQ, Library & Customer Service Centre	3,107	1,519	(1,588)
699	P6 - Approved Capital Programme Contingency	1,858	1,858	0
Your Council		34,767	18,631	(16,136)
TOTAL GF CAPITAL PROGRAMME		290,845	132,955	(157,890)
Housing (HRA) Housing Revenue Account				
202	HRA - P2 Aids, Adap's & Assist Tech -Council	1,943	1,943	(0)
550	New Homes Acquisition	89,354	53,165	(36,189)
551	Existing Home Acquisitions - TA	41,001	14,694	(26,307)
552	HRA – P5 Carbon Reduction	1,000	1,000	0
553	HRA – P5 Fire Safety	17,513	9,000	(8,513)
554	Broadwater Farm Project	17,900	0	(17,900)
590	HRA - P5 Homes for Haringey (HFH)	72,802	34,510	(38,292)
591	HRA - P4 HRW Leaseholder Acq	0	1	1
593	HRA - P5 Stock Acq	0	0	0
594	HRA - P5 New Build	0	0	0
599	New Homes Build Programme	45,623	4,248	(41,375)
TOTAL HRA CAPITAL PROGRAMME		287,136	118,561	(168,575)
OVERALL CAPITAL PROGRAMME		577,981	251,516	(326,465)

Virements for Cabinet Approval

Appendix 5

Transfers from Reserves - for noting

Period	Priority	Service/AD Area	Rev/ Cap	In year	Next year	Reason for budget changes	Description
4	Place	Environment and Neighbourhood	Revenue	365,000		Transfer from Reserves	Drawdown from Transformation Fund Reserve to fund the Waste Service Transformation Programme

Virements for Approval (2020/21)

Period	Priority	Service/AD Area	Rev/ Cap	In year	Next year	Reason for budget changes	Description
4	People	Childrens	Revenue	1,603,100	1,603,100	Budget Realignment	Realignment of Targeted Response and Youth Management budgets to address service needs and realignment to reflect Troubled Families 2020-21 Grant allocation
4	People	Childrens	Revenue	2,437,205		Budget Realignment	Realignment of Children's Centre in year budget to reflect 2020-21 funding allocation
4	Place	Environment and Neighbourhood	Revenue	483,973		Grant Funding Allocation	MOPAC LCPF Funding Agreement Revenue Grant Allocations
4	Place	Environment and Neighbourhood	Revenue	2,014,448	2,014,448	Budget Re-alignment	Realignment of Parking and Highways Operations budgets to address service needs
4	People	Adults	Revenue	289,441	289,441	Budget Re-alignment	Realignment of Safeguarding budgets to split Safeguarding and Deprivation of Liberty functions
4	Housing	Youth Justice	Revenue	765,940	765,940	Budget Re-alignment	Realignment of Youth Offending Team budget to reflect 2020-21 YOT Grant allocation
4	Your Council	Dedicated Schools Grant (DSG)	Revenue	2,911,180	2,911,180	Budget adjustment	Updating of High Needs Block budgets to match what was agreed at February Schools Forum
4	People	Adults Public Health	Revenue	1,850,930	1,850,930	Budget Re-alignment	Adults Public Health Budget re-alignment to address service needs
5	Place	Environment and Neighbourhood	Revenue	404,000	404,000	Budget Realignment	Allocation of contractual non-pay inflation for 2020-21

Total 2020/21

12,760,217

9,839,039

Proposed Capital Virements for Quarter One				
Priority	Scheme Number	Scheme Description	Budget Adjustment (£)	Scheme Description
People - Children's	114	Secondary Sch - mod & enhance (Inc SEN)	(250,000)	Covid 19 Contingency Budget
People - Children's	102	Primary Sch - mod & enhance (Inc SEN)	(250,000)	Covid 19 Contingency Budget
People - Children's	101	Primary Sch - repairs & maintenance	381,000	Budget realignment
People - Children's	102	Primary Sch - mod & enhance (Inc SEN)	(381,000)	Budget realignment
People - Children's	101	Primary Sch - repairs & maintenance	7,326,000	Budget realignment
People - Children's	102	Primary Sch - mod & enhance (Inc SEN)	(7,326,000)	Budget realignment
People - Children's	102	Primary Sch - mod & enhance (Inc SEN)	9,750,000	Budget realignment
People - Children's	120	Children Services Estate Capital Maintenance	(9,750,000)	Budget realignment
People - Children's	109	Youth Services	650,000	NCIL budget award
People - Children's	109	Youth Services	28,000	Transfer from 405 to 109
People - Children's	101	Primary Sch - mod & enhance (Inc SEN)	1,374,000	Additional DFE Schools Condition grant
			1,552,000	
People - Adults	201	Aids, Adap's & Assistive Tech -Home Owners (DFG)	167,942	Budget adjustment in line with 2020/21 DFG award
People - Adults	207	New Day Opp's Offer	331,000	Budget realignment
People - Adults	208	Supported Living Schemes	(331,000)	Budget realignment
People - Adults	208	Supported Living Schemes	1,000,000	Budget realignment
People - Adults	219	Additional Supported Living	(1,000,000)	Budget realignment
People - Adults	214	Osborne Grove Nursing Home	1,500,000	Budget realignment
People - Adults	220	Additional OGNH Funding	(1,500,000)	Budget realignment
			167,942	
Place	451	Alexandra Palace -West Yard	1,430,000	Budget transfer to Alexandra Palace Yard from Contingency
Place	606	Hornsey Library Refurbishment	250,000	Budget transfer to Hornsey Library from Contingency
Place	301	Street Lighting	(250,000)	Covid 19 Contingency Budget
Place	302	Borough Roads	(250,000)	Covid 19 Contingency Budget
Place	303	Structures (Highways)	(200,000)	Covid 19 Contingency Budget
Place	304	Flood Water Management	(100,000)	Covid 19 Contingency Budget
Place	314	Parkland Walk Bridges	(300,000)	Covid 19 Contingency Budget
Place	323	Parking Strategy	(50,000)	Covid 19 Contingency Budget
Place	327	Principal Road Maintenance for 2020/21 (to meet TFL budget reductio	(250,000)	Covid 19 Contingency Budget
Place	328	Street & Greenspace Greening Programme	(100,000)	Covid 19 Contingency Budget
Place	329	Park Building Carbon Reduction and Improvement Programme	(250,000)	Covid 19 Contingency Budget
Place	444	Marsh Lane	(250,000)	Covid 19 Contingency Budget
Place	302	Borough Roads	434,000	Budget realignment
Place	326	Responsive Maintenance works	(184,000)	Budget realignment
Place	327	Principal Road Maintenance for 2020/21 (to meet TFL budget reductio	(250,000)	Budget realignment
Place	303	Structures (Highways)	1,140,000	Increase in Highways Budget funded by 2019/20 unused c/f underspends
Place	307	CCTV	143,000	NCIL budget award
Place	309	Local Implementation Plan(LIP)	(933,023)	Reduction to the TFL LIP grant funding
Place	309	Local Implementation Plan(LIP)	100,000	Additional DfT funding re: Active travel
Place	310	Developer S106 / S278	(500,000)	Inyear budget reduction to align with service delivery plan
Place	311	Parks Asset Management	185,000	NCIL budget award
Place	311	Parks Asset Management	124,930	Additional external funding received
Place	313	Active Life in Parks:	716,000	NCIL budget award
Place	313	Active Life in Parks:	118,545	Additional external funding received
Place	328	Street & Greenspace Greening Programme	48,000	NCIL budget award
Place	333	Waste Management	70,000	NCIL budget award
Place	399	P3 Other	110,000	NCIL budget award
Place	621	Libraries IT and Buildings upgrade	1,230,000	Budget realignment
Place	651	Libraries condition and accessibility works programme	(1,230,000)	Budget realignment
Place	621	Libraries IT and buildings upgrade	327,265	NCIL budget award
			1,329,717	
Economy	477	Strategic Regeneration Initiatives	(250,000)	Covid 19 Contingency Budget
Economy	480	Wood Green Regen (2)	(250,000)	Covid 19 Contingency Budget
Economy	4009	Additional Carbon Reduction Project	(250,000)	Covid 19 Contingency Budget
Economy	438	Vacant possession Civic Centre (Woodside House Refurbishment)	(8,000)	Budget transfer from scheme 438 to contingency pot
Economy	405	Pendarren House	(28,000)	Transfer from 405 to 109
Economy	405	Pendarren House	2,000,000	Budget realignment
Economy	477	Strategic Regeneration Initiatives & Community Assets	(2,000,000)	Budget realignment
Economy	477	Strategic Regeneration Initiatives & Community Assets	(684,000)	Budget realignment
Economy	4010	Selby Urban Village Project	684,000	Budget realignment
			(786,000)	
Your Council	316	Asset Management of Council Buildings	(500,000)	Covid 19 Contingency Budget
Your Council	330	Civic Centre Works	(250,000)	Covid 19 Contingency Budget
Your Council	654	Covid 19 Contingency Budget	5,000,000	Covid 19 Contingency Budget
Your Council	451	Alexandra Palace -West Yard	(1,430,000)	Budget transfer to Alexandra Palace Yard from Contingency
Your Council	606	Hornsey Library Refurbishment	(250,000)	Budget transfer to Hornsey Library from Contingency
Your Council	654	Covid 19 Contingency Budget	(1,000,000)	Covid 19 Contingency Budget
Your Council	438	Vacant possession Civic Centre (Woodside House Refurbishment)	8,000	Budget transfer from scheme 438 to contingency pot
			1,578,000	
		OVERALL TOTAL =	3,841,659	

Appendix 6 – Debt Write Offs

Write off Summary Report Quarter 4

All Council debt is considered recoverable; the Corporate Debt Recovery Team will make every necessary effort to collect charges due to the Council. However, there are some circumstances when it is appropriate to write off a debt, once all forms of recovery action have been exhausted.

Council Debt is written off in line with the instructions set out within the Financial Regulations, following Court instruction or in accordance with the Limitations Act 1980. The quarterly summarised report is for information purposes only, the debts that have been written off for the Financial Period 31st December 2019 – 31st March 2020 relates to delinquent accounts, where all forms of recovery action have now been fully exhausted. The charges approved for write off by the Director of Finance under his delegated authority have been adequately provided for in the Council's Bad Debt Provision.

Quarter 4 Write Off, Financial Period 1 January - 31 March 2020									
Service	Council Tax	NNDR	HBOP	HRA Rent	Leaseholder	Commercial Rent	Sundry Debt	Parking	Total
Under £25k	£72,717.52	£18,550.05	£236,949.48	£1,059,343.45					£1,387,560.50
Volume	97	18	279	814					1208
Over £25k									
Volume									
Total Value	£72,717.52	£18,550.05	£236,949.48	£1,059,343.45					£1,387,560.50
Total Volume	97	18	279	814					1208

Quarter 4 Summary: -

The Council Wide write off for Quarter 4 relates to Council Tax, Business Rates, Housing Benefit Overpayments and Housing Rent Accounts.

The Quarter 4 Council Tax Write off for this period comprises approximately 53% '*Absconded Charge Payers*', with the remaining 47% being made up of '*Petty Amounts*', '*Insolvency*', '*Deceased*' and '*Statute Barred*'. The majority of the sums submitted for this period are all for low value debt, where the debt recovery process has been exhausted.

The £18K of Business Rates write offs for Quarter 4 is considerably lower than in the same period in the previous financial year 2018 – 2019 (£219k). The majority of these relating to '*Insolvency*', i.e. companies that have gone into liquidation or dissolution. With no available assets to chase through the insolvency process, this left the council with no other option. The £236K Housing Benefit Overpayment write off relates to a review of aged debt conducted by the Corporate Debt Recovery Team.

Majority of the Housing Benefit Overpayment charges 80% related to '*Debtor Deceased/No Probate Granted*' and '*Uneconomic to Pursue*', although the cases in the second instance are all for low value debt. The remaining 20% were a mixture of '*Statute barred*', '*absconded charge payers*', '*Deceased*', '*Bankruptcy*', '*Compassionate Grounds*' and '*Recommended by Legal*'. The £1m worth of Housing Rent Account mainly relate to '*Statute Debt*' accounts, all the accounts had extensive reviews to ensure that methods of recovery had been exhausted.

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Report for: Cabinet – 15 September 2020

Title: Single Use Plastics Policy and Action Plan

Report authorised by : David Joyce, Director of Housing, Regeneration & Planning (to be confirmed)

Lead Officer: Joe Baker, Head of Carbon Management

Ward(s) affected: All

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

1. Describe the issue under consideration

- 1.1. This report seeks adoption of the Single Use Plastics Policies and approval of the Single Use Plastics Action Plans.
- 1.2. These policies set out objectives for the Council around the reduction of Single Use Plastics, both in the Council and across the borough.
- 1.3. These are accompanied with Action Plans that lay out the specific actions taken, being taken, and to be taken to achieve these objectives.

2. Cabinet Member Introduction

8 million tonnes of plastic ends up in the world's oceans every year, killing more than a million sea birds and 100,000 marine mammals. The plastic which we throw away will be a pollutant for hundreds of years, as the benefits of plastic – its durability – makes it a long term pollutant. We need to take action to reduce the use of Single Use Plastics in order to reduce plastic pollution. It is really important that the Council leads in this space and this is an important element of the Council's response to its Climate Emergency Declaration.

This Action Plan is set out into two section. The first setting out how the Council will show leadership and use it procurement powers and purchaser requirements, and its own operational practises to reduce the use of single use plastics in our operations. The second Action Plan sets out how the Council will continue to work with its partners and empower wider Haringey community to empower greater action around the redcuing the use of single use plastics.

3. Recommendations

3.1. For Cabinet to:

Approve the Single Use Plastics Policies and accompanying Action Plans, attached at Appendices 1 and 2 of this report, which outlines how the Council will reduce Single Use Plastics in the Council and across the borough.

4. Reasons for decision

- 4.1. Haringey Council is committed to doing everything possible to respond to the climate emergency and improve sustainability across its own operations and in the borough of Haringey.
- 4.2. The policies and action plans contribute to the Place Priority of the Borough Plan, specifically objective 10 to make the borough a cleaner, accessible and attractive place – targeting waste minimisation.
- 4.3. Reducing consumption across the Council's offices and the borough will save money, reduce waste, improve our environment and decrease the amount of harmful plastics ending up in the world's oceans or in landfill.
- 4.4. The Single Use Plastics (SUPs) Policies and accompanying Action Plans represent a step towards this by outlining exactly what the Council will be doing to reduce reliance on SUPs within its own offices, on Haringey Council owned land, in Haringey schools, and across the borough.
- 4.5. Haringey Council has already taken bold steps to reduce SUPs, such as working with the North London Waste Authority (NLWA) on a low-plastic zone in Crouch End, reducing SUPs in Council offices and getting businesses signed up to refill schemes.

5. Alternative options considered

5.1. Do Nothing

This was rejected as it would not comply with the Borough Plan, specifically objective 10 to make the borough a cleaner, accessible and attractive place – targeting waste minimisation.

5.2. Do a Council plan only

This was rejected, as the Council is well placed to help reduce SUPs beyond its own organisation. To only focus on plastics the Council directly uses would miss opportunities, such as SUPs at events, SUPs in schools and SUPs used by the Council's partners.

5.3. Do a Borough plan only

This was rejected as the Council can learn from its own experience of reducing SUPs to inform the most effective ways to work in the borough. The Council would not want to offer advice on reducing SUPs if it could not demonstrate its own efforts to reduce SUPs.

6. Background information

6.1. The problem with plastic waste

6.1.1 Community groups, organisations around the country and residents are all concerned about, and attempting to, reduce their own consumption of Single Use Plastics. The Council has listened to these concerns and this report is one way in which the Council is responding.

6.1.2 8 million tonnes of plastic ends up in the world's oceans every year, killing more than a million sea birds and 100,000 marine mammals. More than 80% of marine litter is plastics. Plastics take longer than other materials to break down and often break down into smaller, harmful micro-plastics. Single use items, such as plastic bottles or straws, are some of the most commonly found plastics in the world's oceans. These micro plastics get into the food chain and when dried act like a dust. Recent studies have found high levels of micro (less than 5mm in diameter) and nanoplastics (less than 0.001mm) in humans¹.

6.2 National, regional and local context

6.2.1 In March 2019 the EU voted to ban single use plastic cutlery, cotton buds, straws and stirrers by 2021. This directive will also ban single-use polystyrene cups and those made from oxo-degradable plastics.

6.2.2 The measures also mean that EU member states will have to reduce the use of plastic food containers and plastic lids for hot drinks. By 2029, 90% of plastic bottles will need to be made from recycled materials.

6.2.3 New advertisements on harmful plastic items will also be introduced in EU member states, to discourage people from disposing of these items incorrectly.

6.2.4 The UK government introduced 5p charges for carrier bags in 2015, and in 2018 also committed to banning single use plastic straws, stirrers and cotton buds which came into effect in April 2020. They have also stated an ambition to eliminate all avoidable single use plastics by 2042.

6.2.5 Councils across the UK and across London have passed motions, endeavouring to reduce, remove or eliminate single use plastics from their own offices. Some have gone further and committed to reducing, removing or eliminating single use plastics in their region, city or locality.

6.2.6 The London Assembly passed a motion calling on the Mayor of London to lobby government to introduce taxes on all SUPs and ban non-recyclable hot drink cups. And as a result of this the GLA has partnered with Thames Water to offer boroughs free installation and management of water fountains across London.

6.2.7 Islington Council passed a motion in September 2019 committing the Council to becoming a full signatory of the Plastic Free Pledge, to encourage businesses to reduce SUPs, support traders on Council lands to reduce SUPs and investigate whether conditions on SUPs can be included in licensing conditions. Islington has also included measures on SUPs in its Waste Reduction and Recycling Plan

¹ Human Consumption of Microplastics (2019) Cox et al, *Environ. Sci. Technol.* 53, 12, 7068–7074v

2018-2022. Measures include installing water fountains in public places, working with the NLWA on Low Plastic Zones and eliminate SUPs in its own offices and services where possible.

- 6.2.8 Barnet Council passed a motion in October 2019 resolving to replace SUPs used by the Council and all commissioned services with sustainable or re-usable alternatives, ensuring procurement practices reduce SUPs, encourage community water refill schemes and work with the NLWA on low-plastic zones.
- 6.2.9 Camden has created a Cabinet post with a Portfolio including Plastics and Sustainability and has appointed a Councillor as a Cabinet advisor for 'Plastic Free Camden' who co-ordinates the work ongoing to reduce single use plastics within the Council. Camden Council has worked to reduce SUPs at its main office and has run projects with schools to reduce waste and SUPs. It has also worked with the NLWA and with businesses to encourage them to reduce SUPs in West Hampstead.
- 6.2.10 Waltham Forest is piloting a low-plastic zone in Leytonstone, using the NLWA project to support this. It has also worked with the GLA to install a new water fountain.
- 6.2.11 Enfield passed a motion in September 2019, which committed the Council to holding a 'Planet of Plastic' week to work with schools, businesses and Council departments to 'highlight the impact of plastic use and what can be done by us all to reduce the environmental impact'.
- 6.2.12 Hackney has eliminated SUP catering from its Town Hall, created a sustainable procurement strategy and banned SUP bottles from running events. It is also working on a low-plastic zone with the NLWA, installing water fountains and has removed SUPs from the café in its service centre.
- 6.2.13 The NLWA runs lots of projects such as informative sessions in schools and the 'Low-Plastic Zones' that encourage businesses to make simple swaps. It delivers these projects in conjunction with the councils.

6.3 Scope and definitions

- 6.3.1 SUPs are any plastic designed to be used only once. The most common SUPs are items such as plastic bottles, straws, carrier bags, packaging and most takeaway coffee cups. It does not include any plastics intended to be used on more than one occasion such as plastic used in everyday items such as ID cards, reusable bottles, technology and much more.
- 6.3.2 The Council believes that, by tackling SUP waste in its own operations and working with partners, it can lead by example on how to reduce waste.
- 6.3.3 The Council recognises that to achieve all of the actions outlined in the policies and action plans, there is a need to work effectively with partners, community groups, charities, businesses and residents. The issues of SUPs cannot be tackled alone. The Council will endeavour to use its extensive links into the community to ensure that this ambition is achieved.

- 6.3.4 Some actions, such as the Staff Waste Reduction Network, rely on the commitment and dedication of Council officers. These initiatives should receive high level support within the Council, to ensure they are supported and continue to thrive.
- 6.3.5 The COVID pandemic is now generating an increasing amount of single use plastics. In many cases this is driven by necessity. Personal Protective Equipment (PPE) has been crucial in protecting medical staff and other frontline workers from Covid-19 transmission. But there has also been an increase in the use of SUP as a reaction to navigating a new world of potential risks. Many restaurants and fast food chains have swung to take-out operations, bringing with them large amounts of disposable utensils and containers. And some have put a hold on bring-your-own reusable cups.
- 6.3.6 The Council in its review of the SUP Policy in the light of COVID recommends that SUP should be used in medical treatment and procedures as per medical advice. And once used, the plastic is disposed of properly through medical waste disposal services. The improper disposal of PPE is a public health risk to others because of the risk of transmission of viruses and they are an environmental threat, particularly for marine life. The World Health Organisation (WHO) recommends fabric masks for social distancing, and for those not in a medical setting. The June 2020 WHO Guidance on this recommended that cloth masks consist of at least three layers of different materials: an inner layer being an absorbent material like cotton, a middle layer of non-woven materials such as polypropylene (for the filter) and an outer layer, which is a non absorbent material such as a polyester or a polyester blend. These can be washed and reused. While not plastic free, this approach reduces the amount of plastic being used.
- 6.3.7 At the start of the COVID pandemic several shops stopped the use of reusable cups / containers through concerns of transmission. But in June 2020², more than 100 experts including virologists, epidemiologists, biologists, chemists and doctors from the UK and other countries have signed a statement saying reusable containers are safe if thoroughly washed. And studies show that reusable containers are similar transmission risk when compared to single use containers. COVID can be disrupted by detergent, such as washing-up liquid. This means reusable containers could actually be safer if they are regularly and properly washed. When compared to single-use ones that may have been exposed to the environment for a long time. And a pile of used containers sitting in an overflowing bin could also be a health risk. Therefore in line with Public Health England Guidelines to minimise risk people should thoroughly wash reusable containers with hot water and detergent, and remember to wash hands with soap and hot water. And when handing over reusable cups remove lids or items that may come into contact with your mouth. As a result of this June 2020 study several coffee shops are now reintroducing reusable cups back into their stores to help reduce the number of single-use takeaway cups being used. Therefore the Council will continue to support the use of reusable containers.

6.4 Single Use Plastics Policies

² <https://storage.googleapis.com/planet4-international-stateless/2020/06/26618dd6-health-expert-statement-reusables-safety.pdf>

6.4.1 The Single Use Plastics Policies focus on two separate areas: the Council and the Borough.

The Council Policy and Action Plan

6.4.2 The Council policy scope is to focus on SUPs that can be directly reduced or eliminated – such as in Council offices (Appendix 1). The objectives are to:

- Work to eliminate the avoidable use of SUPs across Council offices
- Work in partnership with schools to eliminate avoidable SUPs
- Audit the organisation to assess all of the Council’s commercial and service uses of SUPs and develop solutions
- Improve procurement practices to reflect the commitment to reducing SUPs in Haringey

6.4.3 The Council’s Policies and Action Plans are being delivered across the organisation, with responsibility for delivery owned by the relevant service. The Action Plans will be co-ordinated and monitored by the Place Board with the services. The actions themselves will be delivered in partnership by services across the Council through their existing workstreams. The owners of these Council actions are set out in the Council’s Action Plan (Appendix 1).

6.4.4 The Council actions that will make a significant impact on SUPs include:

- Setting new policies and standards in the Council’s Procurement process to ensure that SUPs are reduced and are a contractual requirement.
- Working with catering and the cafes in the Council to remove SUP as an option.
- Working in partnership with North London Waste Authority to reduce the use of SUP with the borough’s schools.

6.4.5 As a result of COVID many Council offices remain closed and staff are working from home. Many actions in the Council Action Plan at this time cannot be designed or fully realised due to the unknown reopening strategy for the offices and staff numbers expected. But to encourage positive impact in the home working environment, the Council has agreed to develop a intranet web page (for staff access only) on measures that they can undertake in their home to reduce SUPs.

The Borough Policy and Action Plan

6.4.6 The Borough SUP Policy focuses on how to reduce SUPs used by businesses, event organisers, and residents in Haringey (Appendix 2). The objectives are to:

- Partner with event organisers to eliminate avoidable SUPs at events held on Council land and share best practice more widely.
- Collaborate with the GLA and other partners to improve access to free drinking water across the borough.
- Work alongside residents, businesses and partner organisations in the borough to support and incentivise moves away from SUPs.

6.4.7 The Borough SUP Policy and Action Plans are being delivered across the borough in partnership, and will be co-ordinated and monitored by the Place Board with the services. The actions themselves will be delivered in partnership by services

across the Council through their workstreams. The owners of these actions are set out in the Borough Action Plan (Appendix 2).

6.4.8 Several businesses in the borough have already made the declaration and are undertaking efforts to reduce and remove the use of SUPs. In Crouch End the business community has come together to collectively share best practice and promote these key messages. They are reducing their use of SUP through actions and promotions – such as reuse bags, and free water refills. This collective is now being supported by North London Waste Authority (NLWA) and it is hoped that more business groups across the borough will form and be supported in this manner by NLWA.

6.4.9 Alongside this several primary and secondary schools, have signed up to student led projects and programmes to reduce the use of SUPs and increase recycling rates around plastics. Through this action plan we will be able to sign post more schools to best practice that they can replicate.

6.4.10 The borough actions that will make a significant impact on SUPs include:

- Partner with event organisers to eliminate avoidable SUPs at events held on Council land and share best practice more widely.
- Collaborate with the GLA and Thames Water to install free water fountains in key locations across the borough, enabling quick and free refills for water.
- Work alongside the business community to support and incentivise moves away from SUPs.
- Working in partnership with North London Waste authority to reduce the use of SUP with local businesses.

6.4.11 Both the Council's and the Borough's policies are accompanied by Action Plans, in appendices 1 and 2, which set out the completed, ongoing and future actions the Council is undertaking to achieve each objective. These Action Plans represent the Council's desire to tackle SUPs in a transparent and accountable way.

6.4.12 The Action Plans are living documents that do not represent everything that is or can be done to tackle SUPs. They will be reported on and updated with new actions as and when the Council enacts them, which will then be published online.

7. **Contribution to strategic outcomes**

The policies and action plans contribute to delivery of the Place Priority of the Borough Plan, specifically objective 10, to make the borough a cleaner, accessible and attractive place – targeting waste minimisation.

8. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)

Finance

This report seeks approval for the Single Use Plastics Policies and accompanying Action Plans which addresses the issues surrounding the use of single use plastics across the borough.

The Financial implications surrounding the adoption of this paper are in the region of £20k, in the first year including expenditure for communications and new bins.

The on-going costs are expected to be in the region of £17k per annum for the provision of milk in the Council offices and there is no Budget provision for this currently. Therefore budget resources will need to be identified prior to implementation.

This is not expected to be implemented at this stage due to the impact of Covid 19 and will only go live once the new occupancy levels have been determined.

Once the final working patterns in the Council are known (which offices are open and staffing numbers) the Council will review the Actions around - office milk supply, new bins and recycling systems, and communications. These will be costed and alongside the business cases by the Place Board, and will be submitted for a growth bid and funding.

Strategic Procurement

New guidelines on SUPs have been developed as part of the Social Value Toolkit. These will be evaluated as best practice for all relevant procurement projects across the Council to reduce the amount of single use plastic brought by the Council, both directly or as a result of materials purchased and wrapping.

Funding: Strategic procurement costs within contracts.

By 2022 Strategic Procurement will monitor the SUP procurement practices and publish our performance in the Waste Strategies of the Council and NLWA.

Legal

As part of Government policy to reduce the impact on the environment of single-use plastics, draft Regulations, the Environmental Protection (Plastic Straws, Cotton Buds and Stirrers) (England) Regulations 2020 were introduced on 3 March 2020.

When these Regulations come into force they would ban the supply of certain single -use plastics, including straws, cotton swabs, and coffee stirrers to end users, and would make it an offense to supply single-use plastic stirrers to end users. The Regulations would be enforced by local authorities.

When the Regulations take effect officers in legal services can advise on the implications of the Regulations for the Council. Legal advice can also be sought on any potential legal issues that may arise relating to the policies and action plans which this report recommends Cabinet to approve.

The Council can introduce policies and the action plans further to the general power of competence set out in Part 1 of the Localism Act 2011. Both the proposed policies and action plans accords with Central Government policy.

Equality

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

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

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

The proposed decision is to approve the Single Use Plastics Policies and accompanying Action Plans.

The overall objective of the Policies and the Action Plans is to reduce the use of any plastic product designed to be used only once. Implementation, as set out in the Action Plans, focuses on two separate areas: Haringey Council premises and the Borough.

Appendix 1 sets out the actions that concern Council premises. These will affect the Council workforce, within which women and BAME people are overrepresented relative to the general population. The Council workforce also includes people who have disabilities. Reasonable adjustments will be made in the implementation of the Action Plan where necessary to meet the needs of these people, and people who share the other protected characteristics, where they differ to the needs of others. It is not anticipated that the proposed decision will result in any direct or indirect discrimination for Council staff.

Appendix 2 sets out the actions that will be implemented across the borough more widely. BAME people, young people, people with disabilities, and people from religious groups are overrepresented in Haringey relative to the London and UK populations. The objective of the proposed decision is to reduce use of single use plastics and plastic waste and the means by which the Action Plan seeks to do so are not anticipated to result in any direct or indirect discrimination for Haringey residents. Indeed, to the extent that the policy and the action plan results in a lower level of pollutants it can be expected to benefit to benefit the wards in Haringey that are more deprived on average and in

which people who share the protected characteristics are overrepresented as these wards tend to have higher levels of plastic pollution. Moreover, actions to improve access to free water can be expected to benefit young people, older people, and people with disabilities and limiting health conditions in terms of their health.

8 Use of Appendices

- Appendix 1: SUP Council Policy and the Council Action Plan
- Appendix 2: SUP Borough Policy and the Borough Action Plan

9 Local Government (Access to Information) Act 1985

Haringey Council

Single-Use Plastics (SUP) Policy

What are single-use-plastics (SUP)?

- The Institute for European Environmental Policy defines an SUP as: ‘any disposable plastic item which is designed to be used only once.’

Examples include - containers, wet-wipes, straws, bottles and carrier bags. Often many products have SUP lining too – such as disposable coffee cups and many takeaway food containers.

Plastic waste is one of the greatest environmental challenges facing the world today.

The UK government estimates that there are currently more than 150 million tonnes of plastic in the world’s oceans and 100,000 sea mammals and one million birds die each year from eating or becoming entangled in plastic waste. In the UK we consume an estimated 38.5 million single use plastic bottles every single day – with only 60% of these being recycled. Over 700,000 end up being littered every day, with many that will end up in the ocean and harming wildlife, our natural environment and the planet.

Haringey Council, as a large employer and procurer of goods and services, is well placed to help tackle the issue of Single Use Plastics. Our priority is to tackle the unnecessary use of SUPs across our own services and in our buildings. This will be done by both encouraging our staff to modify their behaviours and by changing our own practices around purchasing and procurement.

This policy supports the ambition set out in the Borough Plan, specifically Place Priority Objective 10 – a cleaner, accessible, and attractive place. This objective targets waste minimisation, which this policy will help achieve through reducing the consumption of SUPs.

Our Vision:

To reduce the consumption of single use plastics across the Council and its services. Becoming a London leader in best practice for SUP reduction. Achieving this by using education, awareness, and behaviour change principles as well as improving our own supply chains, influencing our partners and rethinking our practices.

Our objectives:

- 1) Work to eliminate the avoidable use of SUPs across Council offices
- 2) Work in partnership with schools to eliminate avoidable SUPs
- 3) Audit the organisation to assess all of the Council’s commercial and service uses of SUPs and develop solutions
- 4) Improve procurement practices to reflect the commitment to reducing SUPs in Haringey

This action plan accompanies the SUP Council Policy. It lays out all of the actions already completed, actions that are ongoing, and future actions planned for the Council. Each action is matched up to the specific objective that it helps achieve from the policy.

Objective 1: Work to eliminate the avoidable use of SUPs across our offices and workforce.

- a) **Action:** Give out reusable coffee cups to new members of staff and encourage them to use these instead of buying coffee in disposable cups.
 - **Time frame:** Completed on 13.01.20.
 - **Funding:** HR
 - **Lead officer(s):** HR

- b) **Action:** The Council will no longer order plastic cups for water dispensers. Once current stock runs out, these will be replaced with alternatives. This will save 85,000 plastic cups in 2020.
 - **Time frame:** By September 2020.
 - **Funding:** Existing budgets in Facilities Management.
 - **Lead officer(s):** Operational Facilities Management

- c) **Action:** The Council will use reusable receptacles in its civic buildings to replace SUP cups.
 - **Time frame:** Upon reopening Council Buildings.
 - **Funding:** Existing budgets in Facilities Management.
 - **Lead officer(s):** Operational Facilities Management

- d) **Action:** George Meehan House has swapped out plastic stirrers, lids, cups, individual milk containers and cutlery for non-plastic alternatives. They have also banned the use of confetti cannons and artificial confetti. Reducing SUP consumption at events such as citizenship ceremonies and weddings.
 - **Time frame:** Completed.
 - **Funding:** None needed.
 - **Lead officer(s):** Staff Waste Reduction Network.

- e) **Action:** Develop and support the Staff Waste Reduction Network. This staff run network will work on waste and plastic reduction goals and help with communications.
 - **Time frame:** Completed.
 - **Funding:** None needed.

- **Lead officer(s):** Staff Waste Reduction Network with support from all services
- f) **Action:** Develop an on-line advice page to encourage staff to reduce the amount of SUP while working from home.
- **Time frame:** By Autumn 2020.
 - **Funding:** Officer time.
 - **Lead officer(s):** Staff Waste Reduction Network, with advice from Waste Services (as a high number of staff are borough residents)
- g) **Action:** Recycling bins at back of RPH have been locked. This has reduced contamination, meaning the Council can recycle more waste and reduce costs in waste disposal.
- **Time frame:** Completed.
 - **Funding:** No costs.
 - **Lead officer(s):** Operational Facilities Management.
- h) **Actions:** Closed loop recycling will be used for coffee machines in our Civic buildings, so that all coffee pods are captured and recycled.
- **Time frame:** Upon reopening Council Buildings.
 - **Funding:** No costs.
 - **Lead officer(s):** Operational Facilities Management.
- i) **Action:** All new members of staff to be given induction information setting out the SUP policy and offering tips about how to avoid SUP waste.
- **Time frame:** Starting in 2020.
 - **Funding:** No costs.
 - **Lead officer(s):** HR.
- j) **Action:** River Park House podium café introduced 10p charges for disposable coffee cups and salad pots.
- **Time frame:** Upon reopening Council Buildings.
 - **Funding:** No costs.
 - **Lead officer(s):** Café staff / Carbon Management.
- k) **Action:** Haringey branded reusable coffee cups sold at the podium café in River Park House. Encouraging people to stop using disposable cups.
- **Time frame:** Brought ready to use upon reopening Council Buildings.
 - **Funding:** Carbon Management.
 - **Lead officer(s):** Carbon Management

- l) Action:** Food waste bins will be trialled in River Park House. To reduce contamination of recycling and reduce waste.
- **Time frame:** Trial within 3 months of return to office.
 - **Funding:** Existing waste budgets.
 - **Lead officer(s):** Waste Services and the Staff Waste Reduction Network.
- m) Action:** Run a campaign with MochaDifference to introduce a coffee cup recycling scheme and increase uptake of reusable cups in River Park House.
- **Time frame:** Starting in 2021.
 - **Funding:** No costs.
 - **Lead officer(s):** Waste Reduction Network in partnership with London Energy.
- n) Action:** investigate a milk delivery service (in glass bottles) to Alexandra House and River Park House. To reduce staff's consumption of SUPs.
- **Time frame:** Not yet confirmed due to COVID and offices are shut down.
 - **Funding:** TBC
 - **Lead officer(s):** Future Ways of Working – Accommodation
- o) Action:** Increasing recycling rates across Council buildings.
- **Time frame:** Not yet confirmed due to COVID and offices are shut down.
 - **Funding:** Existing budgets.
 - **Lead officer(s):** Staff Waste Reduction Network / Operational Facilities Management / Waste Services
- p) Action:** Highways will implement bio-degradable bags (glassine and kraft paper) when issuing parking tickets, replacing plastic packaging.
- **Time frame:** Completed.
 - **Funding:** Existing budgets - saving.
 - **Lead officer(s):** Highways

Objective 2: Work in partnership with schools to eliminate avoidable SUPs

- a) Action:** North London Waste Authority (NLWA) delivered waste reduction, plastics, and recycling lessons, workshops, and assemblies at two Haringey schools.
- **Time frame:** TBC – if schools are able to support this with social distancing measures.
 - **Funding:** NLWA.
 - **Lead officer(s):** NLWA - Waste prevention officers.

- b) Action:** Encourage schools to sign up to the Surfers Against Sewage Plastic Free Schools Pledge. This monitors and track progress when schools make the Surfers Against Sewage plastic free schools pledge.
- **Time frame:** Spring Term 2021.
 - **Funding:** No direct cost.
 - **Lead officer(s):** Waste Services / NLWA / Education / Schools
- c) Action:** Create a section on the website for Plastic Free Schools. Have advice, guidance and share best practice.
- **Time frame:** 2021.
 - **Funding:** No direct cost.
 - **Lead officer(s):** NLWA - Waste prevention officers.
- d) Action:** Encourage schools to sign up to the Eco Schools Keep Britain Tidy scheme and work towards the Silver Award and Green Flag.
- **Time frame:** 2021.
 - **Funding:** No direct cost.
 - **Lead officer(s):** NLWA - Waste prevention officers.
- e) Action:** Advertise the Wastebuster plastic reduction resources to schools.
- **Time frame:** 2021.
 - **Funding:** No direct cost.
 - **Lead officer(s):** NLWA - Waste prevention officers / Waste Services

Objective 3: Audit the Council to assess all of our commercial and service uses of SUPs and come up with solutions.

- a) Action:** Annual review of waste streams managed by the Staff Waste Reduction Network. Identifying areas for plastic and waste reduction in service areas and buildings. This will identify new ways to tackle SUPs across the organisation.
- **Time frame:** September 2020.
 - **Funding:** No costs.
 - **Lead officer(s):** Staff Waste Reduction Network / Waste Services / Operational Facilities Management
- b) Action:** Advertise results from the audit to encourage behaviour change.
- **Time frame:** 2020.

- **Funding:** Case by Case.
- **Lead officer(s):** Staff Waste Reduction Network.

Objective 4: Improve our procurement practices to reflect our commitment to reducing SUPs in Haringey.

- a) Action:** New guidelines on SUPs and procurement are being developed as part of the Social Value Toolkit. These will be shared as best practice for all procurement projects across the Council to reduce the amount of single use plastic brought by the Council, both directly or as a result of materials purchased and wrapping.
- **Time frame:** By Summer 2021.
 - **Funding:** Strategic procurement costs within contracts.
 - **Lead officer(s):** Procurement Service.
- b) Action:** Monitor the SUP procurement practices and publish our performance in the Waste - Recycling and Reduction Plan of the Council.
- **Time frame:** By 2022.
 - **Funding:** Within existing budgets.
 - **Lead officer(s):** Procurement Services.

The London Borough of Haringey

Single-Use Plastics (SUP) Policy

What are single-use-plastics (SUP)?

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Plastic waste is one of the greatest environmental challenges facing the world today.

The UK government estimates that there are currently more than 150 million tonnes of plastic in the world’s oceans and 100,000 sea mammals and one million birds die each year from eating or becoming entangled in plastic waste. In the UK we consume an estimated 38.5 million single use plastic bottles every single day – with only 60% of these being recycled. Over 700,000 end up being littered every day, with many that will end up in the ocean and harming wildlife, our natural environment and the planet.

Haringey Council is well placed given its Leadership role within the community to work with organisations and individuals within Haringey to make changes across the borough.

This policy supports the ambition set out in the Borough Plan, specifically Place Priority Objective 10 – a cleaner, accessible, and attractive place. These objectives target waste minimisation, which this policy will help achieve through reducing the consumption of SUPs.

Our Vision:

To reduce the consumption of single use plastics by residents, event organisers and businesses in Haringey. By using education, awareness, and behaviour change principles as well as using the Council’s experience of tackling SUPs as guidance.

Our objectives:

- 1) Partner with event organisers to eliminate avoidable SUPs at events held on Council land and share best practice more widely
- 2) Collaborate with the GLA and other partners to improve access to free drinking water across the borough
- 3) Work alongside businesses, voluntary organisations and other partners in the borough to support and incentivise moves away from SUPs

This Action Plan accompanies the SUP Borough Policy Objectives. It lays out all of the actions already completed, and planned. Each action is matched to a specific objective from the policy.

Objective 1: Partner with event organisers to eliminate avoidable SUPs at events held on Council land and share best practice more widely

- a) Action:** All past event organisers have been sent a survey to determine what SUPs they use. Incorporate this feedback and best practise to reduce the use of SUP in events.
 - **Time frame:** Survey - February 2020, policies in place for 2021.
 - **Funding:** No costs.
 - **Lead officer(s):** Events Team.

- b) Action:** Deliver refill station(s) and at small and medium events (2,000 or fewer attendees) to reduce bottled water consumption.
 - **Time frame:** 2022.
 - **Funding:** Parks.
 - **Lead officer(s):** Events Team

- c) Action:** To revise Events Management Plans to create more stringent criteria for event organisers on Haringey lands. This will cover sustainability and SUPs.
 - **Time frame:** 2021.
 - **Funding:** Events management.
 - **Lead officer(s):** Events Team.

- d) Action:** For small and medium events (less than 2,000 attendees) new advice will be given to organisers giving them guidance on how to reduce waste and SUPs. This advice will also be uploaded to the website.
 - **Time frame:** End of 2021.
 - **Funding:** No costs.
 - **Lead officer(s):** Events Team.

- e) Action:** Council staff and volunteers at large events will be provided with reusable water bottles and a refill station that can be used by the volunteers and the police.
 - **Time frame:** June 2021.
 - **Funding:** Parks and Events.
 - **Lead officer(s):** Events Team.

- f) Action:** Reduce the use of laminated signage in Parks.
 - **Time frame:** 2022.

- **Funding:** No cost.
- **Lead officer(s):** Parks and Events service.

g) Action: Reduce the use of SUPs for staff on event days. Using insulated milk jugs, wooden stirrers, etc.

- **Time frame:** 2021.
- **Funding:** Events.
- **Lead officer(s):** Events Team.

Objective 2: Collaborate with the GLA and other partners to improve access to free water across the borough

a) Action: Haringey have applied with the GLA for the installation of up to 5 water fountains across the borough.

- **Time frame:** Applications sent February 2020. Delayed due to COVID.
- **Funding:** The GLA / Thames Water
- **Lead officer(s):** Carbon Management and Highways.

b) Action: To work with café operators in Council managed parks to offer free water refills or for the parks to have water fountains.

- **Time frame:** TBC.
- **Funding:** Parks / Thames Water / Café.
- **Lead officer(s):** Parks Service.

c) Action: Public Health have set up a 'Refill' scheme in the borough, to get businesses to offer free water refills. Currently there are 78 refill stations in the borough.

- **Time frame:** 150 refill stations by 2021.
- **Funding:** No costs.
- **Lead officer(s):** Public Health.

d) Action: Support and increase the number of businesses signed up to refill.org.

- **Time frame:** Ongoing.
- **Funding:** Ongoing.
- **Lead officer(s):** Public Health and Carbon Management.

Objective 3: Work alongside residents, businesses and partner organisations in the borough to support and incentivise moves away from SUPs

- a) **Action:** Advertise how to reduce SUPs in the food industry to takeaways and restaurants.
- **Time frame:** April 2020.
 - **Funding:** No cost.
 - **Lead officer:** Environmental Protection.
- b) **Action:** A web page has been added to the Council website to advertise how residents can get involved and organise litter picking or other conservation efforts.
- **Time frame:** Completed.
 - **Funding:** No costs.
 - **Lead officer(s):** Waste Services.
- c) **Action:** Work to work with the business communities across the borough, such as “Plastic Free Crouch End,” and help them become accredited as a ‘low plastic zone’ by the North London Waste Authority (NLWA).
- **Time frame:** End of 2020.
 - **Funding:** No costs.
 - **Lead officer(s):** NLWA / Business Community
- d) **Action:** Create a section for the Council website with advice for residents, businesses and partner organisations on how to reduce their waste, eliminate SUPs and save money by doing it, as well as signposting information related to Covid-19 on Personal Protective Equipment (PPE) and fabric face coverings / masks.
- **Time frame:** 2020-2021.
 - **Funding:** No costs, officer time
 - **Lead officer(s):** NLWA / Waste Services

Report for: Cabinet

Title: Approval of an amendment to the Allocations Policy to allow for a Neighbourhood Moves Scheme

Report

Authorised by: David Joyce, Director of Housing, Regeneration and Planning

Lead Officer: Robbie Erbmann, Assistant Director for Housing

Ward(s) affected: All

Report for Key/

Non-Key Decision: Key Decision

1. Describe the issue under consideration

- 1.1. In 2017 Cabinet approved the Estate Renewal Rehousing and Payments Policy (ERRPP) which offered a right to return to secure tenants and residential leaseholders whose homes would be demolished in order to deliver new homes. Under the Council's Housing Allocations Policy, an approved Local Lettings Plan (LLP) is required for each scheme to meet this commitment.
- 1.2. The Council is in the early stages of a major housing delivery programme, with over 70 sites currently earmarked for housing development across the borough; the Council is additionally acquiring new homes. The Council's intention is for local residents to benefit from these new homes. Developing and consulting on an LLP for each new housing development would not be practical; it is therefore proposed to amend the Housing Allocations Policy to allow for a Neighbourhood Moves Scheme. The Neighbourhood Moves Scheme would apply automatically on any new housing development with 5 or more new Council rented homes unless Cabinet makes the decision to exclude a new housing development.
- 1.3. The Neighbourhood Moves Scheme has been designed to ensure that local secure tenants are able to benefit from these new homes, by giving them first priority on the first let. The Neighbourhood Moves Scheme also prioritises households who are over-crowded and under-occupying, thereby making better use of the Council's housing stock.
- 1.4. As part of the Housing Allocations Policy, any amendments to the policy will need to be consulted on with members of the Housing Register and local Registered Providers. As this offer is also open to secure tenants, it is proposed to also consult with existing secure tenants not on the Housing Register.
- 1.5. This report seeks approval to consult on the proposed changes.

2. Cabinet Member Introduction

As a Council, we have committed to building a new generation of Council homes, and this programme is well underway, with sites for potential new Council housing identified across the whole borough. We want to use this opportunity to strengthen local communities, and to ensure that households who are not adequately housed can live in homes which meet their needs. The proposed Neighbourhood Moves Scheme would give our existing Council tenants priority for new homes that are built in their neighbourhood, in particular those who are living in homes which are too big or too small. This means that by building new Council homes we are not only adding to the Council's overall housing stock but also making sure that our housing stock is better used and better meets the needs of our Council tenants.

3. Recommendations

It is recommended that Cabinet:

3.1. Notes:

- 3.1.1 The Equalities Impact Assessment at Appendix 1.
 - 3.1.2 The proposed alterations to the Housing Allocations Policy attached at Appendix 2.
 - 3.1.3 The Draft Neighbourhood Moves Scheme attached at Appendix 3 which will be attached to the Housing Allocations Policy.
- 3.2. Approves a consultation on these proposed amendments to the Housing Allocations Policy.
- 3.3. Delegates approval of the Consultation Documents to the Director of Housing, Regeneration and Planning in consultation with the Cabinet Member for Housing and Estate Renewal.
- 3.4. Notes that following consideration of the consultation responses, a second Cabinet report will be submitted to give final approval of the amendments to the Allocations Policy.

4. Reasons for decision

- 4.1. The proposed changes will honour the Estate Renewal Rehousing and Payments Policy, as well as seek to address over-crowding by releasing larger family homes which are under-occupied and allowing over-crowded households to move locally. It will also support community cohesion.
- 4.2. Recommendation 3.2 is required to allow changes to be made to the Housing Allocations Policy.

5. Alternative options considered

- 5.1. An alternative option is to consult on a Local Lettings Plan for each scheme individually. This is not recommended because there are a large number of schemes in the

development pipeline, and consulting on a Local Lettings Plan for each scheme individually is not practical.

- 5.2. Another alternative option is not to apply the Neighbourhood Moves Scheme on new Council housing. This was rejected because, firstly, this Scheme will help address both under-occupancy and over-crowding, and secondly because it will allow local residents to benefit from new Council housing being built in their local area.

6. Background information

The Council's Housing Delivery Programme, Existing Estate Renewal schemes, and the Estate Renewal Rehousing and Payments Policy

- 6.1. In 2018, the Council embarked on a major housing delivery programme, with a first milestone of 1,000 new homes. There are currently over 70 sites across the borough earmarked for development. These sites are mostly small to medium sized, with around three quarters currently projected to deliver fewer than 25 new homes. For the most part, this new housing will be built without the need for existing homes to be demolished, although this will not be the case on all sites. As well as building new homes, the Council is also acquiring new homes to be used as Council rented housing.
- 6.2. As well as the Council's housing delivery programme, work on delivering new homes on two estates in the borough is currently underway, on the Love Lane Estate and on Broadwater Farm Estate, which will require some homes on these estates to be demolished. The Council has committed that residents on these two estates whose homes will be demolished will have the right to be rehoused within the new development if they wish.
- 6.3. On 17 October 2017, Cabinet approved a new Estate Renewal Rehousing and Payments Policy (ERRPP) which gave a guaranteed Right to Remain or Return to all Council tenants displaced by estate renewal. Under the current Housing Allocations Policy, this commitment requires that a Local Lettings Plan is developed for each scheme. This approach was taken for Tangmere and Northolt tenants through the creation of the Broadwater Farm Local Lettings Plan, which was approved on 21 January 2019. A similar approach will be taken for the Love Lane Estate.

The Neighbourhood Moves Scheme

- 6.4. It is the Council's intention that existing secure tenants are able to benefit from new Council homes being delivered in their local area. However, as noted above, the Council's housing delivery programme is made up of a large number of small sites. Designing, and consulting on, a local lettings plan for each individual new development would be administratively complicated, use extensive Council resources and result in tenants being over-consulted with up to 70 sites where consultations would be needed. The draft Neighbourhood Moves Scheme has been developed to be applied to all new Council housing built or acquired by the Council. This removes the need to consult on each new scheme and ensures that the same principles apply to all new Council housing. The Neighbourhood Moves Scheme will be applied automatically unless Cabinet decides to exclude a specific new housing development.

- 6.5. The draft Neighbourhood Moves Scheme prioritises newly built Council housing to the following groups of secure tenants, in the following order:

Group 1: Secure Council tenants whose current homes are to be demolished to build new homes

- 6.6. Priority within this Group will be given based on the location of homes being demolished and in the following order:
- a) Firstly, to tenants whose homes are to be demolished in order to build the new Council homes being offered, or whose homes are being demolished as part of the same estate renewal scheme, then
 - b) To tenants whose homes are to be demolished to build new Council homes in the same ward, then
 - c) To tenants whose homes are to be demolished to build new Council homes in a neighbouring ward.
- 6.7. Tenants who have already moved as part of an estate renewal scheme will not be entitled to move again under this scheme unless their previous move was to allow the new homes being offered on the same scheme to be built and they are returning under a "Right to Return".

Group 2: Secure Council tenants living on the same estate as the new housing development

- 6.8. Priority within this Group will be given in the following order:
- a) tenants who are currently under-occupying their home, in order of the net number of bedrooms they will be releasing, and then by their place on the housing register, then
 - b) tenants who are currently over-crowded in order of the net number of additional bedrooms they require, and then by their place on the housing register, then
 - c) tenants on the Housing Register in order of their place on the housing register, then
 - d) other tenants who are adequately housed, in order of their tenancy start date.

Group 3: Secure Council tenants living within a 250-metre radius of the new housing or a neighbouring estate with at least one home within this boundary.

- 6.9. Priority within this Group will be given in the following order:
- a) tenants who are currently under-occupying their home, in order of the number of bedrooms they will be releasing, and then by their place on the housing register, then

- b) tenants who are currently over-crowded in order of the number of additional bedrooms they require, then by their place on the housing register, then
- c) tenants on the Housing Register in order of their place on the housing register, then
- d) other tenants who are adequately housed, in order of their tenancy start date.

Group 4: All other households on the Housing Register

6.10. Any remaining properties will be let in accordance with the general Housing Register.

Priority

- 6.11. Where two households within Groups 1-3 have the same priority, preference will be given to tenants with the higher place on the Housing Register, where applicable. Where there is a further tie, homes will be allocated to those with the earlier tenancy start date.
- 6.12. Adequately housed tenants (Group 2d and 3d) will not be able to bid for new homes using Choice Based Lettings but will receive Direct Offers for any properties remaining after homes have been allocated to higher groupings. Offers will be made to suitable properties to those with the earliest tenancy start date.

Sustaining communities and honouring the ERRPP

6.13. The first category – secure Council tenants whose homes are being demolished – have been prioritised for new Council homes in order to honour the commitments made in the ERRPP. As well as giving secure tenants the right to remain or return –who are given first priority within this group - the ERRPP also guarantees that displaced tenants who wish to move away will be supported to do so. Therefore, it is proposed that secure Council tenants whose homes are to be demolished in order to build new Council homes in the same ward as the demolished home, or a neighbouring ward are given second priority within this group. This area has been chosen to ensure that displaced households have a reasonable choice of new homes near to their existing home with neighbouring wards included to address schemes close to ward boundaries.

Making best use of the Council's Housing Stock

6.14. Once secure Council tenants whose homes are being demolished in the same ward or a neighbouring ward have had the chance to bid for new Council homes, the next category of people to be prioritised for new Council homes will be existing secure Council tenants living on the same housing estate (Group 2) and then to secure Council tenants living within a designated distance of the new homes or on a nearby housing estate where at least one home on that estate falls within the designated distance (Group 3).

- 6.15. Tenants who successfully move through Group 2 and 3 of this scheme will be releasing their existing home to be re-let to the housing register, in accordance with the Housing Allocations Policy; in other words, where new homes are built or acquired there will automatically be new tenancies offered in the local area, whether those new tenancies are for the new homes or for older Council homes.
- 6.16. Within the two local tenant groupings, priority for new homes will be given to households who are not living in the correct sized home, that is to say they are either under-occupying (they have more bedrooms than they have a need for) or are over-crowded (they have fewer bedrooms than they have a need for). Allowing these households the chance to move to a new home, suitable to their needs, will help ensure the Council's stock is used more efficiently. Under-occupiers will have priority ahead of over-crowded households since they will be releasing a larger home which could then house a larger household. Under-occupiers will be prioritised for new homes by the number of bedrooms they are releasing, with the larger net number of bedrooms having the higher priority. Over-crowded households will similarly be prioritised by the extent to which they are over-crowded.
- 6.17. Once homes have been offered to the three categories of local secure tenants named in the Neighbourhood Moves Scheme, new Council homes will be allocated in accordance with the Housing Allocations Policy.

Maintaining communities

- 6.18. The current Housing Allocations Policy allocates homes according to the Housing Register with many homes being allocated to families outside the immediate area. Where there are new schemes, this can lead to new blocks being occupied by households new to the area. This can both generate tensions in the area and also weaken the community link in that block. The proposed policy seeks to ensure that a representation of the community in each new block and that the tenants arriving in the area are dispersed in the properties released by the local tenants taking up this opportunity.

Threshold

- 6.19. It is proposed that the Neighbourhood Moves Scheme will only apply to new housing developments where at least 5 new Council homes will be delivered. This lower limit is preferred as a balance between ensuring that around 95% of new homes fall under this scheme without placing constraints on specific schemes which may be purpose designed for specific needs. This will be subject to consultation.

Local Area

- 6.20. The size of the local area will be of considerable interest and it is proposed that a distance of 250 meters is adopted to offer a small area but with a sufficient number of local tenants who might take up the offer. It is also proposed that nearby estates will be deemed to be any estate where at least one home is within this designated distance. These two boundaries will be subject to consultation.

- 6.21. It is proposed that distance from the scheme will be measured from a central point of any individual new buildings, or the corners of the 'red line' map for schemes with multiple new buildings.

Allocation of homes

- 6.22. Applicants will need to make a housing register application as priority within each group will be based on their assessed Housing Need and/or their place on the Housing Register. In most cases, new homes will be allocated using Choice Based Lettings where local residents are eligible to join the Housing Register.
- 6.23. Tenants who are adequately housed and therefore ineligible to join the Housing Register will still be considered for properties so long as they meet the qualification criteria and will be offered remaining properties by Direct Let after those with a Housing Need have been offered them. Remaining properties will be offered in order of the tenancy start date at their current home. Any tenants who succeed to their tenancy will be assessed on the basis of the original tenancy at that address.

Eligibility

- 6.24. Existing Secure Tenants will be eligible for this scheme where they meet the following criteria which will be subject to consultation:
- The tenant must hold a secure tenancy and give up vacant possession of their existing home which will then be let out using the Housing Allocations Policy.
 - The tenant must have lived at their current address for at least 12 months.
 - The tenant must have made an application to join the Housing Register which has been approved and accepted.
 - The tenant must not have caused anti-social behaviour or committed any other tenancy breach which has warranted a Notice of Seeking Possession in the last 12 months or where a Notice to Quit or legal action is being taken. Notices of Seeking Possession may be disregarded if they have been withdrawn or expired or if there are exceptional circumstances.
 - Tenants will only be eligible to join the scheme if they have less than 1 month's rent arrears unless there are exceptional circumstances. Arrears caused by delays in the payment of Housing Benefit may be disregarded.
- 6.25. Tenants whose homes have been, or are to be, demolished in order to build new homes (Group 1) will be eligible for this scheme once a formal Council decision has been made to implement an estate renewal project following a statutory section 105 resident consultation and a decision has been given to award Band A rehousing status, unless the Council decides to make 'early offers' to tenants or leaseholders prior to this decision formally being made.

Effect on the Housing Register

- 6.26. This policy will give priority to local tenants to allow them to move into the new homes with the aim of addressing over-crowding directly by allocating homes to these households, or indirectly by encouraging under-occupiers to release larger family homes. This scheme will require tenants to submit a Housing Register application and so it is anticipated that there will be in modest increase in applications to join the register.
- 6.27. It is proposed that this scheme is only open to existing secure tenants in the local area who are either releasing their homes to assist the provision of new homes, or who are can releasing their current home to be let according to the Housing Allocations Policy . This will mean that barring homes due to be demolished, the same number of additional homes will be released to the general Housing Register.
- 6.28. It is estimated that within the next few years, as the Council's housing delivery programme is underway, there will be a significant number of new homes delivered over the next 5 years, with an average of 250 new Council rent homes a year. These lets will be in addition to the estimated 400 relets a year the Council anticipates will become available. However, this scheme is only open to existing secure tenants who can give vacant possession to a home which can then be let out to the general housing register. The scheme will therefore not affect the number of lets made using the Housing Register – that is to say, the same number of households in Band A would offered new homes - save where the new homes are allocated to a tenant whose home is to be demolished.
- 6.29. There may however be a change in the size of homes available depending on the number of households who are downsizing or moving to a larger home. With under-occupiers being given priority, it is anticipated that these two groups will balance to result in a broadly similar mix to the newly built homes. A side effect of the Scheme is that tenants' housing needs will be better matched to the homes they occupy.

Housing Need

- 6.30. One of the aims of this scheme is to make better use of the Council's housing stock by addressing over-crowding and releasing spare bedrooms where there is under-occupation. It is therefore proposed that tenants shall only be offered homes which meet their current housing need unless they are currently under-occupying their current home. In line with the Housing Allocation Policy, under-occupying tenants will be able to retain spare bedrooms but will only qualify for priority if they are releasing at least one bedroom.
- 6.31. This scheme will not apply to new Sheltered, Good Neighbour or Supported Housing but will include any new adapted and level access homes which would usually be offered though the General Needs. However, these homes will only be offered to tenants with a suitable need for these homes. Where there is no one with such needs within a Priority Group, adapted and level access homes will be then offered to tenants with such needs in the next priority group.

Relationship to the existing estate renewal schemes and Local Lettings Plans

Broadwater Farm Local Lettings Plan

- 6.32. On 13 November 2018, Cabinet approved the Broadwater Farm Local Lettings Plan following a consultation with residents of Tangmere and Northolt blocks. The Local Lettings Plan provided those tenants with a Right to Return to the new replacement homes. This scheme will apply to the Broadwater Farm replacement homes once (i) the Right to Return has been honoured for those who wish to return and (ii) local residents on the Broadwater Farm Estate have had the opportunity to be allocated one of those homes.

500 White Hart Lane

- 6.33. On 12 September 2018, Cabinet approved the purchase of 29 homes at 500 White Hart Lane with reasons for this purchase being given as

Supporting the High Road West Scheme and responding to residents' aspirations

By acquiring these homes and ensuring that Love Lane residents have the opportunity to move to them, the Council is increasing Love Lane residents' rehousing choice and responding to their request for new homes which are owned and managed by the Council.

- 6.34. This scheme will not seek to override this commitment and Love Lane tenants in Group 2 will have priority over other households in other estate renewal areas.

Consultation

- 6.35. The Council is required to consult on changes to the Housing Allocations Policy and approval is sought to undertake a 6-week consultation following approval of this report.
- 6.36. The consultation will be undertaken with members of the Housing Register, current Secure Tenants and Registered Providers. The results will then be considered, and suitable amendments made to the proposed policy. These results will inform the Equalities Impact Assessment and the development of the policy and will then be presented to Cabinet along with an amended policy for approval.
- 6.37. The consultation will contain questions on the following: -
- The minimum number of homes this scheme should apply to
 - The eligibility criteria including
 - The distance used to establish if a household is close enough to the new homes
 - The level of rent arrears
 - The priority order given to each Group
- 6.38. It is proposed that approval of the final consultation questionnaire is delegated to Director of Housing, Regeneration and Planning in consultation with the Lead Member for Housing and Estate Renewal.

- 6.39. It is proposed that the consultation will run for 6 weeks from early October with exact dates to be delegated to Director of Housing, Regeneration and Planning in consultation with the Lead Member for Housing and Estate Renewal.

7. Contribution to strategic outcomes

- 7.1. This scheme will support Haringey's Borough Plan 2019-2022, in particular the Housing Priority. It will help ensure that the Council's housing stock is maximised by enabling people to live in the right sized house, and in doing so will help ensure that residents are living in homes that meet their needs and that as many households are being housed in Council housing as possible, thus reducing the number of households in temporary accommodation.

8. Statutory Officers comments

Finance

- 8.1. This report seeks Cabinet approval to undertake consultation to amend the housing allocation policy to allow for local letting scheme.
- 8.2. It is estimated that the cost of consultation will not exceed £2,500 and will be met from the existing housing strategy and commissioning budget.
- 8.3. The proposed amendments will only affect the allocation of tenants/letting of the new homes.
- 8.4. It will give priority to those affected by any estate renewal in the area and then to secure tenants who are living close to the scheme.

Legal

- 8.5. The Assistant Director for Corporate Governance has been consulted in the preparation of this report and comments as follows. Legal Implications are otherwise set out in the body of this report.
- 8.6. The Council is required by Housing Act 1996 s166A to have a scheme for determining priorities and as to the procedure to be followed in allocating housing accommodation, and to allocate accommodation according to that scheme. The scheme applies (s159) to (i) selection to be a secure or introductory tenancies in its own stock (ii) nomination to be a secure or introductory tenant of another provider's stock and (iii) nomination to an assured tenancy of stock held by a private registered provider or a registered social landlord.
- 8.7. In framing its Scheme, the Council must have regard to its own Homelessness and Tenancy Strategies and to the London housing strategy (s166A(12)).
- 8.8. The Council must also (s166A) give reasonable preference to certain categories of persons on the Register – in particular those found to be homeless within Part VII of the Housing Act 1996 – and additional preference to others. There is however no requirement that equal preference be given to each priority category, provided that

those falling within any of the categories are generally given preference over those who do not.

- 8.9. It is open to a Council, within its Scheme, to include provisions to meet local needs and priorities and allocate to persons of a specific description (such as key-workers) (s166(6)(b)) provided that those provisions do not dominate the Scheme and subject to the same proviso as the preceding paragraph. This report seeks approval to consult on such provisions.
- 8.10. Before making a major alteration to its Scheme, the Council is required (s166A(13)) to send a copy of the proposed alteration to every private registered provider and registered social landlord with whom they have nomination arrangements and give them a reasonable opportunity to comment on the proposals.
- 8.11. While there is no statutory requirement to do so, the Council adheres to best practice in consulting its residents on significant changes to its Allocations Scheme, and residents have a legitimate expectation that the Council will continue to do so.

Procurement

- 8.12. There no procurement implications on this proposal.

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. A draft Equality Impact Assessment has been undertaken on the proposal and is provided at Appendix 1. This assessment will be finalised following the consultation which will inform the development of the proposed changes to the Housing Allocation Policy.
- 8.16. The proposed decision will affect existing secure tenants and applicants on the Housing Register. The draft assessment reveals that the demographics of both these groups are similar and both have an over-representation of Black, female-headed households. There are, however, significant differences in the age profile of these two groups. 40% of existing tenants are over 60 compared to only 8% of Housing

Applicants. Moreover, more a higher proportion of existing tenants have disabilities (23%) than applicants on the housing register (7%).

- 8.17. The proposed changes to the Allocations Policy will enable existing tenants to move to properties near their current homes, which will enable them to maintain local community connections and support networks and allow children to remain in their current schools. Older people and those with disabilities are over-represented among existing tenants, and so maintaining connections to local services and support networks will be of particular benefit.
- 8.18. The amendments will give those on the Housing Register a reduced chance of a newly built home, but as all local tenants moving through this scheme are required to release their current home for re-let following their move these amendments will release the same number of lets unless the new tenant's existing home is due to demolition. These amendments should not therefore have an adverse impact on applicant's chances of moving into the area.
- 8.19. Following consultation, the draft Equality Impact Assessment will be updated and presented to Cabinet.

9. Use of Appendices

Appendix 1: Draft Equalities Impact Assessment

Appendix 2: Amendment to the Council's Allocations Policy, for consultation

Appendix 3: Draft Neighbourhood Moves Scheme, for consultation

10. Local Government (Access to Information) Act 1985

Appendix 1 – Equality Impact Assessment

EQUALITY IMPACT ASSESSMENT

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

- Eliminating discrimination, harassment and victimisation and any other conduct prohibited under the Act.
- Advancing equality of opportunity between those with a ‘relevant protected characteristic’ and those without one.
- Fostering good relations between those with a ‘relevant protected characteristic’ and those without one.

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

Stage 1 – Screening

Please complete the equalities screening form. If screening identifies that your proposal is likely to impact on protected characteristics, please proceed to stage 2, and complete a full Equality Impact Assessment (EqIA).

Stage 2 – Full Equality Impact Assessment

An EqIA provides evidence for meeting the Council’s commitment to equality and the responsibilities under the Public Sector Equality Duty.

When an EqIA has been undertaken, it should be submitted as an attachment/appendix to the final decision-making report. This is so the decision maker (e.g. Cabinet, Committee, senior leader) can use the EqIA to help inform their final decision. The EqIA once submitted will become a public document, published alongside the minutes and record of the decision.

Please read the Council’s Equality Impact Assessment Guidance before beginning the EqIA process.

1. Responsibility for the Equality Impact Assessment

Name of proposal	Amendments to Housing Allocations Policy – Neighbourhood Moves Scheme
Service area	Housing
Officer completing assessment	Martin Gulliver
Equalities/ HR Advisor	Hugh Smith
Cabinet meeting date (if applicable)	15 September 2020
Director/Assistant Director	Robbie Erbmman

2. Summary of the proposal

The proposal seeks approval to consult on an amendment to the Housing Allocations Policy which would give priority for any newly built homes to those displaced by the new homes and nearby secure tenants. The over-arching principle of this policy is to ensure community cohesion and address over-crowding.

The amendments seek to maintain community cohesion by giving priority to local tenants displaced by estate renewal, allowing them to remain in the area, and to prioritise other secure tenants in the local area to ensure that the local community benefits from the new scheme.

The amendments also seek to address over-crowding both indirectly – by encouraging under-occupiers to release family homes – and directly by prioritising those who are over-crowded.

These amendments also support the Council's commitment of a Right to Return for tenants displaced by estate renewal. Without this amendment, an individual Local Lettings Plan would need to be sought for each new build where tenants are displaced. This policy would give these displaced tenants priority for the new homes.

The key stakeholders affected are existing secure tenants, who will have an improved chance of addressing their over-crowding, and those on the housing register who will have greater supply of family homes if the new buildings are taken up by under-occupying households. Those on the housing register will have a reduced chance of a newly built homes but this will be offset by access to the homes released by the successful local households.

These amendments will be subject to consultation and approval is sought to consult on the proposed policy with the final amendments to be approved by Cabinet at a later meeting.

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	Data from the housing register	<i>This policy only impacts on staff insofar as they are applicants on the housing register or an existing secure tenant.</i>
Gender Reassignment	No data held	
Age	Data from the housing register	
Disability	Data from the housing register	
Race & Ethnicity	Data from the housing register	
Sexual Orientation	Data from the housing register	
Religion or Belief (or No Belief)	Data from the housing register	
Pregnancy & Maternity	Data from the housing register	
Marriage and Civil Partnership	Data from the housing register	

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?

This policy will affect existing tenants on estate renewal schemes by giving them additional options for rehousing. The policy will also affect existing tenants in the local area especially those who are over-crowded as these households will currently have a low priority for new homes. As many of these households will have children, they will also benefit from a local nearby move.

The policy will also affect those on the Housing Register who will have a lower priority for these new homes but with an increased supply created by the properties vacated by local tenants moving into the new homes. This group will also be affected as the final mix of homes available will depend on the relative take up these new homes by households who are under-occupying or those who are over-crowded.

The relative demographics of these two groups are shown below and are relatively similar in most areas with the exception of age and disability – with existing tenants generally being older than those on the housing register and with a corresponding higher level of disability.

The following data compares data collected in January 2020 and compares existing secure tenants and the head of households on the entire housing register.

Sex

Sex	Housing Register	Council tenants	Difference
Female	63%	64%	1%
Male	37%	36%	-1%

The above table shows that there is a similar rate of over-representation of females among both existing Council tenants and those on the Housing Register.

Gender re-assignment

The Council does not hold data on Gender Reassignment for either of these two groups. If any people affected by the decision are members of this protected group, the Council will ensure that the decision does not result in any direct or indirect discrimination.

Age

Age	Housing Register	Council tenants	Difference
19 and under	Less than 1%	Less than 1%	Less than 1%
20-29	3%	20%	-17%
30-39	10%	33%	-23%
40-49	19%	25%	-6%
50-59	29%	15%	14%
60-69	19%	6%	13%

70 and over	19%	2%	17%
Unknown	Less than 1%	-	Less than 1%

This data shows that those on the Housing Register are generally younger than existing tenants, with nearly 40% of tenants being of 60 years of age or older compared to around 8% of those on the Housing Register.

Disability

Disability	Housing Register	Council tenants	Difference
N	93%	77%	16%
Y	7%	23%	-16%

The above data shows a significant difference in disability rates between these two groups with existing Council tenants being significantly more likely to report a disability. This statistic correlates to the difference in ages described above.

Ethnic Origin

Ethnic origin	Housing Register	Council tenants	Difference
Any Other Ethnic Group	10%	7%	3%
Bangladeshi/UK Bangladeshi	2%	1%	1%
Black African	20%	16%	14%
Black British	9%	3%	6%
Black Caribbean	10%	14%	4%
Black Caribbean and White	2%	1%	1%
British Asian	1%	Less than 1%	1%
Chinese	1%	Less than 1%	1%
East African Asian	Less than 1%	Less than 1%	Less than 1%
Gypsy	Less than 1%	Less than 1%	Less than 1%
Indian or UK Indian	1%	1%	1%
Irish Traveller	Less than 1%	Less than 1%	Less than 1%
Mixed Asian and White	Less than 1%	Less than 1%	Less than 1%
Mixed Black	Less than 1%	Less than 1%	Less than 1%
Mixed Black African/White	1%	Less than 1%	1%
Mixed Other	2%	1%	1%
No Response	Less than 1%	4%	3%
Other Asian	1%	2%	1%
Other Black	1%	1%	-
Other Ethnic Group Arab	Less than 1%	Less than 1%	Less than 1%
Other White	4%	2%	2%
Other White European	11%	4%	7%
Pakistani / UK Pakistani	Less than 1%	Less than 1%	Less than 1%
Refused	4%	2%	2%
Traveller	Less than 1%	Less than 1%	Less than 1%
Unknown (data take on)	1%	6%	-5%
White British	10%	18%	8%
White Greek Cypriot	1%	1%	-
White Irish	1%	3%	-2%

White Kurdish	1%	4%	-3%
White Turkish	3%	5%	-2%
White Turkish Cypriot	1%	3%	2%
(blank)	Less than 1%	Less than 1%	Less than 1%

These statistics show that there is a higher proportion of black households among those on the Housing Register compared to existing tenants.

Sexual Orientation

Sexual Orientation	Housing Register	Council tenants	Difference
Bisexual	Less than 1%	Less than 1%	Less than 1%
Gay Man	Less than 1%	Less than 1%	Less than 1%
Gay Woman / Lesbian	Less than 1%	Less than 1%	Less than 1%
Gay Woman/Lesbian	Less than 1%	Less than 1%	Less than 1%
Heterosexual	5%	2%	3%
Other	Less than 1%	Less than 1%	Less than 1%
Prefer not to say	Less than 1%	Less than 1%	Less than 1%
Unknown	94%	98%	-4%

This data shows a significant difference in sexuality between these two groups with those on the Housing Register twice as likely to declare a themselves as Heterosexual. However, caution should be exercised over this characteristic as it is significantly under-reported particularly for existing tenants.

Religion

Religion	Housing Register	Council tenants	Difference
Buddhist	Less than 1%	Less than 1%	Less than 1%
Christian	2%	14%	-12%
Greek Orthodox	Less than 1%	Less than 1%	Less than 1%
Hindu	Less than 1%	Less than 1%	Less than 1%
Jehovah Witness	Less than 1%	Less than 1%	Less than 1%
Jewish	Less than 1%	Less than 1%	Less than 1%
Muslim	1%	8%	-7%
No Religion	Less than 1%	3%	-3%
No Response	Less than 1%	Less than 1%	Less than 1%
Other	Less than 1%	Less than 1%	Less than 1%
Prefer not to say	Less than 1%	1%	-1%
Rastafarian	Less than 1%	Less than 1%	Less than 1%
Roman Catholic	Less than 1%	Less than 1%	Less than 1%
Sikh	Less than 1%	Less than 1%	Less than 1%
Unknown	96%	72%	24%

This data shows a significant difference in the reported religions of these two groups with existing tenants significantly more likely to declare a religion. However, caution should be exercised over this characteristic as it is significantly under-reported particularly for those on the Housing Register.

Pregnancy and Maternity

Just under 1.5% of households on the Housing Register are pregnant and a further 1% in maternity. However, the status of current Council tenants is generally unknown unless they have submitted an application to the Housing Register.

Marital Status

Marital Status	Housing Register	Council tenants	Difference
Civil Partner	1%	Less than 1%	1%
Co-habiting	Less than 1%	Less than 1%	Less than 1%
Divorced	6%	2%	4%
Living with partner	2%	Less than 1%	2%
Married	25%	29%	-3%
Separated	Less than 1%	Less than 1%	Less than 1%
Single	64%	41%	23%
Unknown	2%	27%	-25%
Widowed	Less than 1%	1%	-1%

This data shows that there are higher proportion of divorced and single people on the housing register. However, it should be noted that though this characteristic is known for almost all households on the housing register, the current marital status is unknown for just over a quarter of tenants.

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?

A full consultation will be carried out following approval to consult

Where the Council holds emails, consultation will be undertaken by emails to all secure tenants and households. Where an email is not held, a letter will be sent to the remaining households

Consultation events may be limited by Covid-19 restrictions but where possible, will include drop-in events in Wood Green and Tottenham.

Consultation documents will be made available in large print and translated where requested.

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

To be completed following consultation

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		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

These amendments are likely to have a positive impact to females who are over-represented among tenants. The amendment will help those over-crowded secure tenants by raising their chances of being moved to suitable accommodation. The amendment will also benefit larger households but releasing additional family homes by rehousing under-occupying households.

2. Gender reassignment

Positive		Negative		Neutral impact		Unknown Impact	Y
----------	--	----------	--	----------------	--	----------------	---

While this policy is generally positive to most households, the Council does not hold sufficient data on gender reassignment to fully to assess the impact on this group. We will make efforts to prevent any inequalities from occurring and address any that do.

3. Age

Positive	Y	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

These amendments are likely to have a positive impact to over-occupiers who are over-represented among older tenants whose children have left the family home. These amendments will allow them to remain in the local area and retaining local connections. With nearly 40% of tenants being of 60 years of age or older, this will offer a significant benefit to tenants with this protected characteristic.

4. Disability

Positive	Y	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

Adapted homes will only be offered to those who have need for them and so the number of adapted homes offered to those with disabilities will remain the same. These amendments are likely to have a positive impact on nearby tenants whose home is currently unsuitable and require a move. This will also allow them to remain local to their current support network. With 23% of tenants reporting a disability, this scheme will offer a significant improvement for those tenants sharing this characteristic.

5. Race and ethnicity

Positive	Y	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

These amendments are expected to have a positive impact on BAME minorities who are over-represented among tenants. It is also likely to benefit those who need to move but wish to remain in established communities.

6. Sexual orientation

Positive		Negative		Neutral impact		Unknown Impact	Y
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While this policy is generally positive to most households, the Council does not hold sufficient data on sexual orientation to fully to assess the impact on LGB people.

7. Religion or belief (or no belief)

Positive		Negative		Neutral impact		Unknown Impact	Y
----------	--	----------	--	----------------	--	----------------	---

These amendments will allow those who are over-crowded with a realistic chance of moving locally and will benefit those who have ties to particular religious establishments. Although reporting rates are low, the available data suggests that tenants are more likely to declare a religion.

8. Pregnancy and maternity

Positive	Y	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

These amendments are expected to have a positive impact on those who are new mothers as it is likely that their housing need will have increased on the birth of an additional child. The amendments will also increase the chances of moving to a larger property in the same area and so maintaining existing support networks.

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		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

This policy is generally positive to most households.

10. Groups that cross two or more equality strands e.g. young black women

These amendments will affect black women who are over-represented in both groups, and within this grouping, older black women who are particularly over-represented

among tenants and younger women who are particularly over-represented among those on the Housing Register.

The amendments will also affect those who are both elderly and disabled and will support them to remain in the local area where they have established medical services and support networks.

Outline the overall impact of the policy for the Public Sector Equality Duty:

This policy will benefit over-crowded households by increasing their chance of an appropriate sized home for existing tenants and allow them to remain in their community. The policy will also promote community cohesion by allowing local residents to benefit from new building.

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
No major change to the proposal: the EqlA 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
Adjust the proposal: the EqlA 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	
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.	

6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty

Impact and which relevant protected characteristics are impacted?	Action	Lead officer	Timescale

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.

6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:

7. Authorisation

EqlA approved by
(Assistant Director/ Director)

Date
.....

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.

Appendix 2

PROPOSED AMENDMENTS TO THE HOUSING ALLOCATIONS POLICY

Additional amended text in red

NEW BULLET POINT ADDED TO PARAGRAPH 11.1.1

- Maintaining the cohesion of existing communities and promoting integration of new residents
-

NEW PARAGRAPH 11.1.3

11.1.3 In the case of new build Council housing the Council will prioritise allocation of homes to those displaced by the development and those local to it, again in the interests of building strong, stable and cohesive communities (see below at 11.4.5).

NEW PARAGRAPH TO BE INSERTED ABOVE PARAGRAPH 11.4.5

11.4.5 For new social housing acquired or built by the Council for letting on secure tenancies, the Neighbourhood Moves Scheme will be used to allocate the initial letting of these new homes. This scheme will give priority to those affected by any estate renewal in the area and then to secure tenants who are living close to the scheme. This will form a Local Lettings Policy for each scheme unless Cabinet approves an alternative Local Lettings Plan or decides not to apply this scheme. The scheme is set out in the Appendix to this Policy.

Subsequent paragraphs to be renumbered accordingly

ADDITIONAL BULLET POINT ADDED TO PARAGRAPH 6.4.3

6.4.3 Labelling criteria will include:

- Whether the Neighbourhood Moves Scheme applies. This scheme is set out in XX and gives priority for new built homes to tenants whose homes are to be demolished to provide new homes and those living close to new built homes.
-

AMENDMENT TO PARAGRAPH 11.4.5

Current paragraph

11.4.5 **For new social housing**, the landlord in agreement with the Council may decide to let properties under a Local Lettings Policy. The reasons for doing so need to be clearly stated and should fall into one or more of the following categories

Amendment

Appendix 2

11.4.6 **For new social housing owned by non Council landlords**, those landlords in agreement with the Council may decide to let properties under **the Neighbourhood Moves Scheme or another** Local Lettings Policy. The reasons for doing so need to be clearly stated and should fall into one or more of the following categories

Neighbourhood Moves Scheme

Introduction

The Estate Renewal Rehousing and Payments Policy (ERRPP) sets out the Council's offer to secure tenants and residential leaseholders whose homes need to be demolished as part of proposals to deliver new homes. It seeks to guarantee that they will be able to benefit from the new homes being delivered.

This Neighbourhood Moves Scheme is intended to extend the benefits of new homes to those living near them, by giving priority for the new Council rented homes that are delivered to existing Secure Tenants in the local area.

This Scheme will by default apply to all developments where 5 or more newly built homes are either being acquired or built by the Council for Council rent tenancies unless a Cabinet decision is made to exclude a particular development and/or to consult on and approve an alternative Local Lettings Plan. It will however apply to homes that remain unallocated after completion of an alternative Local Lettings Plan.

Eligibility for Neighbourhood Moves Scheme

Applicants in all groups will need to be on, or make an application to join, the Housing Register as properties will only be offered according to their assessed Housing Need, and their place on the Housing Register may be used to assess priority order if there is a tie within a Group. Where a household does not have any current Housing Need (Groups 2d and 3d), they will be unable to join the Housing Register, however their application will be assessed against the Scheme criteria below and if successful they will be added to the waiting list for specific new homes. They will be prioritised for these new homes based on their tenancy start date.

Local existing Secure Tenants in Groups 2 & 3 will be eligible for this scheme where they meet the following criteria:

- The tenant must hold a secure tenancy (other than a tenancy of supported housing) with Haringey Council, held in their own name.
- The tenant must have lived at their current address for at least 12 months.
- The tenant must have made an application to join the Housing Register which has been assessed.
- The tenant will be required to hand back the keys and give vacant possession of their existing home on taking up an offer of a new home through this Scheme.
- The tenant must not have caused anti-social behaviour or committed any other tenancy breach which has warranted a Notice of Seeking Possession in the last 12 months or where a Notice to Quit, or legal action is being taken. Notices of Seeking Possession may be disregarded if they have been withdrawn or expired or if there are exceptional circumstances.
- Tenants will only be allowed to join the scheme if they have less than 1 month's rent arrears unless there are exceptional circumstances. Arrears caused by delays in the payment of Housing Benefit may be disregarded.

Neighbourhood Moves Scheme

- The Scheme does not apply to family members of tenants, or to tenants of temporary accommodation or supported housing, or to tenants holding other types of Council tenancies or licences - apart from their general eligibility under Group 4 below.

Tenants whose homes have been, or are to be, demolished in order to build new homes (Group 1) will be eligible for this scheme once a formal Council decision has been made to implement an estate renewal project following a statutory section 105 resident consultation and a decision has been given to award Band A rehousing status, unless the Council decides to make 'early offers' to tenants or leaseholders prior to this decision formally being made.

Priority for new homes

Applicants will be given priority for new homes in the area in the order set out below, with Group 1 having the highest priority. Priority within each Group and sub-group will be given to the tenants with the highest position on the housing waiting list where applicable, and then to the tenant with the longest current tenancy. Priority for all remaining homes (ie within Group 4) will be as otherwise set out in the Housing Allocations Policy.

Tenants will not be permitted to bid for homes larger than their housing need unless there are exceptional circumstances, however tenants who are under-occupying their current home may choose to bid for any smaller properties than the one they currently occupy.

Wheelchair accessible, ground floor and specialist homes will be ring-fenced for those with the relevant needs. This means that where there is no one with these needs in a Priority Group, these homes will be available to the next highest Priority Group where someone meets these needs.

Group 1: Secure Council tenants whose existing homes are to be demolished to build new homes

Priority within this Group will be given based on the location of homes being demolished and in the following order:

- a) Firstly, to tenants whose homes are being demolished in order to build the new Council homes being offered, or whose homes are being demolished as part of the same estate renewal scheme, then
- b) To tenants whose homes are being demolished to build new Council homes in the same ward, then
- c) To tenants whose homes are being demolished to build new Council homes in a neighbouring ward.

Tenants who have already moved as part of an estate renewal scheme will not be eligible to move again under this scheme unless their previous move was to allow the new homes being offered on the same scheme to be built and are returning under a "Right to Return".

Group 2: Secure Council tenants living on the same estate as the new housing development

Neighbourhood Moves Scheme

Priority within this Group will be given in the following order:

- a) tenants who are currently under-occupying their home, in order of the number of net number of bedrooms they will be releasing, and then by their place on the housing register, then
- b) tenants who are currently over-crowded in order of the net number of additional bedrooms they require, and then by their place on the housing register, then
- c) tenants on the Housing Register in order of their place on the housing register, then
- d) other tenants who are adequately housed, in order of their tenancy start date.

Group 3: Secure Council tenants living within a 250-metre radius of the new housing or a neighbouring estate with at least one home within this boundary.

Priority within this Group will be given in the following order:

- a) tenants who are currently under-occupying their home, in order of the number of net number of bedrooms they will be releasing, and then by their place on the housing register, then
- b) tenants who are currently over-crowded in order of the number of additional bedrooms they require, and then by their place on the housing register, then
- c) tenants on the Housing Register in order of their place on the housing register, then
- d) other tenants who are adequately housed, in order of their tenancy start date.

Group 4: All other households on the Housing Register

Any remaining properties will be let in accordance to the general Housing Register.

Distance from the scheme

The distance from the scheme will be determined by a central point of any individual buildings, or the corners of the 'red line' map for schemes with multiple buildings. Nearby estates will be deemed to be any estate where at least one home is within 250 meters of the designated central point of the new buildings or corners of the red line map as above.

This Scheme only applies to the first let of each new home. Re-lets of each property, and the letting of the successful applicant's former home will be allocated in line with the Housing Allocations Policy.

Administration

In most cases, new homes will be allocated using Choice Based Lettings where households are eligible to join the Housing Register. However, households who are unable to join the register because they are adequately housed will be offered any remaining properties by Direct Let.

Neighbourhood Moves Scheme

The Council will provide a redline map showing which homes it considers to be eligible and contact the eligible tenants at least 6 months before the scheme is completed to invite them to make a Housing Register application.

The Council will also advise eligible tenants of the date the properties are advertised.

Existing Local Lettings Plan and recent Purchases

Broadwater Farm Local Lettings Plan

This scheme will not replace the existing Broadwater Farm Local Lettings Plan which gives former tenants of Tangmere and Northolt a Right to Return to the new replacement homes. This scheme will therefore only apply to the Broadwater Farm replacement homes once the Right to Return has been honoured for those who wish to return. Applicants from estate renewal schemes outside of Broadwater Farm will not be eligible to apply to homes on Broadwater Farm.

500 White Hart Lane

This property was acquired by the Council with the intention of giving priority to secure tenants on Love Lane estate whose homes are to be demolished. This scheme does not seek to override this commitment and Love Lane tenants in Group 2 will have priority over other households in other estate renewal areas.

Discretion

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

Report for: Cabinet 15 September 2020

Title: Housing options at 500 White Hart Lane – agreement of equity loans for Love Lane leaseholders

Report

Authorised by: David Joyce, Director of Housing, Regeneration and Planning

Lead Officer: Molly Perman, Regeneration Manager

Ward(s) affected: **Northumberland Park**

Report for Key/

Non-key Decision: Key Decision

1. Describe the issue under consideration

- 1.1. In September 2017 the council's Cabinet approved the future acquisition of 29 affordable homes at 500 White Hart Lane (the Development) for housing purposes, including six intermediate units. The purpose of this acquisition, aside from increasing the council's housing stock, was to make these homes available to Love Lane residents who have to move because of the High Road West Scheme, so that the council could meet its commitments to maximise their rehousing options. The homes at 500 White Hart Lane are now under construction and due to start completing in November 2020.
- 1.2. The High Road West Scheme is a residential led, mixed use scheme, which seeks to deliver 500 council-owned social rented homes, new community and social infrastructure and a new local centre across an 11 hectare site in North Tottenham, which includes the Love Lane Estate. The scheme guarantees all resident leaseholders on the Love Lane Estate an opportunity to acquire an affordable home within the High Road West site. In addition to this, the Leaseholder Guide, adopted in 2014, committed to developing options to allow resident leaseholders to purchase an affordable property within the area. The units at 500 White Hart Lane have been developed to provide such an option in advance of High Road West being delivered and the offer of an equity loan from the council will help to make these new homes affordable to resident leaseholders.
- 1.3. This report seeks Cabinet approval to delegate authority to the Director of Housing, Regeneration and Planning to offer Equity Loans to residential leaseholders of the Love Lane Estate to assist in the purchase of intermediate units at 500 White Hart Lane. The offer of any equitable loan will be subject to the resident leaseholder selling their leasehold property on the Love Lane estate to the council

2. Cabinet Member Introduction

- 2.1. The council is committed to working with leaseholders to identify rehousing solutions that meet their needs. We understand that Love Lane Estate leaseholders have

concerns about their current and future homes and face some difficult decisions about whether to stay in the area or purchase a new home now outside of the Estate. We also understand that no two households are the same; each household will have different needs and varying financial positions.

- 2.2. It is for these reasons that Cabinet made a decision in March 2020 to agree a new High Road West leaseholder offer for consultation with leaseholders, which proposes an enhanced equity loan for new properties within the High Road West Scheme. It is also for these reasons, that this report seeks authority to offer Love Lane resident leaseholders shared equity loans with a lower threshold requirement at 500 White Hart Lane.
- 2.3. 500 White Hart Lane is located one mile from High Road West. By offering Love Lane resident leaseholders the opportunity to acquire a property on this site with a reduced equity requirement, the council is maximising rehousing options for leaseholders and directly dealing with affordability concerns.

3. Recommendations

- 3.1. It is recommended that Cabinet:

- 3.1.1 Agrees that the intermediate properties at 500 White Hart Lane be offered for sale to the resident leaseholders on the Love Lane Estate who wish to sell their property to the council: and

- 3.1.2 Gives delegated authority to the Director of Housing, Regeneration and Planning and the Director of Finance to agree any individual equity loans to those resident leaseholders subject to:

- a) the resident leaseholder contributing the full market value of their current home plus home loss payment where this is possible; and
- b) the equity requirement to qualify for a Portable Equity Loan be within the agreed cost envelope set out in the EXEMPT report which permits equity amounts below the 60% level.

- 3.1.3 Gives delegated authority to the Director of Housing, Regeneration and Planning to agree, in consultation with the Cabinet Member for Housing and Estate Renewal, the marketing strategy for any intermediate properties at 500 White Hart Lane, that are not acquired by Love Lane resident leaseholders and to dispose of these properties in accordance with that strategy.

4. Reasons for decision

- 4.1 The reason for this decision is to ensure that the council can keep its commitments to resident leaseholders on the Love Lane Estate, to maximise their rehousing choice and provide affordable rehousing options.

- 4.2 As described in paragraph 6.9 below, the council's Estate Renewal Rehousing and Payments Policy (the ERRPP) sets out the council's minimum commitments to residents affected by regeneration schemes. For resident leaseholders it details the arrangements of equity loans, which aim to help them acquire new homes by providing additional finance, which is only repayable upon the subsequent sale of the property or the death of the leaseholder.
- 4.3 The ERRPP normally requires resident leaseholders to contribute 60% of the equity of the new home they wish to acquire to qualify either for an equity loan in the renewal area or (the "portable equity loan") elsewhere in the borough. The resident leaseholder must contribute the full market value of their current home plus the Home Loss payment.
- 4.4 The ERRPP also requires that any additional contribution by the leaseholder beyond 60% must go to increase the leaseholder's equity share in the replacement property, thereby setting a maximum value of the replacement home of 1.83 times the value of the leaseholder's current home. If this is greater than the borough-wide upper quartile house price, that latter becomes the maximum value of the replacement home.
- 4.5 Recent valuations of both the new homes at 500 White Hart Lane and of properties on the Love Lane Estate have suggested that the some resident leaseholders may not be able to raise the 60% equity requirement for an equivalent size home at 500 White Hart Lane and that therefore some properties at 500 White Hart Lane may exceed these maximum replacement home values. This would mean that some of the homes could be unaffordable, hence the proposal outlined below.
- 4.6 The ERRPP does however allow for individual schemes to offer a lower minimum equity share; and therefore a higher maximum replacement home value. Officers recommend setting a lower minimum equity requirement where a resident leaseholder on Love Lane cannot afford to contribute 60% of the value of the new home at 500 White Hart Lane. This will ensure that the council meets its commitment to provide affordable rehousing options for Love Lane resident leaseholders as well as maximising rehousing choice.
- 4.7 Should Love Lane resident leaseholders not wish to take up the offer of a property at 500 White Hart Lane, the Council needs to make sure it makes best use of these intermediate properties. As such, a marketing strategy will be required to ensure that any surplus properties are marketed to those who the Council believes has the greatest need for the homes. This could include other resident leaseholders affected by estate renewal schemes. For this reason, this report also seeks a delegated authority for the Director of Housing, Regeneration and Planning to agree, in consultation with the Cabinet Member for Housing and Estate Renewal, the marketing strategy for any intermediate properties at 500 White Hart Lane, which are not acquired by Love Lane resident leaseholders.

5. Alternative options considered

Not to offer an equity loan

- 5.1. If the council choose not to offer an equity loan on the purchase of these units, it is unlikely that they would be affordable to Love Lane resident leaseholders. This is

because the cost of the new homes will be higher than the value of the leaseholders' current property on the Love Lane Estate. This would mean that 500 White Hart Lane would not help the council to meet its commitments to resident leaseholders on the Love Lane Estate.

To offer an equity loan under ERRPP terms but not with the option of a lower equity share from the leaseholder

- 5.2. The council could choose to offer an equity loan on the purchase of these units only where the value of the current property plus 10% Home Loss equals 60% of the new property and not with a lower minimum equity share where necessary. This may mean that some resident leaseholders from the Love Lane Estate that wish to purchase a property at 500 White Hart Lane are not able to.

6. Background

500 White Hart Lane

- 6.1. In September 2017 the council's Cabinet approved the future acquisition of 29 affordable homes at 500 White Hart Lane for housing purposes to increase the council's housing stock, provide greater housing choice for residents and drive up the quality of council housing. The Development is located on the north side of White Hart Lane, close to the junction with Devonshire Road.
- 6.2. The purpose of this acquisition was also to support Love Lane Estate residents' rehousing options, which was part of the justification in approving the planning application for the Development which is located a mile away. This enabled the council to negotiate the new, high quality, affordable homes at a reasonable price. The units secured were a mix of social rent and intermediate tenures to provide an additional rehousing opportunity for Love Lane secure tenants and resident leaseholders. More detail on the offer to Love Lane residents to move to the High Road West scheme or elsewhere in the borough is provided below.
- 6.3. In September 2018 the Director of Regeneration and the s151 Officer, following consultation with the Cabinet Member for Housing, Regeneration and Planning, agreed the purchase price and the final terms of the acquisition of these affordable homes. On 21st September 2018 the Council entered into a development agreement to acquire the 29 units (consisting of 23 social rented units and 6 intermediate units) from Fairview Homes. The acquisition was funded from the Housing Revenue Account (HRA) and Right to Buy (RtB) receipts. The 6 intermediate units will, on completion, be available for sale by the Council to those resident leaseholders on the Love Lane estate who wish to acquire one of these properties.
- 6.4. Six intermediate units will be of the following size mix:
- 1 x 1 bedroom 2 person
 - 1 x 2 bedroom 3 person
 - 2 x 2 bedroom 4 person
 - 1 x 3 bedroom 4 person
 - 1 x 3 bedroom 5 person

- 6.5. The 23 social rent units are not the focus of this Report. It is however proposed that these units be prioritised for Love Lane secure tenants either through a local lettings policy for 500 White Hart Lane or through the Neighbourhood Moves Scheme, which is subject to approval at this same Cabinet meeting and then the outcome of a consultation on that policy.

The High Road West scheme – resident leaseholder offer

- 6.6. The recommendation within this report follows previous Cabinet decisions in relation to the High Road West Scheme and the offer to resident leaseholders. In December 2014 and December 2015, Cabinet agreed the High Road West masterplan, the leaseholder guides, the commencement of the rehousing process for Love Lane residents, the demolition of the Love Lane Estate and noted the business case for the preferred delivery structure for the scheme.
- 6.7. The draft Love Lane Leaseholder Offer for High Road West was approved for consultation by Cabinet on 10th March 2020. This sets out the council's commitments to resident leaseholders and details the offer to those that wish to purchase a new home in the High Road West area with an equity loan from the council, as well as a number of other options for purchasing a new home in the borough. The consultation period will take place in the autumn, subject to confirmation of funding for the scheme.
- 6.8. This Cabinet also agreed to consultation on a Local Lettings Policy for High Road West which provides an offer of a home in the scheme for secure and non-secure tenants living on Love Lane Estate.

The Haringey Estate Renewal Rehousing and Payments Policy ("ERRPP")

- 6.9. The borough wide ERRPP, which was agreed by Cabinet on 27th October 2017, sets out the council's policy on equity loans. This provides that "Resident leaseholders...that wish to remain in the renewal area or borough, but who cannot afford to purchase a property outright may be able to buy a new property with an equity loan from Haringey Council...". The purpose of the loan is to help leaseholders make onward purchases by providing them with additional finance, which is only repayable upon the subsequent sale of the property or the death of the leaseholder.
- 6.10. Resident 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, i.e. 10% of the market value of the property being acquired, subject to the statutorily defined limit..."
- 6.11. The effect of requiring a minimum equity contribution of 60%, and of requiring any additional contribution to increase the leaseholder's equity rather than the value of the replacement home is that that value cannot be higher than 1.83 times the value of the current home. If that figure is higher than the borough-wide upper quartile house price, then that latter figure is the maximum value.

- 6.12. The Cabinet approval of the ERRPP did not include authority to agree equity loans for individual schemes. This Report is therefore recommending approval in principle to the offer of equity loans to those that are seeking to acquire one of the six intermediate units at 500 White Hart Lane and the delegation of authority to the Director of Housing, Regeneration and Planning to agree the individual terms of each equity loan with leaseholders. A template equity loan agreement has been drafted by the council's Legal Service and will form the basis for each individual equity loan agreed which will be secured by a legal charge against the property.

Determining the equity contribution

- 6.13 The council's property team will work with the appointed valuer for the resident leaseholder to determine and agree the value of the existing property on the Love Lane Estate and the new property at 500 White Hart Lane. The recommendation will allow the Director of Housing, Regeneration and Planning, in consultation with the Cabinet Member for Estate Renewal, to agree the amount of the Equity Loan. Should the value of the resident leaseholder's Love Lane Estate property be less than 60% of the new property to be acquired, the council will offer to accept a lower equity contribution from the leaseholder (within an agreed cost envelope set out in the EXEMPT report) and this lower amount will be recommended in a report to the Director of Housing, Regeneration and Planning. The resident leaseholder will be expected to contribute the full value of their existing property on the Love Lane Estate plus their Home Loss payment.
- 6.14 In circumstances where the resident leaseholder is unable to contribute the full market value of their home, the Council will seek financial evidence as to why and this evidence will be considered by the ERRPP Discretionary Panel. A recommendation will then be made to the Director of Regeneration, Planning and Housing regarding the level of equity loan which should be offered.
- 6.15 The acquisition of 500 WHL was funded from the HRA and RtB receipts. There is a cost implication to the HRA of accepting a lower equity contribution for these properties. A cost envelope is set out in the exempt report to ensure that this cost can be planned for within the HRA budget and to ensure financial parameters have been agreed.

Marketing strategy

- 6.16 Should Love Lane resident leaseholders not wish to take up the offer of a property at 500 White Hart Lane, the Council needs to make sure it makes best use of these intermediate properties. As such, a marketing strategy will be required to ensure that any surplus properties are marketed and let to those who the Council believes has the greatest need for the homes. This could include other resident leaseholders affected by estate renewal schemes.
- 6.17 Halfway through the marketing period to Love Lane resident leaseholders, Officers will review the likely take up of properties and seek to develop a marketing strategy for any surplus properties. In developing this strategy officers will take into account the need of other resident leaseholders affected by other estate renewal schemes. A strategy will then be presented to the Director of Regeneration, Housing and Planning

for approval. The strategy will also outline the budget for the strategy, which may include covering any void costs.

7. Contribution to strategic outcomes

- 7.1. The measures set out in this report contribute to Priority 1 of the Council's Borough Plan (2019-2023):
 - Priority 1 - Housing – “A safe, stable and affordable home for everyone, whatever their circumstances”
- 7.2. This recommendations in this report will support Objective 4 of the Haringey Housing Strategy 2017-2022 which 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.

8. Statutory Officer Comments

Finance

- 8.1. The July 2018 cabinet report recommended the acquisition of these 29 affordable units; part funded using RTB retained receipts.
- 8.2. The RTB retained receipts can only be used to fund acquisition of 1-4-1 replacement of affordable homes. This means that the council can only use RTB retained receipts on 23 units for social housing.
- 8.3. The full cost of acquiring the remaining 6 units to be offered to leaseholders on equity loan will be funded through borrowing.
- 8.4. There is provision in the HRA capital programme for the acquisition of these 29 affordable units at 500 white hart lane.
- 8.5. There may be void period should the 6 units offered to leaseholders not be taken up immediately on practical completion. The marketing strategy/plan should be such that will minimise the risk and any financial implication will be assessed at the point of agreeing this strategy/plan.
- 8.6. Further finance comments are contained in the exempt part of the report.

Legal

- 8.7. The Assistant Director for Corporate Governance has been consulted in the drafting of this report.
- 8.8. The relevant terms of the Council's framework policy for rehousing resident leaseholders affected by estate regeneration, the ERRPP, are set out in the body of this report.

- 8.9. The homes at 500 White Hart Lane were purchased by the Council specifically to provide housing options for those expected to be displaced by the proposed High Road West regeneration. While the ERRPP provides for a minimum equity contribution of 60%, it also permits variation of that figure where appropriate.
- 8.10. In the circumstances set out in this report it is open to Cabinet to agree variation of the minimum equity contribution and the consequent increase in maximum value of replacement property that can be funded.
- 8.11. The Council has the power under section 17 of the Housing Act 1985 to acquire properties for housing purposes and under section 120 of the Local Government Act 1985 the Council may also acquire properties for any purpose authorised by that Act or any other act (including for housing purposes).
- 8.12. Section 12 of the Local Government Act 2003 provides that the Council may invest for any purpose relevant to its functions under any enactment and Section 1 of the Localism Act 2011 gives the Council power to do anything that individuals generally may do. Therefore, the Council can provide the equitable loans as envisaged under the ERRPP, subject to the terms and conditions being agreed.
- 8.13. The offer of any equitable loan will be subject to the resident leaseholder selling their leasehold property on the Love Lane estate to the Council and the loan will be secured as a legal charge against the property acquired.
- 8.14. Any disposal must comply with the provisions of section 32 of the Housing Act 1985. This states that the Council can dispose in any manner it wishes but must obtain the consent of secretary of state first. Specific consent is not required if the Council complies with consent set out in A3.1.1 of the General Housing Consent 2013. Under this a local authority may, dispose of land for a consideration equal to its market value.

Procurement

- 8.15. Not applicable

Equalities

- 8.1. 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.
- 8.2. 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.

- 8.3. The proposed decisions are to agree that the intermediate properties at 500 White Hart Lane be offered for disposal to the resident leaseholders on the Love Lane Estate and to give delegated authority to agree any individual equity loans to those resident leaseholders, subject to specified conditions. The objective of these decisions is to make homes available to Love Lane residents who have to move because of the High Road West Scheme, so that the Council can meet its commitments to maximise rehousing options for Love Lane residents.
- 8.4. The people affected by the proposed decisions are the leaseholders on the Love Lane Estate. The Equality Impact Assessment of the proposed decision to consult on the Love Lane Leaseholder Offer, accessible at https://www.minutes.haringey.gov.uk/documents/s115062/Appendix4_DraftLoveLaneLeaseholderOfferEqIAfinal.pdf, can provide insight into the demographic profile of this group. This EqIA notes that older people, people with disabilities, Turkish people, Black people, and non-British White people are overrepresented among leaseholders relative to the population of Northumberland Park ward or Haringey. In the implementation of this decision the Council will be obliged to have due regard for the needs of these individuals that derive from their sharing of any of the protected characteristics.
- 8.5. The proposed decisions are in line with the ERRPP. This has been subject to an Equality Impact Assessment, which is accessible here: <https://www.minutes.haringey.gov.uk/documents/s96881/FINAL%20Appendix%201%20EqIA.pdf>.
- 8.6. It is not envisaged that the proposed decisions will result in any discrimination, harassment, or victimisation contrary to the Equality Act 2010. If the Council becomes aware of any inequalities in the course of the implementation of the proposed decisions, appropriate and proportionate steps will be taken to prevent or mitigate any further inequalities.

9. Use of appendices

Exempt Appendix 1 – Valuation Report for 500 White Hart Lane

10. Local Government (Access to Information) Act 1985

Cabinet decision at meeting 12 September 2017- 500 White Hart Lane - Acquisition of Properties

<https://www.minutes.haringey.gov.uk/mglIssueHistoryHome.aspx?IId=59115>

Estate Renewal Rehousing and Payments Policy

http://www.haringey.gov.uk/sites/haringeygovuk/files/estate_renewal_rehousing_and_payments_policy_2017.pdf

Cabinet decision at meeting 10 March 2020 - High Road West Scheme - next steps for consultation on resident offers and Local Lettings Policy

<https://www.minutes.haringey.gov.uk/mglIssueHistoryHome.aspx?IId=69653&Opt=0>

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Report for: Cabinet 15 September 2020

Title: Update on Council Owned Sites in Wood Green

Report authorised by: Richard Grice, Director of Customers, Transformation and Resources

Lead Officer: Beth Kay x2640

Ward(s) affected: Noel Park/ Woodside/ All Wards

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

1. Describe the issue under consideration

- 1.1. This report updates Cabinet on the work underway to develop a long-term strategy to make the best use of Council owned sites in Wood Green and describe the impact of the current Covid 19 pandemic on the programme.
- 1.2. This report will set out a timetable for decisions to be made about Council owned sites in the medium term.

2. Cabinet Member Introduction

- 2.1. Members will be aware that before Covid 19, work was underway to prepare a business case for redeveloping the Library site to include a new library and customer services, office accommodation, and potentially additional services including democratic space and a Leisure Centre. The Council was also looking at longer term options for the Civic Centre, bearing in mind its listing, as part of the accommodation strategy.
- 2.2. However, the Covid 19 crisis has meant that the Council has had to take a step back and pause while the longer-term effect and requirements are reviewed. This is possible now with the recent acquisition of Alex House which meets the Council's short- and medium-term accommodation needs.
- 2.3. From consultation with residents, businesses and stakeholders, there is interest in changing Wood Green as it is seen as not as good as it once was and should be better. The Council is a major landowner and needs to play a key role. This report sets out pending decisions about Council accommodation property in the town centre which could lead to better use of our land to support existing and new communities.

3. Recommendations

Members are asked to:

- 3.1. Note the timetable for consideration of the accommodation strategy by Cabinet
- 3.2. Note the action being taken now to temporarily protect the Civic Centre pending a decision about future investment.

4. Reasons for decision

- 4.1. In July 2019, Cabinet agreed to the principle of consolidating Council accommodation in Wood Green and work has been progressing to develop this in detail including a possible new building on the Library site and options for the Civic Centre and whether to retain it for Council use.
- 4.2. However, since July 2019, a number of events have taken place which mean that the business case for new accommodation needs to be reviewed, including the recent acquisition of Alex House and Covid 19 experience which has changed some of the assumptions which fed into the business case about accommodation requirements.
- 4.3. The condition of the current corporate buildings in Wood Green varies from fair to extremely poor. It is anticipated that should the Council decide to consolidate to one or two buildings, this will take 5-7 years to deliver in full. Therefore, a review is taking place of occupation of existing building and of short to medium term investment needs to make sure buildings are fit for purpose for that period, and a study of opportunities to vacate some buildings and potentially realise commercial income.
- 4.4. This report sets out a summary of the high-level medium-term strategy for council owned sites in Wood Green and a timetable for decisions relating to each site.
- 4.5. In March 2020 the Civic Centre was closed for safety reasons. It is necessary to prevent further damage to the Civic Centre by protecting it pending works to repair it, this report sets out the immediate protection measures which are being carried out.

5. Alternative options considered

- 5.1. Reports which are for information or noting and do not involve any actions being agreed do not require this section to be completed.

6. Background information

New Ways of Working and Localities

- 6.1. Haringey has been developing new ways of working across the Council for several years including greater collaboration and integration of multi-agency services.

- 6.2. To do this, we have been testing ways to make our workforce more agile, where individuals are empowered to choose where, when and how they work to optimise their performance and to do their best work.
- 6.3. Work is also taking place to explore the potential for a locality-based approach that enables staff and appropriate front-line services to operate close to the community, in line with our objectives to build community resilience and work in partnership with our communities. The aim is also to enable better multi-agency working alongside public sector partners, voluntary sector and the community, creating a more accessible and joined up service and better outcomes. This mix of centrally and locally based Council facilities would aim to make the best and most efficient use of Council buildings.
- 6.4. Covid 19, and the Government's response, has accelerated and focussed this work which we had already started. At a completely unprecedented rate, the Council has changed the way it operates and has delivered a range of new emergency services at pace in localities across the borough through greater integration and collaboration with a range of partners. With over 80% of the Council's workforce now working from home, our workforce has shown itself to be agile, innovative, resourceful, and flexible. Work is underway at present to prepare for a return to offices and to increase Council staff presence in Wood Green in particular, but which will build upon some of the recent experience of agile and flexible working.

Wood Green Context

- 6.5. The draft London Plan (2018) identifies Wood Green as an Opportunity Area and one of 14 Metropolitan town centres. Wood Green is also a Growth Area in The Local Plan: Strategic Policies (2013). The adopted Site Allocation DPD allocates several sites for redevelopment.
- 6.6. The draft Wood Green Area Action Plan (AAP) will set out a framework for building on the existing policy context and delivering additional new jobs and new homes and aims to ensure that investment decisions meet the aspirations of the local community and the Council for the area, as well as specific places and locations within it.
- 6.7. Wood Green has historically played a vital role in meeting residents' retail, leisure and civic needs in Haringey and surrounding boroughs but recently the Centre has failed to attract top brands, with little destination appeal. There is a lack of quality leisure and wellbeing opportunities in the town centre, and a lack of employment space and community and social infrastructure.
- 6.8. A number of projects have already been delivered or are currently underway to address these challenges, including the creation of the Future Wood Green, Haringey's first Business Improvement District and a range of public realm projects funded by the GLA Good Growth Fund Round 1. Further funding has recently been secured through GLA Good Growth Round 3 which will support the delivery of and interim youth facility to prototype a long-term youth facility in Wood Green.

6.9. Covid 19 has had, and is likely to continue to have, a significant impact on the Wood Green economy creating further challenges to the revitalisation of the Metropolitan Centre. In the immediate term, Haringey businesses and residents will receive help to deal with the effects of Covid 19, following the launch of Haringey's Good Economy Recovery Plan in August 2020.

Council Owned Corporate Accommodation in Wood Green

6.10. In July 2019, Cabinet agreed to the principle of consolidating Council accommodation in Wood Green to a reduced number of sites to deliver a better and more accessible service, realise cost savings, provide a more effective working environment for staff, and release several sites for a range of other uses.

6.11. At that time the Council occupied eight council owned buildings, in a total area which far exceeded the amount which should be required by modern office standards. By consolidating the council accommodation located in these sites, the Council had the potential to reduce office costs and release land which could be used to deliver new community infrastructure, housing and employment on council owned sites as set out in the Borough Plan, and/ or provide the council with sources of capital and revenue funding.

6.12. The consolidation of Council owned sites was an opportunity to enable all services to become fully accessible and create modern and fit-for-purpose facilities for staff, Members, customers, clients, and visitors. This optimal use of resources would both reduce spending on council accommodation and improve efficiency in delivering services resulting in improved value for money for the council.

6.13. Before Covid 19, work was underway to build a business case for redeveloping the Library site to include a new library and customer services, office accommodation, and potentially additional services including democratic space and a Leisure Centre. Officers were also looking at longer term options for the Civic Centre, bearing in mind its listing, as part of the accommodation strategy.

6.14. The work included progressing the business case for the Library site, a feasibility study for works to the Civic Centre and a review of the Council's accommodation in Wood Green and, if a decision was made to proceed with the accommodation strategy, what would be done with vacated buildings and when.

6.15. It was planned to bring a further report to Cabinet in July 2020 to enable an initial decision to be made between new accommodation on the Library site or new accommodation at the Library site alongside the Civic Centre.

6.16. Since the report in July last year, the Council took the decision to acquire Alexandra House for accommodation purposes as it would support the Council's requirements pending the implementation of the accommodation strategy.

6.17. More recently and with far greater consequences, the Covid 19 crisis has completely changed the way the Council operates, and this requires a pause in the previous plans for use of council buildings while the longer-term effect and requirements are reviewed. Officers have had to work with great flexibility and resourcefulness through this period, and the scale of the crisis means that further

innovation will be needed to support residents in a difficult period. At a completely unprecedented rate, new services have been delivered through greater integration and collaboration with a multi-agency and cross departmental response.

- 6.18. Covid 19 has had a significant effect on how staff are now working, which needs to be reflected in the accommodation strategy. Of the Council's 2,250 permanent employees, approximately 80% are working from home, and the proportion is much higher for "office-based" functions. Surveys carried out during lockdown suggest that staff are now interested in working in a more flexible and agile way in the future.
- 6.19. Covid 19 has both accelerated the focus on locality working and is likely to change the Council's Headquarter requirement. Council office accommodation may in future become places for team contact, collaboration, and innovation, rather than day-to-day administration and this will support employee wellbeing as well as allowing staff to be more productive. This may mean less space or different space than the Council currently occupies.
- 6.20. Covid 19 has also had, and is likely to continue to have, a severe impact on the Wood Green economy. In reviewing its decisions about the accommodation strategy and its property in Wood Green, the Council will need to consider how it might best support economic growth in the future and the extent to which this should have any bearing on decisions about staff accommodation. The Library site is potentially a key site in the economic recovery of Wood Green.
- 6.21. The business case for new accommodation therefore needs to be reviewed, and a series of discussions and decisions need to take place to agree a short and medium term strategy for council accommodation in Wood Green and also the future of council owned sites in Wood Green.

Current Corporate estate

- 6.22. Haringey's corporate estate refers to the Council's core corporate buildings in Wood Green, where council accommodation functions including democratic and ceremonial, customer facing services and back office are located. The eight where council staff are located in Wood Green are listed below, refer to location map in Appendix 1:

- Wood Green Library
- River Park House
- Alexandra House
- 38 Station Road
- 48 Station Road
- 40 Cumberland Road
- Civic Centre (currently closed)
- George Meehan House

- 6.23. It is anticipated that should the Council decide to consolidate to one or two buildings, this will take 5-7 years to deliver in full. Therefore, a review is taking place of occupation of existing buildings and of short to medium term investment

needs to make sure buildings are fit for purpose for that period, including consideration of opportunities to vacate some buildings and potentially realise commercial income.

- 6.24. The condition of the corporate buildings in Wood Green varies from fair to extremely poor. A high-level commentary on the estate can be found in Appendix 2.
- 6.25. Pending decisions about the accommodation strategy, and in recognition of the necessity to continue to use Alex House and River Park House for a minimum of 5 years in any circumstances, essential maintenance work is in hand to ensure these buildings are fit for purpose. The cost of this is limited and will not have any significant impact on the decisions about the accommodation strategy to be taken at a later date.

Civic Centre

- 6.26. In March 2020, the Civic Centre was closed awaiting refurbishment as it was considered to be unsafe to occupy following heavy rainfall and water ingress which had caused deterioration of the ceiling tiles in the council chamber. It is necessary to prevent further damage to the Civic Centre by protecting the building while we actively work towards a decision about further works and its future use.
- 6.27. Options to protect the building were explored, and preliminary engagement with contractors has taken place to identify the best approach. The approach needs to protect members of the public in case any masonry from the concrete cladding panels/copings worked loose and fell and to prevent further water ingress. It also needs to take account of the Listed Building status and its location in a Conservation Area.
- 6.28. Two principal options identified during this engagement were considered and evaluated from a technical and cost perspective, as well the aesthetic considerations noted above. These were: (1) timber hoarding around the perimeter of the building with scaffolding supporting temporary roofs over the main building and west wing and (2) timber hoarding around the perimeter with a temporary patch repair of the roof.
- 6.29. Once the future improvement works at the Civic Centre are agreed, it is likely that further work to scaffold the building will be needed, it is likely that any scaffolding designed now purely for protective purposes would not be suitable for the future works and therefore would not represent value for money. The projected spend for this option is below £500k, whilst the scaffolded option was significantly more expensive. The project timeline now indicates construction phase completion for these works by early December, whereas the scaffolding option could not be delivered before late January 2021. In addition, the cost of Option (2) is significantly less than Option (1).
- 6.30. Therefore, the second option is being implemented.

- 6.31. The timber hoarding will be designed with visual imagery to provide an appealing set of images reflecting the Civic Centre in its hey-day and the emerging plans for its future place in the community.
- 6.32. As the Civic Centre is now Grade 2 Listed, the building now needs to be retained and repaired and made viable for future use. In addition to the immediate and urgent reasons for closure, a range of other works also need to be carried out including replacement of heating systems, mechanical ventilation, electrical systems and WCs, deteriorating glazing, fire safety upgrade, removal of asbestos containing materials in working areas and extensive repairs and replacement of the exterior cladding and coping.
- 6.33. The capital programme currently includes £9.5m for these repair works to the Civic Centre which will address these immediate issues, but would not be sufficient to fully restore the building to a good standard, or fulfil the Council's Climate Change ambitions. A recommendation will be brought to a Cabinet meeting in a further Civic Centre report in late 2020 setting out options for investment in the Civic Centre.

Decision Timeline

- 6.34. The table below summarises the different reports and sequence of decisions that are required relating to all the different corporate buildings in the accommodation strategy and an indicative date for each decision.

Decision	Date
Future of Civic Centre	December 2020
Localities Strategy	Spring 2021
Future of Library Site	Summer 2021
Future of Station Road	Summer 2021
Interim Use of Station Road	Summer 2021

Table 1 – Summary of decisions which need to be made across the council owned corporate sites in Wood Green

7. Contribution to strategic outcomes

- 7.1. Borough Plan Economy Priority: Outcome 17: Investment with local people at its heart, focused on Tottenham and Wood Green;
- 7.2. Borough Plan Your Council Priority: Outcome 20: We will be a Council that uses its resources in a sustainable way to prioritise the needs of the most vulnerable residents.

8. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)

Finance

8.1. The proposed expenditure that Members are asked to note is included within the approved capital programme.

Procurement

8.2. No procurement implications

Legal

8.3. The proposed expenditure that Members are asked to note is included within the approved capital programme.

Equality

8.4. 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.

8.5. 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.

8.6. The report proposes that members note the timetable for consideration of the accommodation strategy. The groups of people affected by the accommodation strategy are Haringey Council staff and Haringey residents who access Council services via buildings in Wood Green. Among Haringey staff, 68% of employees are non-White British, 65% are women, 2% are under 24, 3% are over 65, and a significant minority have disabilities or limiting health conditions. The Council will have a duty to consider the needs of these groups of people in the formulation and implementation of the accommodation strategy, and in so doing take measures to prevent any foreseeable direct or indirect discrimination based on the protected characteristics.

8.7. It can be reasonably anticipated that residents of wards in Wood Green will tend to access services in buildings in Wood Green more than other Haringey residents. BAME people, working-age people, people from faith communities, and people with disabilities or limiting health conditions are over-represented among residents of Noel Park, Bounds Green, and Woodside relative to the population of Haringey. The formulation and implementation of the accommodation strategy will reflect the needs of these groups where they are different to the needs of other people in order to prevent any direct or indirect discrimination based on the protected characteristics.

9. Use of Appendices

Appendix 1 – Map of Council owned corporate accommodation in Wood Green
Appendix 2 – Overview of condition of Council owned corporate accommodation in Wood Green

10. Local Government (Access to Information) Act 1985

10.1. Council Owned Sites in Wood Green – July 2019 Cabinet Report

<https://www.minutes.haringey.gov.uk/documents/s110207/1907CouncilOwnedSitesinWoodGreenFINAL%205.30pm.pdf>

Appendix 1 – Map of Council owned corporate accommodation in Wood Green



George Meehan House	<ul style="list-style-type: none"> • George Meehan House
Civic Centre	<ul style="list-style-type: none"> • Civic Centre
Station Road West	<ul style="list-style-type: none"> • 38 Station Road and Blue House Yard • 48 Station Road • 40 Cumberland Road
Station Road East	<ul style="list-style-type: none"> • River Park House • Alexandra House
Wood Green Library	<ul style="list-style-type: none"> • Wood Green Library

Appendix 2 – Overview of condition of Council owned corporate accommodation in Wood Green

	River Park House	Alex House	38 Station Road/ Blue House Yard	48 Station Road	40 Cumberland Road
Condition	Poor	Fair	Fair	Fair	Fair
Key Issues	End of life M&E	Poor decorative condition		Poor liveability esp solar gain	Poor liveability esp solar gain
Energy efficiency rating:	G	D	TBC	C	E
7 Year Strategy for Corporate Use	Refurbish for 7 years as main corporate office	Refurbish for 7 years as main corporate office	Exit	TBC	Exit
2020-21	Redecorate & renew services as needed	Redecorate & renew services as needed	Continue use of 38 Station Road and extend meanwhile at Blue House Yard	Redecorate & renew services as needed	Redecorate & renew services as needed
2021-24	Maintain in use as Corporate HQ	Maintain in use as Corporate HQ	TBC	TBC	May be required as temporary library / or improve commercial income
2024-27	Maintain in use as Corporate HQ	Maintain in use as Corporate HQ	TBC	TBC	
Long Term Strategy for Building	Redevelop	TBC	Redevelop	TBC	TBC

Appendix 2 – Overview of condition of Council owned corporate accommodation in Wood Green

	Wood Green Library	Civic Centre	George Meehan House
Condition	Poor	Very Poor	Very Good
Energy efficiency rating:	E	D	TBC
Key Issues	Poor M&E Poor liveability	Dilapidated, H&S risk Grade II Listed	Issues with wider surrounds
7 Year Strategy for Corporate Use	Library and Customer Service Centre	Could retain as office and democratic space	Depends on whether Civic is retained
2020-21	Improvements to Library interior to pilot multi- agency approach, maintenance	Closed	Maintain use for essential services
2021-24	If a decision is made to redevelop this site, a planning application may be submitted during this period	Major works programme	Greater commercialisation
2024-27	If a decision is made to redevelop this site, and subject to approvals etc construction could commence during this period.	Return to active use	Depends on whether Civic is retained
Long Term Strategy for Building	TBC	Heritage site	Heritage site

Report for: Cabinet 15 September 2020

Title: Parking Permits and Charges – Ultra Low Emission Zone (ULEZ) Readiness – Results of Statutory Consultation

Report authorised by:

Stephen McDonnell, Director of Environment and Neighbourhoods

Lead Officer: Ann Cunningham, Head of Highways and Parking,
Ann.Cunningham@haringey.gov.uk, Telephone 0208 489 1355.

Ward(s) affected: All

Report for Key/Non-Key Decision: Key

1. Describe the issue under consideration

1.1 This report sets out the results of the statutory consultation undertaken on proposed changes to parking permits and parking charges.

1.2 The changes proposed include:

- A £10 increase across all existing parking permit charge bands.
- A surcharge on diesel fuelled vehicles and on second and subsequent residential parking permits per household.
- Free virtual residential parking permit for Disabled Blue Badge Holders for their home CPZ.
- An increase in the price of daily visitors' parking permits.
- To limit permit account holders to the use of two daily visitor parking permits per day.
- A £20 administration fee on parking permit refunds, excluding visitor parking permits which will be non-refundable.

2. Cabinet Member Introduction

2.1 Parking policy makes a significant contribution to the delivery of the Council's Transport policies and Borough Plan objectives. Our policies and programmes have been carefully considered to take account of environmental issues and tailored to include related measures that improve air quality by reducing harmful emissions from transport. Key to this is encouraging more residents to move to more sustainable modes of transport, including walking and cycling and choosing a less polluting vehicle if they wish to remain a car owner.

3. Recommendations

- (i) That Cabinet consider the representations received in response to the statutory consultation on parking permits and charges as set out in paragraph 9 (consultation results) and in Appendix 1 to this report.
- (ii) While the majority of respondents did not support the proposals consulted on, their contribution to the delivery of strategic objectives, with associated health benefits needs to be considered.
- (iii) It is therefore recommended that Cabinet authorise officers to proceed to draft the relevant Traffic Management Orders to implement the following measures as also set out in Appendix 2 by November 2020:
 - A £10 increase across all existing parking permit charge bands.
 - An £80 surcharge on all parking permits issued to diesel fuelled vehicles.
 - A £50 surcharge on second and subsequent residential parking permits per household.
 - To limit permit account holders to the use of two daily visitor permits per day.
 - To increase the charge for daily Visitor Permits in all Controlled Parking Zones to £4.
 - To introduce a free virtual residential parking permit for Disabled Blue Badge Holders for their home CPZ, replacing the existing Companion Badge.
 - To introduce a £20 administration fee on parking permit refunds except for visitor parking permits which shall be non-refundable.

4. Reasons for decision

- 4.1 The Council is required to consider objections and representations received in response to Statutory Consultation undertaken on any changes to parking permits and charges. Following that consideration, to decide whether or not to proceed to implementation of measures as set out at paragraph 3 (III) above.

5. Alternative options considered

- 5.1 Consideration was given to relying on National and Regional levers to influence car ownership and use. Those measures include the expansion of the Ultra-Low Emission Zone (ULEZ) to Haringey in 2021. However, Haringey's ambitions in terms of improving air quality require decisive local measures to be implemented. This is also considered a timely opportunity to implement measures that improve the health and well-being opportunities for all borough residents.
- 5.2 Consideration was given to introducing concessions for Euro 6 diesel fuelled vehicles. However, the findings from recent research confirm that these vehicle types still have high levels of harmful emissions. This is supported by the International Council on Clean Transportation who suggest that even the newest, cleanest Euro 6 diesel vehicles emit high levels of harmful nitrogen

oxide. It was subsequently felt that all diesel fuelled vehicles should be subject to the surcharge.

- 5.3 Consideration was given to introducing the 25% diesel surcharge on on-street and car park charges from November 2020, as part of a package of measures to reduce diesel related pollutants. However, following due consideration of the feedback to the consultation, this will not be implemented at this point in time. This will also help support our town centres in their recovery from the impacts of the Covid 19 pandemic.

6. Background information

- 6.1 The Council, through its Air Quality Action (AQAP) and Carbon Reduction plans, agreed a series of actions and commitments to reduce harmful emissions from road transport, including using parking charges as a means of discouraging private car use where possible, and incentivising the use of low and zero emission vehicles.
- 6.2 The subsequent review of parking policy resulted in a series of proposals that would support the delivery of the aims and objectives set out in the overarching Transport Strategy and AQAP.
- 6.3 In March 2020, the Cabinet authorised officers to proceed to carry out formal consultation on amending relevant Traffic Management Orders to implement these proposals. The Cabinet also agreed to receive a further report to decide whether to amend the relevant Traffic Management Orders as proposed after consideration of the responses to the statutory consultation.
- 6.4 When setting or reviewing parking charges the Council considers:
- The Council's transport and wider policy objectives
 - Statutory or legal requirements that may affect the setting of fees
 - Car ownership patterns
 - The increasing demand for parking
 - Traffic management issues
 - Market conditions for example parking charges in other boroughs. (as set out in **Appendix 3.**)
 - Cost of delivering the service
 - Impact of charges on relevant stakeholders.

- 6.5 The measures proposed included the following:

CO2 emission bandings

The current permit charging structure involves 13 charge bands based on CO2 emissions. The changes consulted on include a £10 increase across all existing charge bands to help cover the cost of running the service.

Diesel Surcharge

The proposals consulted on included an £80 surcharge on parking permits issued to diesel fuelled vehicles. It is understood that any surcharge applied to parking charges is unlikely to result in an immediate move to lower or zero emission vehicles. It can however help to raise awareness of the impact of diesel emissions on local air quality and influence choices when private car owners and businesses are changing their vehicles.

The consultation also proposed a 25% surcharge on diesel fuelled vehicles using short stay and car park facilities, as they also contribute to poor air quality in the borough.

Surcharge on 2nd and subsequent permits per household

The Council does not restrict the number of residential parking permits that individuals or households may purchase. This is not consistent with our transport policy objectives which seeks to reduce reliance on private car use.

Rather than impose restrictions, proposals involved a surcharge of £50 on second and subsequent permits purchased per household. This will still allow residents to purchase as many permits as required, while drawing attention to the impacts of multiple car ownership on air quality and congestion.

Visitors Vouchers

Measures to restrict permit account holders to the use of two daily visitors permits per day were included in our proposals. Those measures are necessary to manage the current situation whereby third parties are purchasing daily permits from residents at a premium. This undermines the controlled parking arrangements and places extreme pressure on roads in certain parts of the borough. Proposals also included raising daily visitor permit charges to £4 across all CPZ areas.

Companion Permit

Disabled Blue Badge Holders may purchase a Companion Badge that can be used in place of Blue Badge when parking within the borough. The primary purpose of introducing that permit was to avoid the need for the Disabled Blue Badge to be displayed in vehicles overnight when the risk of theft of the Blue Badge is highest. The number of companion permits sold are quite low. Proposals involve issuing all disabled badge holders with a free virtual residential parking permit for their home CPZ, replacing the previously chargeable Companion Badge. This will benefit all Blue Badge Holders and will help protect their vehicles from break-in when those risks are highest.

Parking permit refunds

The proposals consulted on included introducing a £20 administration charge on parking permit refunds. The volume of permit refunds is significant and this

charge will help cover the cost of administering those refunds. This is a measure already in place in many London boroughs. Unused visitor vouchers will be non-refundable. Residents will be offered the opportunity to exchange their stock of visitor scratch cards for virtual permits on implementation of the new parking IT system in November. This will avoid a situation where visitor scratch cards expire.

7. Contribution to strategic outcomes

- 7.1 The recommendations in this report support the delivery of Borough Plan, Transport Strategy and Air Quality Action plan (AQAP) objectives. The Transport Strategy includes a vision which improves our environment, provides accessible choices and makes walking, cycling and the use of public transport a first choice for all. One of the Strategy's priorities is "managing parking demand and provision on the borough's road network".
- 7.2 Through those policies and strategies, the Council committed to acting decisively to improve air quality and reduce carbon emissions, which is widely accepted as a contributor to climate change. This included using parking charges as a means of discouraging private car use where possible and incentivising the use of low and zero emission vehicles.
- 7.3 Transport is one of the main contributors to poor air quality. Around half of emissions from road transport are nitrogen oxides (NO_x), which contribute to illegal levels of nitrogen dioxide (NO₂), and particulate matter (PM). There is growing evidence to suggest that emissions from diesel engines have the following negative effects.
- contribute to poor air quality;
 - increase the risk of lung cancer;
 - can cause heart attacks; and
 - reduce life expectancy.
- 7.4 The charges proposed have been set at a level that will influence transport choices and encourage people to make careful decisions when considering a new vehicle and how they contribute to local air quality in Haringey.

8. Statutory Consultation

- 8.1 The Council is legally required to undertake a statutory consultation and advertise the appropriate Traffic Management Orders (TMOs) before implementing any changes to parking arrangements, including fees and charges. This requires the Council to advertise proposals in local newspapers and the London Gazette, providing a 21-day period for objections or representations.
- 8.2 The statutory consultation on parking permits and charges commenced on 3 June 2020 and ran until 24 June 2020. Residents were informed of the consultation by the following methods:

- Notices advertised in the local Press and London Gazette.
- On street notices in the main 'town centre' areas including Green Lanes, Crouch End, Muswell Hill and Tottenham.
- Emails sent out to some 54,813 resident and business permit holders.

8.3 The Council consulted statutory bodies such as the Police, Ambulance, Fire Brigade, Bus Operators, Road Haulage Association and Freight Transport Association. Other stakeholders, such as cycling, environmental and disability groups were also notified of proposals with feedback sought.

9. Consultation results

9.1 The Council used marketing software to reach our 54,813 permit holders via email. This software has identified that 34,690 recipients opened those communications.

9.2 The parking consultation website which also included Frequently Asked Questions received 15,991 hits during the period of this consultation. This provides assurance that information on the proposals reached a wide audience.

9.3 The Council received 2,651 responses to the consultation. There were no major objections to be considered. This included:

- 2,277 responses from residents and businesses either objecting to proposals or making various representations.
- 293 of responses stated that proposals would disadvantage businesses.
- 90 objections to the 25% diesel surcharge to on-street pay-to-park areas and off-street.
- 374 responses were from residents supporting proposals.

Environmental groups such as Friends of the Earth responded in support of the proposals. The Haringey Cycling Campaign responded supporting proposals but felt that charges for electric vehicles were too low, given the environmental impacts during the manufacturing process. Their full responses can be found in Appendix 1.

9.4 The main objections and the Council responses are set out below:

Objection 1: Haringey should not be introducing these charges at the present time / this is not the time to introduce these charges.

Council response: Haringey has committed to improving air quality by introducing measures to encourage sustainable transport choices.

Poor air quality has a serious impact on the health and wellbeing of the most vulnerable in society. This includes those with existing respiratory problems and chronic illnesses, such as asthma and chronic obstructive pulmonary disease. Those who live or work near main roads are at particular risk of health problems caused by air pollution.

We understand that many residents have been impacted economically by the Covid 19 pandemic, and that any increase in parking charges impact on those residents who own a car. However, we firmly believe that this is a time to promote measures that improve the health and well-being opportunities for all borough residents.

Objection 2: Diesel surcharge is not in line with ULEZ and fails to acknowledge that modern diesel vehicles are less polluting than many petrol engine vehicles.

Council response: Consideration was given to exempting Euro 6 diesel compliant vehicles from the proposed diesel surcharge and aligning the surcharge with the Ultra-Low Emission Zone (ULEZ) criteria. However, there are well documented concerns that real world performance of vehicles may not be as good as claimed by laboratory testing. While testing under euro certification is being modified to address this concern, the majority of Euro 6 compliant vehicles in circulation would have had their certification issued under the old testing methods. This makes it very difficult for us to rely on this certification to exempt Euro 6 from the diesel surcharge.

Objection 3: £50 surcharge for second or more vehicles is unfair because many households, such as those with large families, need more than one vehicle.

Council response: Currently, the Council allows individuals and households within CPZs to purchase as many parking permits as they require. However, it is important that the Council discourages multiple car ownership and achieves a less congested road network. This measure raises awareness of the environmental impact of multiple car ownership but does not restrict residents parking more than one vehicle. We hope that it will encourage residents to reconsider their transport options.

Objection 4: A 25% pay-to-park surcharge will unfairly impact on those who need to drive to go shopping. It will also hit struggling local shops and businesses and just encourage more journeys to out-of-town shopping centres.

Council response: A high percentage of vehicles using our on-street and car park facilities are diesel fuelled. It would be appropriate in normal circumstances

to include short stay parking in any measures being proposed to improve air quality in the borough. However, the Council recognises that this may not be the appropriate to implement this proposal. This will also aid our town centres in their recovery from the impacts of the Covid pandemic.

Objection 5: The Council is only doing this to make money.

Council response: The Council's Borough Plan, Transport Strategy and Air Quality Action plan (AQAP) set out requirements for improving air quality and actions required to reduce pollution that is harmful to the health and well-being of our residents.

When setting or reviewing parking charges the Council considers:

- the Council's transport and wider policy objectives;
- statutory or legal requirements that may affect the setting of fees
- car ownership patterns;
- the increasing demand for parking;
- traffic management issues;
- market conditions – (parking charges in other boroughs);
- cost of delivering the service; and
- impact of charges on relevant stakeholders.

The Council has committed to acting decisively to improve air quality and this includes using parking policies as a tool to affect change.

Section 55 of the Road Traffic Regulation Act 1984 states that any income that is generated must be paid into the parking revenue account, and any surplus ring-fenced and invested back into road maintenance and highway improvements, concessionary fares, environmental improvements and to administer the Disabled Blue Badge parking scheme.

Objection 6: The charges are unfair to those who cannot afford a newer car, which includes the poorest, elderly, and vulnerable / The charges are unfair to the poor and vulnerable.

Council response: Any change to parking fee structures will have an impact on residents. However, the permit charge will remain relatively low in proportion to the overall cost of running and maintaining a car. Average annual cost of car ownership and use is in the region of £3k.

The proposals consulted on are designed to bring benefits for all Haringey's residents. As highlighted within the Equalities Impact Assessment all residents will benefit from reduced traffic congestion and reduced numbers of polluting vehicles. This improved environment will encourage active travel such as walking and cycling leading to further health benefits all of which are seen as mitigating against the effects of increased parking charges which do impact more on low income groups which include BAME residents. The charges proposed represents a further step towards addressing health inequalities affecting groups who share the protected characteristics.

Objection 7: The charges are unfair to those who avoid using their cars, and often walk, cycle or use public transport. Unused cars do not pollute.

Council response: The only practical tool that the Council can use to incentivise the use of more fuel-efficient cars is through their parking permit and short-term parking charging structures.

Objection 8: Unfair to charge residents living in a CPZ, while currently allowing outside cars to park freely. It is unfair and creates divisions in the community.

Council response: The Council reduced parking enforcement in CPZs to support NHS and key workers, as well as residents adversely effected by the Covid 19 crisis. Parking enforcement resumed in all CPZs on 6 July 2020.

Objection 9: I already pay council and road tax and do not see why we should pay more.

Council response: Parking charges are not a tax, but a charge for a service. The £10 charge increase proposed is intended to cover the costs of delivering the service.

Objection 10: Unfair to residents who do not have driveways, and increased costs still do not guarantee a parking space near to home.

Council response: In a Controlled Parking Zone (CPZ) the parking needs of residents and their visitors are prioritised. CPZs are designed so that the kerb space is managed effectively for the various user types, and to reduce commuter parking activity. This provides a greater opportunity for residents to park as close to their homes as possible.

Objection 11: Letters were not sent to every household about the proposed charges, not every resident was given a chance to voice an opinion.

Council response: It was not practical or cost effective to distribute letters to every household in the borough. The Council is legally required to undertake a statutory consultation and advertise the appropriate Traffic Management Orders (TMOs) before implementing any changes to parking fees and charges. This means that the Council must advertise the details of the proposals in local newspapers and the London Gazette.

The Council consulted statutory bodies such as the Police, Ambulance, Fire Brigade, Bus Operators, Road Haulage Association and Freight Transport Association. Other stakeholders, such as cycling, environmental and disability groups were also notified of proposals with feedback sought.

The proposals were also advertised on the Council's website providing web links to the TMOs. Notices were placed on street and within the Council run car parks. We also sent a mailshot to over 54,000 permit holders. The proposals

were also communicated on social media platforms. The Council went beyond the statutory requirement to notify stakeholders of proposals.

Objection 12: I will not support the companion badge removal due to the risk of theft and damage caused to vehicles. The companion badge also provides the user to park freely across the borough.

Council Response: The primary purpose of the Companion Badge (permit) is to avoid the need for the Disabled Blue Badge to be displayed overnight when the risk of theft of the badge is highest. Many boroughs who introduced similar schemes, have already replaced them with a free residential parking permits, which addresses the primary purpose of the concession and benefits all disabled badge holders while parked near their home.

Objection 13; we strongly object to no refund of scratch cards. I also object to the cap on using them.

Council response: Visitors' permits are often purchased in large quantities due to the relatively low cost. Residents subsequently request a refund on unused permits or those expiring. As charges for those permits are relatively low the cost of processing these refunds often exceeds the value of the refund.

The Council is replacing the current scratch card (visitor) permits with virtual permits through the new IT system later this year. Residents will be able to exchange their scratch cards for virtual permits should they wish to do so. This will ensure that permits can be drawn down quickly and efficiently when required and they will not go out of date, reducing the need for a refund.

The measures consulted on restricts permit account holders to the use of two daily visitors permits per day. This measure is necessary to manage the situation whereby third parties are purchasing daily permits from residents at a premium, placing extreme pressure on roads in certain parts of the borough. It will not reduce resident's ability to receive visitors as in addition to two daily permits, hourly visitors permit may also be used. Appendix 1 to this report sets out in more detail the response to the consultation, including comments supporting proposals.

- 9.5 The majority of representations and feedback received to the consultation did not support the implementation of proposals. Those responses were received mostly from existing parking permit holders, who are impacted by the increased charges. However, feedback also demonstrates a level of support from residents and environmental groups with an understanding that those measures are necessary to affect modal change and encourage more sustainable transport choices, improving health opportunities of all borough residents.

10. Comments of the Chief Finance Officer and Financial Implication

- 10.1 This report seeks Cabinet approval for the making of traffic management orders to give effect to the proposed changes following the outcome of a statutory consultation process.

- 10.2 The implementation of the recommendations will support the council in the delivery of a range of policy objectives and plans as set out in the report. All income generated on the parking account is accounted for in accordance with Section 55 of the Road Traffic Act 1984 and any surplus is used to support transport related expenditure.

11. Comments of the Head of Legal Services and Legal Implications

- 11.1 The Council has legal authority under the Road Traffic Regulation Act 1984 (as amended) (“the 1984 Act”) to introduce and review charges for parking in its area. In doing so, the Council can only introduce or vary parking charges for the purpose of relieving or preventing congestion of traffic.
- 11.2 There are no limits on the amount that a local authority can charge for parking permits and vouchers. Guidance issued by the Department of Transport on parking policy and enforcement (March 2015) recommends that authorities should set charges at levels which are consistent with the aims of the authority’s transport strategy, including its road safety and traffic management strategies.
- 11.3 By virtue of section 46A of the 1984 Act, there is no statutory requirement for the Council to consult on the proposals to vary its parking charges. The Council must publish notice of variation in at least one local newspaper at least 21 days before the change comes into force. This item reports on feedback during consultation on all of the proposed changes and the Council must ensure that notice and consultation is carried out in compliance with the 1984 Act and the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) (“the Regulations”). The Council must give full and proper consideration to all feedback and representations received.
- 11.4 The Council’s consultation procedures in accordance with 1984 Act and the Regulations are as follow - ‘a notice of proposal’ to make the required traffic management orders will be advertised in the local press, and, if considered appropriate, in the London Gazette. The Council will then observe a 21 day statutory consultation period. If any objections are received during this period the Council will consider them via a report to the Cabinet Member for Environment before proceeding. When any objections have been considered the Council will then advertise a ‘notice of making’ in the local press, and, if considered appropriate, in the London Gazette. After this point the traffic management order’s come into effect and changes can be made as required.
- 11.5 The decision to consult on the proposed changes to facilitate the discharge of the Council’s parking functions under the 1984 Act is an executive function and may be delegated to an individual Cabinet Member in accordance with the Constitution.
- 11.6 It is the view of legal services that what is being proposed and recommended within this report is in accordance with the law, as set out in this section.

12. Comments of the Head of Procurement

12.1 N/A

13. Equality

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

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

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

13.2 The Equality Impact Assessment (EqIA) for this programme is published in Appendix 4. It has not found any direct/indirect discrimination for any groups that share the protected characteristics.

13.3 The programme is designed to bring benefits for Haringey's residents. All residents will benefit from reduced traffic congestion and reduced numbers of polluting vehicles; as well as improved health from better air quality, and safer streets which will have less parking congestion. These benefits are seen as mitigating against the effects of increased parking charges which do impact more on low income groups which include BAME residents. The current charges programme therefore represents a further step towards addressing health inequalities affecting groups who share the protected characteristics.

13.4 Resident permit surcharges for higher polluting vehicles and extension of parking charges can impact adversely on those who rely on regular visits from family and from carers, especially if they need to buy large numbers of visitor permits. Needs will be monitored through additional consultations and reviews on the operation of parking controls, which will specifically include the possibility of having reduced operating hours in some Controlled Parking Zones. Dates of consultations will be defined and agreed by the Head of Service who will also require that consultations include provision for these requirements.

14. Use of Appendices

Appendix 1 –The results of the Statutory Consultation.

Appendix 2 - Proposed increase by permit type, including proposed surcharges

Appendix 3 – Charges and permit offer in other boroughs

Appendix 4 – Equality Impact Assessment

15. Local Government (Access to Information) Act 1985

- Report for Parking Permits and Charges – Ultra Low Emission Zone (ULEZ) Readiness Report
- Haringey Transport Strategy 2018-2028
- Air Quality Action Plan
- Haringey Climate Change Action Plan

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Frontline Consultation

Parking Charges Statutory Consultation Report

Contents:

- Section 1. Overview Analysis of Representations
- Section 2. Detailed Objections and Responses
- Section 3. Examples of comments
- Section 4. General questions
- Section 5. Detailed comments

Introduction

The statutory consultation on parking permits and charges commenced on 3 June 2020 and ran until 24 June 2020. Residents were informed of the consultation by the following methods:

- Notices advertised in the local Press and London Gazette
- On street notices in the main 'town centre' areas including Green Lanes, Crouch End, Muswell Hill and Tottenham.
- Emails were sent out to some 54,813 resident and business permit holders.

The council consulted statutory bodies such as the Police, Ambulance, Fire Brigade, Bus Operators, Road Haulage Association and Freight Transport Association. Other stakeholders, such as cycling, environmental and disability groups were also notified of proposals with feedback sought.

The council used marketing software to reach our 54,813 permit holders via email. This software is able to tell us that 34,690 recipients opened those communications.

The parking consultation website which also included Frequently Asked Questions received 15,991 hits during the period of this consultation. This provides assurance that information on proposals reached a wide audience.

The council received 2651 responses to the consultation. There were no major objections to be considered. The objections and representations received involved:

- 2,277 responses from residents and businesses either objecting to proposals of making various representations
- 293 responses stated that proposals would disadvantage businesses
- 90 objections to the 25% diesel surcharge to on-street pay-to-park areas and off-street
- 374 responses were from residents supporting proposals.

Environmental groups such as Friends of the Earth responded in support of the proposals. The Haringey Cycling Campaign responded supporting proposals but felt that charges for electric vehicles were too low, given the environmental impacts during the manufacturing process.

The measures proposed are summarised below.

- Parking permits - a £10 increase across all existing parking permits.
- £50 surcharge on second and subsequent permits.
- £80 surcharge on diesel fuelled vehicles.
- 25% diesel surcharge on paid for parking on-street and in car parks.

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- Daily visitor permits be limited to a maximum of two visitor permits being used on any given day.
- Daily visitor permits to increase to £4 across all CPZ areas (50% concessionary reduction to apply).
- Free residential permit for Disabled Blue Badge Holders to replace the companion badge
- £20 administration charge for parking permit refunds, and scratch cards will be non-refundable

There were two responses from Elected Members forwarding on their constituent's views on proposals. In addition two Elected Members contacted service directly raising a number of questions in relation to proposals.

Section1. Overview Analysis of Representations

Responses have been grouped in two ways to provide clear information on objections and representations received:

- (i) Grouped in order of the subject of primary interest. Many respondents have not identified a specific measure but have just commented or objected more widely.
- (ii) Grouped by views or themes expressed.

Table 1 sets out volume of responses by main interest.

Table 1 Measure of main interest / subject of comments



Table 2 sets out the volume of response by theme.

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	Count	%
4 Using the environment as a means to make money	462	17%
3 Proposals are draconian, especially now	453	17%
1 Diesel surcharge totally unfair. Ignores Euro6, ULEZ, & previous govt advice	445	17%
2 Permit charge hikes & VP limits are unreasonable (& very slow service)	437	16%
9 Support many of the objectives	411	16%
6 What is the parking surplus spent on? No visible benefits	247	9%
7 Why now, when many will lose their jobs?	233	9%
11 Admin and refund charges are unconvincing (esp with no current active controls)	216	8%
8 Not good when people need to use cars and avoid public transport	186	7%
10 General issues incl companion / carer & blue badges	155	6%
5 Increased on-street charges will not help local businesses	142	5%
12 Many families and workers need more than 1 vehicle	72	3%
Total	2650	100%

Respondents have tended to take an overview of the proposed measures and comment accordingly, rather than selecting specific individual measures. Where individual measures have been focused on, it is the diesel surcharge which is most often objected to – as was illustrated in Table 1. The main theme is that all the proposed charges are excessive, especially at the present time of economic uncertainty associated with the COVID 19 crisis. The main objections and the Council response are set out below.

Section 2. Detailed Objections and Council's Responses

Objection: Haringey should not be introducing these charges at the present time/ this is not the time to introduce these charges.

Council response: Haringey has committed to improving air quality by introducing measures to encourage sustainable transport choices.

Poor air quality has a serious impact on the health and wellbeing of the most vulnerable in society. This includes those with existing respiratory problems and chronic illnesses, such as asthma and chronic obstructive pulmonary disease. Those who live or work near main roads are at particular risk of health problems caused by air pollution.

We understand that many residents have been impacted economically by the Covid 19 pandemic, and that any increase in parking charges impact on those residents who own a car. However, we firmly believe that this is a time to promote measures that improve the health and well-being opportunities for all borough residents.

Objection: Diesel surcharge is not in line with ULEZ and fails to acknowledge that modern diesel vehicles are less polluting than many petrol engine vehicles.

Council response: Consideration was given to exempting Euro 6 diesel compliant vehicles from the proposed diesel surcharge and aligning the surcharge with the Ultra-Low Emission Zone (ULEZ) criteria. However, there are well documented concerns that real world performance of vehicles may not be as good as claimed by laboratory testing. While testing under euro certification is being modified to address this concern, the majority of Euro 6 compliant vehicles in circulation would have

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had their certification issued under the old testing methods. This makes it very difficult for us to rely on this certification to exempt Euro 6 from the diesel surcharge.

Objection: £50 surcharge for second or more vehicles is unfair because many households, such as those with large families, need more than one vehicle.

Council response: Currently, the Council allows individuals and households within CPZs to purchase as many parking permits as they require. However, it is important that the Council discourages multiple car ownership and achieves a less congested road network. This measure raises awareness of the environmental impact of multiple car ownership but does not restrict residents parking more than one vehicle. We hope that it will encourage residents to reconsider their transport options.

Objection 4: A 25% pay-to-park surcharge will unfairly impact on those who need to drive to go shopping. It will also hit struggling local shops and businesses and just encourage more journeys to out-of-town shopping centres.

Council response: A high percentage of vehicles using our on-street and car park facilities are diesel fuelled. It would be appropriate in normal circumstances to include short stay parking in any measures being proposed to improve air quality in the borough. However, the council recognises that this may not be the appropriate to implement this proposal. This will also aid our town centres in their recovery from the impacts of the Covid pandemic.

Objection: The Council is only doing this to make money.

Council response: The Council's Borough Plan, Transport Strategy and Air Quality Action plan (AQAP) set out requirements for improving air quality and actions required to reduce pollution that is harmful to the health and well-being of our residents.

When setting or reviewing parking charges the Council considers:

- the Council's transport and wider policy objectives
- statutory or legal requirements that may affect the setting of fees
- car ownership patterns
- the increasing demand for parking
- traffic management issues
- market conditions – (parking charges in other boroughs)
- cost of delivering the service
- impact of charges on relevant stakeholders

The Council has committed to acting decisively to improve air quality and this includes using parking policies as a tool to affect change.

Section 55 of the Road Traffic Regulation Act 1984 states that any income that is generated must be paid into the parking revenue account, and any surplus ring-fenced and invested back into road maintenance and highway improvements, concessionary fares, environmental improvements and to administer the Disabled Blue Badge parking scheme.

Objection: The charges are unfair to those who cannot afford a newer car, which includes the poorest, elderly, and vulnerable / The charges are unfair to the poor and vulnerable.

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Council response: Any change to parking fee structures will have an impact on residents. However, the permit charge will remain relatively low in proportion to the cost of running and maintaining a car. Average annual cost of car ownership and use is in the region of £3k.

The proposals consulted on are designed to bring benefits for Haringey's residents. As highlighted within the Equalities Impact Assessment all residents will benefit from reduced traffic congestion and reduced numbers of polluting vehicles. This improved environment will encourage active travel such as walking and cycling leading to further health benefits all of which are seen as mitigating against the effects of increased parking charges which do impact more on low income groups which include BAME residents. The charges proposed represents a further step towards addressing health inequalities affecting groups who share the protected characteristics.

Objection: The charges are unfair to those who avoid using their cars, and often walk, cycle or use public transport. Unused cars do not pollute.

Council response: The only practical tool that the Council can use to incentivise the use of more fuel-efficient cars is through their parking permit and short-term parking charging structures.

Objection: Unfair to charge residents living in a CPZ, while currently allowing outside cars to park freely. It is unfair and creates divisions in the community.

Council response: The Council reduced parking enforcement in CPZs to support NHS and key workers, as well as residents adversely effected by the Covid 19 crisis. Enforcement resumed on 6 July 2020.

Objection: I already pay council and road tax and do not see why we should pay more.

Council response: Parking charges are not a tax, but a charge for a service. Those charges are intended to cover the costs of delivering the service.

Objection: Unfair to residents who do not have driveways, and increased costs still do not guarantee a parking space near to home.

Council response: In a CPZ the parking needs of residents and their visitors are prioritised. CPZs are designed so that the kerb space is managed effectively for the various user types, and to reduce commuter parking activity. This provides a greater opportunity for residents to park as close to their homes as possible.

Objection: Letters were not sent to every household about the proposed charges, not every resident was given a chance to voice an opinion.

Council response: It was not practical or cost effective to distribute letters to every household in the borough. The council is legally required to undertake a statutory consultation and advertise the appropriate Traffic Management Orders (TMOs) before implementing any changes to parking fees and charges. This means that the council must advertise the details of the proposals in local newspapers and the London Gazette.

The council consulted statutory bodies such as the Police, Ambulance, Fire Brigade, Bus Operators, Road Haulage Association and Freight Transport Association. Other stakeholders, such as cycling, environmental and disability groups were also notified of proposals with feedback sought.

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The proposals were also advertised on the Council's website providing web links to the TMOs. Notices were placed on street and within the council run car parks. We also sent a mailshot to over 54,000 permit holders. The proposals were also communicated on social media platforms. The Council went beyond the statutory requirement to notify stakeholders of proposals.

Objection: I will not support the companion badge removal due to the risk of theft and damage caused to vehicles. The companion badge also provides the user to park freely across the borough.

Council Response: The primary purpose of the Companion Badge (permit) is to avoid the need for the Disabled Blue Badge to be displayed overnight when the risk of theft of the badge is highest. Many boroughs who introduced similar schemes, have already replaced them with a free residential parking permits, which addresses the primary purpose of the concession and benefits all disabled badge holders while parked near their home. Any remaining unused time on companion badges will be refunded.

Objection; we strongly object to no refund of scratch cards. I also object to the cap on using them.

Council response: Visitors' permits are often purchased in large quantities due to the relatively low cost. Residents subsequently request a refund on unused permits or those expiring. As charges for those permits are relatively low the cost of processing these refunds often exceeds the value of the refund.

The Council is replacing the current scratch card (visitor) permits with virtual permits through the new IT system later this year. Residents will be able to exchange their scratch cards for virtual permits should they wish to do so. This will ensure that permits can be drawn down quickly and efficiently when required and they will not go out of date, reducing the need for a refund.

The measures consulted on restricts permit account holders to the use of two daily visitors permits per day. This measure is necessary to manage the situation whereby third parties are purchasing daily permits from residents at a premium, placing extreme pressure on roads in certain parts of the borough. It will not reduce resident's ability to receive visitors as in addition to two daily permits, hourly visitors permit may also be used.

Section 3. Examples of comments submitted in support of the proposed measures.

- I am in agreement that we need to look after the environment and that multiple cars per household are not the way to do it. However, I think that the issue should go further.
- Cycling is especially good right now as so many people don't want to go on buses while Covid19 is dominating our lives. You've got a real chance to make our borough really cycle friendly and to offer a proper alternative to car use
- I support the suggested increases in parking charges. Haringey needs to do much more to discourage car use and this is one way to do so.
- I'm all in favour. Anything that makes this borough a healthier place to live!
- I feel this is the right direction for Haringey and for London as a whole and the council should keep on this path, leading London forward.

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- Cars are also hugely expensive and not having one can contribute to people's pockets significantly, an average saving of around £3K per year.
- Encouraging walking, cycling and public transport in London is the way forward and can only lead to massive improvements in health, well-being
- I am very supportive of all of the increases and support the increase in charges fully. Thank you for your proposing these changes and I wish you all the best in convincing residents that this is a good thing for our borough.
- I agree with nearly all the proposals in principle, but a) I think the second car parking permits surcharge should be higher still. b) diesel fuelled vehicles should have a £250 surcharge at the minimum - these vehicles MUST get off the road right away.
- It is critical that roads passing schools and nurseries be as free of motor traffic as possible (i.e. buses only). Too many schools and nurseries in the borough suffer illegal levels of NO2 and PMs. Far too many people are dying prematurely, and the difference in air quality during lockdown has been a huge relief, even to those without underlying conditions. We are all breathing more easily, with better air quality
- Agree with proposals and extension of clean air within the north circular.
- I happily endorse any measure that reduces car use in Haringey. However I don't think the measures go far enough to appreciably change car owners' behaviour. I would substantially increase the proposed surcharges and use that money to provide a viable alternative to personal motorised transport.
- I live in a CPZ and have two permits. I would like to support your proposals. I would favour penalising pollution emitting cars and second permits, but the restrictions on visitor permits might be seen as encouraging car ownership in a way, and also as potentially anti-business. You might do some research on who the balance of use - social v business.
- I fully support the proposed increases in car parking permit costs, and in fact I would support an even higher increase for 2nd car ownership. Excessive car use is a blight on Haringey, and has a significant negative impact on quality of life in the borough. I would support increased spending on cycling and walking routes.
- I am very supportive of all of the increases and support the increase in charges fully. Thank you for your proposing these changes and I wish you all the best in convincing residents that this is a good thing for our borough.
- I am in agreement that we need to look after the environment and that multiple cars per household are not the way to do it.
- I am a resident of Haringey (N22) and am writing to support the suggested increases in parking charges. Haringey needs to do much more to discourage car use and this is one way to do so.
- As with smoking when everyone used to smoke on buses, tube, trains, and at work; there needs to be a culture change. Car transport causes pollution and subsequently ill health, respiratory problems due to air pollution killing more people than COVID. Road traffic is the biggest cause of accidental injury and death in children and young people and contributes to lack of fitness and obesity overall. It also fuels anti-social behaviours, notably road rage, drug

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dealing and fly tipping. Cars are also hugely expensive and not having one can contribute to people's pockets significantly, in offering an average saving of around £3K per year.

- However I don't think the measures go far enough to appreciably change car owners' behaviour. I would substantially increase the proposed surcharges and use that money to provide a viable alternative to personal motorised transport. The borough sorely needs a safe, segregated cycle infrastructure to encourage people away from cars.
- I do not think these fee increases will go far enough to curb excessive car use, and I recognise that parking restrictions are one of the most effective ways to reduce car use. With the levels of pollution in London breaching limits frequently please will you consider increasing the fees further?
- I'm pleased to see that there will be increases in the residential parking charges in Haringey. I hope that such increases might result in more modest cars, and fewer huge ones, which make driving on our residential streets difficult. It also might discourage households from having more than one car. We are in the midst of a climate emergency, and this will be a signal to residents that our individual actions matter. London is now provided with excellent public transport, which cannot be used safely by everyone during the Covid-19 crisis, but will be there still when this crisis passes.
- I have read all your proposed amendments to parking charges and permits, and heartily endorse them all. They will help car owners (and I am one) to pay their fair share for the pollution and noise they make, and the space they take up. At the same time, I ask that the council uses the extra income to encourage more active transport, making the streets safer for pedestrians and cyclists, promoting electric vehicles, and helping us all enjoy more "liveable" neighbourhoods. Good luck with these amendments!
- I fully support the proposed increases in car parking permit costs, and in fact I would support an even higher increase for 2nd car ownership. Excessive car use is blight on Haringey, and has a significant negative impact on quality of life in the borough. I would support increased spending on cycling and walking routes

Response in support from Friends of the Earth

We support the following proposed changes in parking permit charges.

- Parking permits - a £10 increase across all existing parking permits to support the significant costs of running, maintaining and enforcing our parking infrastructure
- Additional parking permits - A £50 surcharge on second and subsequent permits to reduce car ownership, promote active travel and more sustainable modes of travel
- Diesel fuelled vehicles - An £80 surcharge for diesel fuelled vehicles to highlight the impact of diesel emissions on local air quality and influence cleaner future vehicle choices
- On-street pay-to-park and off-street car parks - a 25% diesel surcharge to on-street pay-to-park areas and off-street car parks to discourage short trips within the borough

For the following reasons:

- We are in a **climate emergency** so drastic measures to discourage fossil fuel use in vehicles are justified. The increased charges, along with measures to encourage walking and cycling (and, when Covid-19 permits, public transport) and the ULEZ will encourage people to

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change their mode of transport to a more active mode – which would be better for health – or, if a car is still necessary for some journeys, away from diesel engines, and/or to use of electric vehicles. But there are social justice reasons to do this too.

There are other social justice grounds for supporting these changes:

- Around 50% of households in Haringey do not own a car
- Poorer households are less likely to own a car
- But poorer households are more affected by air pollution
- Air pollution also exacerbates Covid-19 which itself affects more deprived and BAME communities worse.
- The costs of motoring have not risen as much as public transport fares, and in fact the recent drop in petrol prices will save motorists many pounds a year. The price of petrol is about 25% less than it was in 2013 (see graph from the RAC Foundation below <https://www.racfoundation.org/data/uk-pump-prices-over-time>). In addition the fuel-tax escalator has been frozen for years by successive governments so motorists have escaped the main climate change taxation on fuel.



- The proposed increases in parking permit charges are small compared to the savings drivers are making in cheaper fuel.
- Parking permits are also a cheap way of renting land space. Cars are typically parked near their owner's homes >90% of the time, in effect renting a chunk of valuable public space that could be used for green space, cycle lanes etc. A car parking space is typically around 50 square feet. The average London office rent (pre-Covid-19) was about £52 per square feet, per month <https://www.mgmt.ucl.ac.uk/capital-of-entrepreneurs>, so if we charged parking spaces at a commercial rate, a car parking space would be worth $12 \times 50 \times £52 = £31,200$ per annum. At Brighton office prices it would be a lot less - £2,020. But a parking permit for £72 is still rather a bargain by comparison.
- The additional revenue will enable the Council to fund more active transport measures, thereby helping reduce air pollution and carbon emissions.

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Response in support from Haringey Cycling Campaign

I would like to comment, on behalf of Haringey Cycling Campaign CC, on the proposed amendments to parking charges and permits.

Broadly speaking HCC strongly supports the proposed changes, in particular the higher charges for diesel vehicles and for households possessing more than two vehicles, for the reasons set out below.

- The increased charges should reduce ownership and use of the more polluting vehicles. Air pollution disproportionately affects lower income families living on or near main roads, particularly in the East of the Borough.
- A reduction in air pollution will decrease the severity of Covid 19 infection.
- The increased charges may reduce the demand for parking spaces, so freeing space for cycle lanes, urban greening and widened pavements.
- The income from increased charges can be used to fund measures to enable active travel - it's important that residents are given the 'carrot' of better conditions in which to walk and cycle rather than just the 'stick' of increased charges for unsustainable transport
- in CO2 emissions will assist in achieving the Council's climate change objectives.
- The charges will to some extent balance the recent reduction in fuel costs (see RAC data below).
- Already over 50% of households in Haringey do not own a car and these measures could increase this proportion, or at least reduce car ownership and use, with a shift towards active travel, shared mobility and public transport.
- The proposed charge for an electric vehicle permit (£31) is too low. It should be the same or higher than the charge for a bike hangar space. Whilst the costings for bike hangers spaces is different to spaces for private cars, this level of charging sends out all the wrong messages by offering cheaper parking for someone who can afford a £30,000+ car than someone who can afford a bicycle. Awareness is growing of the environmental impact of electric cars both in use and manufacture, appearing to subsidise EV's may lead to owners of no-emission human powered vehicles and owners of low emission conventionally powered cars, to both view the revised charges as inequitable.

Section 4. General questions asked during the parking consultation:

Do you mean we can only buy two permits at a time?

Council response: Residents may purchase as many permits as they. Proposals involve allowing the use of only two daily permits at any one time. The purpose of this restriction is to reduce the opportunity of daily permits being resold by residents, placing additional pressure on the limited kerb space.

Are hourly visitor permits still available to purchase?

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Council response: There are no change proposed to hourly permits.

Is there a cap on the number of hourly and daily visitor permits that can be purchased at any one time?

Council response: There is no cap on the number of daily or hourly visitor parking permits that can be purchased.

How many hourly visitor permits can be used in one day?

Council response: There is no cap on the number of hourly visitors permits that can be used in one day.

How many daily visitor permits need to be displayed if I have a visitor for five days at my property?

Council response: Your visitor is required to display one daily visitor permit for each day of their stay, during the operational hours of the CPZ.

Will the concessionary discounts still apply to visitor permits?

Council response: The concessionary discounts (50% reduction in charge) will still be offered.

What incentive is the council offering to residents who own or want to switch to using an electric vehicle?

Council response: The permit charging structure incentivises the use the of fuelled efficient vehicles. The permit charge for an Electric Vehicle is quite low.

5. DETAILED COMMENTS SECTION

Example Comments and Objections on proposed measures

Proposed Measure	Reason for objection / comment
1	£10 increase to support admin & enforcement
£10 increase to support admin & enforcement	What's the point to pay £10 extra if is very difficult to find a place in my street to park the car you give to many parking permits

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<p>£10 increase to support admin & enforcement</p>	<p>Regarding some of your proposed changes to the already expensive parking charges, I have some concerns:</p> <ul style="list-style-type: none"> * Parking permits – a £10 increase across all existing parking permits to support the significant costs of running, maintaining and enforcing our parking infrastructure. Not only are the permits already expensive, but there is COVID-19 and its impact on residents to consider. Most of the "parking infrastructure" is just on-road parking. For these reasons it would seem at least reasonable to freeze any increases until the crisis is over - especially as we are being discouraged from using public transport. The council has surely saved quite some money by furloughing parking attendants etc. for their own safety? * On-street pay-to-park and off-street car parks – a 25% surcharge to on-street pay-to-park areas and off-street car parks to discourage short trips within the borough. This sounds much like an excuse just to raise the prices.
<p>£10 increase to support admin & enforcement</p>	<p>We live at Alexandra Road, N8 . We made a conscious decision to retain a front garden, in order to prevent flooding by concreting over the ground. We also felt that a front garden enhances the road. We have no objection to paying to park our vehicle in the street and to some of the proposed changes as we very much in favour of reducing parking pressures, congestion, reducing carbon emissions and improving air quality. However, we feel some of the proposed changes are either ambiguous or discriminatory.</p> <p>1. Parking permits – a £10 increase across all existing parking permits to support the significant costs of running, maintaining and enforcing our parking infrastructure. We would argue that existing permits should be honoured until they are due for renewal. We would have thought that the additional staffing time required to send out and</p>
<p>£10 increase to support admin & enforcement</p>	<p>I strongly object to the hike in parking charges you are proposing.</p> <ul style="list-style-type: none"> - £10 increase on all parking permits is without any justification as you had already increased them at the start of the year. - 25% increase in on street parking is unfair- you may be trying to avoid short trips, but if people are shopping they need their cars. The public transport system isn't good enough to be relied upon and many people will not feel safe crammed onto buses and tubes. you are also severely affecting the small shop keepers who rely on regular customer who want fresh food. - Increasing the daily visitors permits to £4 with no more than 2 per day- how can this be justified? What if you have carers, childcare, live alone. This can only isolate people even more.

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<p>£10 increase to support admin & enforcement</p>	<p>I am writing to protest at the proposed increases to parking permit prices.</p> <p>1. You are increasing the annual cost of a resident's permit by £10. This may not in itself seem a big increase but it is an increase nonetheless and paves the way for future increases. I had to retire from work early due to ill-health but due to government policies I do not yet receive my state pension. Therefore I am on a fixed and limited income and do not have money to spare to hand over to Haringey Council. The council tax is high enough.</p> <p>2. As I mention above I cannot work but do not receive a State Pension yet so don't qualify for the concessionary rates for Visitors Permits.</p> <p>3, You are proposing to limit the number of Visitors Day Permits to two at any one time. What is the reason for this and what am I supposed to do for visitors who come to stay for longer than two days?</p>
<p>£10 increase to support admin & enforcement</p>	<p>I object to your increasing the parking permit charges.</p> <p>I have never seen a CEO and see no reason why this should cost more than it did last year. Why have your running costs increased? When did you last patrol Grand Avenue? When did you last give out a ticket?</p> <p>It seems more likely you are price gouging as we have no alternative but to pay whatever you ask if we want to be able to park in our borough.</p> <p>Finally, if you are keen on 'more sustainable modes of travel' why are there still no widened pavements or additional cycle lanes to enable social distancing and less use of public transport? Why am I walking down the middle of the road alongside the buses, to get away from all the pedestrians? You don't care about sustainable modes of travel at all, I would argue; you'd just like a bit more cash.</p>
<p>£10 increase to support admin & enforcement</p>	<p>* Parking permits – a £10 increase across all existing parking permits to support the significant costs of running, maintaining and enforcing our parking infrastructure. This is unjustifiable as we have not seen any changes regarding the running, maintaining and enforcing our parking infrastructure ... everything is still the same you just increase the costs every year with no changes.</p>

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<p>£10 increase to support admin & enforcement</p>	<p>I am surprised that you say the costs of running, maintaining the and enforcing the parking infrastructure are so high given that this is all additional revenue that you didn't collect a few years ago..</p> <p>I would also comment on the ease with which your enforcement officers give out tickets, late last year I was given one for one of my tyres being slightly on the kerb, not even on the pavement slab, given that I was parked on a curve in the road the fine was totally unnecessary, and makes my attitude towards Haringey Council very low indeed.</p> <p>I am a strong environmentalist who cycles most places but needs a car for occasional work and family commitments, and I feel this is a poor way to manage parking in the borough, and I would vote against any additional charges particularly at this difficult time for so many.</p>
<p>£10 increase to support admin & enforcement</p>	<p>My comment is as follows:</p> <p>By increasing the charge by a flat sum of £10.00, Haringey is penalising most heavily, the cars which produce the lowest emissions. This seems odd. It produces a sliding scale which slides in the wrong direction.</p> <p>Have I misunderstood something? Could you please explain your reasoning?</p>
<p>£10 increase to support admin & enforcement</p>	<p>Please could you provide evidence on the benefits that running, maintaining and enforcing your parking infrastructure provides?</p>
<p>£10 increase to support admin & enforcement</p>	<p>I live on the archway road. In 2018 my parking permit jumped from £114 to £180 and whilst in part I understand the need to reduce emissions this is a significant jump. You are now proposing a £10 increase which I Would like to understand what it is for. I already cannot park outside my house as it's apparently a different zone, but I renew my permit every year online and print of myself so I think there is very limited administration needed by Haringey that could justify this increase. I oppose this basic £10 increase to all permits.</p>
<p>£10 increase to support admin & enforcement</p>	<p>I do not think you should be increasing all parking permits by £10. Surely you should not be charging more for electric and Hybrid cars, otherwise what is the incentive of buying a cleaner fuel car in the borough?</p> <p>You are penalising the cars that have clean fuel!</p>

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<p>£10 increase to support admin & enforcement</p>	<p>My question is I will be nice to understand with elaboration why all of a sudden there is a need for this and what exactly is needed and where this money will be spent in terms of running and maintaining and more so to enforce the parking infrastructure it would be nice to understand the details of what is involved in each of these processes and where the funding is coming from 360° from grants from the government or from the council tax that people are paying.</p> <p>London is the densest city in the country and we are having parking permits for people you don't see in other cities and towns in UK. Councils in London can pick up so much money and the need to increase makes no sense at all.</p>
<p>£10 increase to support admin & enforcement</p>	<p>I strongly oppose to increasing parking permit prices, administration fee and one-street-pay-to-park.</p> <p>The streets are full of large potholes - which are not repaired for months and then only some of them, others still left untouched- tree branches badly affecting the area - you removed tiny, tiny tree using 6 men and 2 cars, but not touching big one?, streets are dark and not safe, a lot of rubbish on the streets, dirty dustbins - who is going to clean them or exchange? - nobody cares.</p> <p>You narrow immensely parking for owners of permit and you want to increase prices - now!! when we are in difficult covid-19 time?</p>
<p>2</p>	<p>. £50 surcharge on multicar permits</p>
<p>2. £50 surcharge on multicar permits</p>	<p>There is a lack of clarity regarding the way these new surcharge fees will be applied. For example, would an individual who's car is the second in the household and also owns a diesel car be required to pay an overall charge of £130 (£80-Diesel + £50-Second car) or would the charge be the highest surcharge fee (£80 - Diesel)</p> <p>Also will the money collected through these surcharges be ring fenced to be spent on road improvements as it is hard to believe that these charges reflect any real increase to the costs of running the parking scheme as it currently stands.(question)</p>
<p>£50 surcharge on multicar permits</p>	<p>I am shocked at these increases especially penalising people for having more than one car. We are living in times where adult children are living at home longer because they cannot afford to buy their own home. So lots of families will have more than one car. Now we are being advised not to use public transport and I am too nervous to ride a bike. It is too far to walk to work and yet I am being penalised financially.</p> <p>A 25% increase in parking fees is just outrageous. They are already expensive. You say this is to stop short journeys. However, I have to take my car as I am unable to carry my shopping.</p> <p>This is just a money-making scheme by Haringey council. You should publish a breakdown of the cost of running resident parking and the amount of money that is paid for permits. Plus, all the money you receive from parking fines. Then residents might understand. I doubt this will happen and the poor driver will be exploited yet again. I strongly object to these price rises.</p>

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£50 surcharge on multicar permits	Sirs/Madame, I have a lodger who also has a car. Can you tell me who has to pay the £50 surcharge for the extra car?
£50 surcharge on multicar permits	Totally disagree with this. We was promised free parking due to the proximity to the stadium and now children are staying home longer we have multiple cars all the kids are working and paying tax and I have always been up to date with our council tax I am a builder so need a van for work and as the wife has a disability, I also have a car so this could end up costing this house hold an extra 130.00 per year We have very little access to services for free we pay for the gym etc. and the wife because I'm working does not get the government help others do once again working class people are being punished for doing right
£50 surcharge on multicar permits	Additional parking permits - A £50 surcharge on second and subsequent permits to reduce car ownership, promote active travel and more sustainable modes of travel. Not supported without amendments. Whilst we support the aim of reducing car use and the number of cars on the road, we feel this could unfairly penalise some households who need to have more than one vehicle. There should be some exemptions or concessions applied to this. Diesel fuelled vehicles - An £80 surcharge for diesel fuelled vehicles to highlight the impact of diesel emissions on local air quality and influence cleaner future vehicle choices. Not supported. This is an unnecessary further penalty for diesel car owners who are already in a position where they will have to sell
£50 surcharge on multicar permits	Additional parking permits – A £50 surcharge on second and subsequent permits to reduce car ownership, promote active travel and more sustainable modes of travel. Opposed. This discriminates against larger households e.g. where parents or joint householders work and more than one car is needed. It will not achieve the aims you seek to promote as households needing two vehicles will simply have to pay the surcharge. As an example, I cycled to work for the last ten years but my new job is such that travel by public transport is not a sensible option. My wife needs her car as she cannot travel by public trans
£50 surcharge on multicar permits	Dear Haringey Council * Additional parking permits – This appears unfair to household with large families, essential you are penalising people for living collectively in a house. How can the allocations for a parking permit be the same for a 2-bed flat and a five-bed household?

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£50 surcharge on multicar permits	<p>My comments regarding your proposed amendments to parking charges are as follows:</p> <p>Additional Parking Permits - A surcharge of £50 for a second vehicle is excessive.</p> <p>a) It is important to acknowledge that in the age of COVID it will become increasingly difficult to find alternate sustainable modes of travel that are safe for all family members and therefore car travel is still, unfortunately, needed because it is safe.</p> <p>b) The Council does not appear to be making any distinction in charges between cars with lower CO2 emissions, as it did previously, or hybrid/electric cars.</p>
£50 surcharge on multicar permits	<p>My opinion is that self-employed individuals should have one vehicle for business uses and one for personal uses because it's not convenient to use one car for both purposes, especially for families with children. I think it's discrimination and requires legal action.</p>
£50 surcharge on multicar permits	<p>Thank you sharing the proposed permit changes. However, I don't agree with most of actions that the borough would like to take. Firstly, I think that an increase in permit prices isn't fair, and neither is having to pay £50 for an additional household car. People in my household have to go to work due to the increasing council tax, service charges and sink foundation prices that you charge and increase every year, on top of their mortgage. I'm a key worker and need to use my own car get to different areas of my NHS trust and therefore can't share a car. Living in and being surrounded by flats, it's hard to ever find a parking spot when coming home. Especially on the weekends. So unless families will have designated parking spots, or increased parking hour restrictions so visitors or non-parking permits can't take our spaces, those proposed ideas should be reviewed.</p> <p>Secondly, I don't mean to be offensive, but why s</p>
3	£80 diesel surcharge
£80 diesel surcharge	<p>As requested I write with regards to the above and would comment/question as follows.</p> <p>Parking Permits. Please expand on how and where the costs of administering the parking infrastructure have increased, specifically as it relates to the AP CPZ.</p> <p>Diesel Fuelled Vehicles</p> <p>Please explain further how a surcharge will highlight the impact of diesel emissions on local air quality? Diesel vehicle owners already pay higher CPZ charges, fuel and road taxes so are likely to be aware of this issue already. If the intention is to target the highest polluting vehicles surely a mileage based charge would be more effective because a diesel vehicle that completes only a few thousand miles a year will produce much less pollution than a mini-cab with a petrol engine? Otherwise the surcharge appears to be nothing more than a poorly veiled additional tax on diesel vehicle owners.</p>

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£80 diesel surcharge	We are due to renew the parking permit for our diesel car in July this year; if the proposals go ahead, would we then be charged the extra £80 in November, or would we be exempt having purchased the permit prior?
£80 diesel surcharge	<ol style="list-style-type: none"> 1. You should allow Euro 6 diesel cars without surcharge in line with the rest of London legislation as it's a lot cleaner than old petrol cars. 2. You shouldn't charge residents for owning a diesel car in an event day parking zone by £90 while external drivers get a free pass during game-free days, which is most of the time. If charges are imposed, nobody else should park on my street (diesel or petrol), so I at least I have a cleaner street and air to breathe. 3. Don't restrict visitor permits to two per day. Many people have big families and will be spilling over their parking on our street which is free to park outside of event days, and my kids and I will end up choking on other people's diesel and petrol fumes!!! Also, I should be able to have more than two drivers visiting me or even trades when they're working on my house. 4. Current visitor permits should be exchanged to the new visitor permits completely free of charge.
£80 diesel surcharge	<ol style="list-style-type: none"> 1. You should allow Euro 6 diesel cars without surcharge in line with the rest of London as it's a lot cleaner than old petrol cars. 2. You shouldn't charge residents for owning a diesel car in an event day parking zone by £90 while external drivers get a free pass during game-free days, which is most of the time. If charges are imposed, nobody else should park on my street (diesel or petrol), so I at least I have a cleaner street and air to breathe. 3. Don't restrict visitor permits to two per day. Many people have big families and will be spilling over their parking on our street which is free to park outside of event days, and my kids and I will end up choking on other people's diesel and petrol fumes!!! Also, I should be able to have more than two drivers visiting me or even trades when they're working on my house. 4. Current visitor permits should be exchanged to the new visitor permits completely free of charge.

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£80 diesel surcharge	<p>The £80 surcharge on diesel vehicles does not 'influence cleaner future vehicle choices' as claimed, unless it is applied only to new permit applications – i.e. for vehicles that are not currently registered.</p> <p>I have no doubt that I am one of many hundreds of thousands of people around the UK who were effectively misled by a combination of government and the automotive industry into believing that we were doing the right thing from an environmental sustainability point of view in purchasing a diesel car many years ago. We are not wealthy, and do not have the means to change our car in the short to mid-term, not least as the re-sale of trade-in value of our sole family car has been materially impacted upon it coming to light that we were all misled, including as a result of criminal fraud on the part of certain vehicle manufacturers.</p> <p>So, I welcome Haringey's admirable aim to reduce both congestion and pollution, but do not believe that applying the £80 surcharge to a new diesel is quite wrong</p>
£80 diesel surcharge	<p>Diesel fuelled vehicles – An £80 surcharge for diesel fuelled vehicles to highlight the impact of diesel emissions on local air quality and influence cleaner future vehicle choices.</p> <p>This seems very unreasonable given the forthcoming changes to the congestion zone - this will disproportionately affect families who are more likely to have larger cars with diesel engines and are invariably the most financially stretched.</p>
£80 diesel surcharge	<p>Leave things as they are, stop penalising diesel drivers who might not be able to afford a new vehicle .</p> <p>The latest diesel vehicles are clean and are not penalised when entering The ULEZ , why are you penalising possibly poor and elderly drivers ??????. They may not have blue badges but are not very mobile and need to make short journeys for the daily shop.</p> <p>I have a blue badge and two diesel vehicles; I pay a full parking charge on one of them as the companion badge can only be allowed for one vehicle. Why should I pay more when I can only can drive one at a time?</p> <p>A house split into 3 flats with three cars would only pay the standard fee but The same house as one dwelling would be penalised if they had 3 cars . Once the ULEZ extends many people will be penalised you will make It worse !!!.</p> <p>Don't turn an ordinary necessity in to a cash cow.</p>
£80 diesel surcharge	<p>Hi, I object to the increase on the following grounds:</p> <p>B. Modern diesel cars are scientifically shown to be less polluting than many petrol cars . TfL have a check to test any car. So to victimise diesel car owners is discriminatory and probably illegal if your criteria is cleaner air (as modern filters are extremely efficient - and have lower emission ratings than many petrol cars). I do not think your blanket proposal on diesel cars would survive legal challenge.</p>

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£80 diesel surcharge	<p>I feel that the surcharge on diesel fuelled vehicles feels rather excessive. My wife and I recently changed our car ahead of the roll out of the ULEZ expansion. It is still a diesel but fully ULEZ compliant. Surely if this car is suitable for the stringent requirements of the ULEZ (which I am in favour of) then how come it isn't good enough to not warrant additional charges from the council?</p> <p>Also, I don't really understand the move to limit visitor permits to no more than two at a time. What are you hoping to achieve with this move? I don't understand why having more than two permits per household is a problem; they still only get used as and when they are needed and we still pay the same amount for a permit regardless if we have two or twelve. Surely all this is going to mean is that there's more admin for the council as people have to order permits more</p>
£80 diesel surcharge	<p>I'm afraid the £80 surcharge for diesel cars is beyond my comprehension, apart from being probably ethically wrong. A surcharge is an extra charge on an existing charge. Which existing charge is this? I pay for resident's parking and my car will occupy no more space than now so no justification there. I pay road tax which is DVLA imposed and out with local authority control so your surcharge cannot apply to that.</p> <p>This attempt at imposition of yet another charge strikes me as being politically motivated and politically correct in its worst form - if not legally contentious. (I also already pay an extra £75 for green waste collection which I thought would have been of benefit to society or commercial interests, not a liability. What happens to that green waste, by the way?)</p> <p>Furthermore, we have had our small diesel car since 2009 when we were encouraged by Government to buy diesel. That is what I mean by its being ethically dubious.</p>
£80 diesel surcharge	<p>Please note my objection to the proposed amendments to parking charges and permits, specifically in regard to the £80 increase for diesel vehicles and the £20 administration fee for processing refunds.</p> <p>If someone is in need of a refund I expect they could also ill afford the £20 fee. Please keep the costs as low as you possibly can considering the loss in income many people are experiencing due to the pandemic this year.</p> <p>While I completely understand the importance of reducing emissions from diesel vehicles I would urge you to consider the environmental impact of residents being encouraged to buy new petrol cars in efforts to avoid this charge. It is surely beneficial to the environment for us to keep our current vehicles until they are thoroughly 'used up', regardless of the fuel they use.</p> <p>Could you consider a reduced charge for residents who are re-registering an existing diesel vehicle? I would support the implementation of a high £80 for newly re</p>

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£80 diesel surcharge	I am a London Cab Driver. When I bought my cab I had no choice other than a Diesel engine. As a working vehicle it is also a "second" car as my partner works in an industry where he works unsocial hours so has to travel outside of the hours that public transport operates. I therefore have very little choice but to drive my vehicle, unless I can find £65000 to buy an electric cab. Following COVID where I have earned absolutely no money, I am unlikely to be able to afford to upgrade my cab for several years. As my cab is necessary for my work, can you not consider some sort of reduction in the costs of parking?
£80 diesel surcharge	I am looking to buy a car. You have put a blanket charge on diesel cars, what about the ULEZ compliant diesel cars Which have lower emissions than most petrol cars? Can you let me know soon please and it will be influencing what I buy and I need to buy a car soon
£80 diesel surcharge	I write to disagree with the diesel surcharge for modern cars as there is an European standard (Euro 6). So if my car is diesel and meets these standards there is no point of applying a surcharge. As it stands cars with these standards are exempt from ULEZ and LEZ charges. Besides that, some of these newer diesel engines have even low emissions than their petrol counterparts. I propose these surcharge should only apply to older diesel engines manufactured about a decade ago not the newer generation integrated with modern technology that permits lower emissions.
£80 diesel surcharge	<p>I have just read this e-mail and would like to make the following comment regarding diesel vehicles. I have noticed a number of London authorities adopting a discriminatory approach to all diesel vehicles especially citing harmful emissions as being the main reason for adopting a blanket approach to charging.</p> <p>Will allowance be made for ultra-efficient diesel vehicles that produce lower emissions than petrol cars and that attract a lower road tax duty than equivalent sized non electric vehicles? I feel that adopting a generic approach unfairly penalises emissions-efficient diesel vehicles and owners who adopted a responsible approach to environmental issues</p>
£80 diesel surcharge	<p>My comments on the diesel surcharge:</p> <p>I understand and agree with your proposal to "highlight the impact of diesel emissions on local air quality and influence cleaner future vehicle choices." The £80 surcharge, however, seems a heavy penalty for those who have made choices which meet the ULEZ emissions standards: Euro 6 (NOx and PM) for diesel cars, vans and minibuses and other specialist vehicles</p> <p>I strongly oppose, therefore, this decision which is out of keeping with the ULEZ targets. Instead, I would suggest that the surcharge is put on those diesel vehicles that do not meet ULEZ. This would continue to meet the two key intentions of the proposal: to reduce the impact of diesels emissions and encourage more environmental choices. It would also be in keeping with the current way that parking permits are priced according to the emissions that a car produces.</p>

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£80 diesel surcharge	I agree to most things here, other than the additional charge for all diesel cars. I have just bought a ultra-low emission diesel to keep my pollution level low. Therefore any ULEZ diesels should be exempt - I hope this is considered and agreed as sensible and in line with the central London government's policy.
£80 diesel surcharge	<p>I've read through this and think it is remarkably unfair. As far as I can tell, it is merely another way of generating income for the council. We have a modern diesel car that is very efficient and complies with ULEZ standards. There isn't currently enough infrastructure or support to justify purchasing an electric car and we are not at an income level where that is currently an option.</p> <p>CPZ has changed nothing for us in the years that we have lived here, except to make it more expensive to park.</p> <p>This whole proposal is highly unpopular, and my family definitely opposes it. In light of the fact that so many of us are suffering financially due to income loss from COVID, I'm amazed that it's being put forward.</p>
£80 diesel surcharge	<p>Dear sir/madam,</p> <p>I would like to strongly object to the following points: 1) Increase in cost of parking permits, and such a significant increase for diesel fuelled vehicles.</p> <p>I strongly support measures that discourage diesel vehicles in our area, and that are aimed to change behaviours to make our streets cleaner and safer. However, during a year when so many in Haringey have been subject to so much financial hardship, such significant increases this year would feel tone deaf.</p> <p>In addition, this measure risks having a disproportionate impact on disabled people and those who are medically shielding, for whom a car may be the only safe and accessible form of independent travel for the foreseeable future. The disabled blue badge scheme does not cover a range of people with disabilities and/or support staff.</p>
£80 diesel surcharge	<p>Thank you for sharing the proposed changes to the parking regulation in the borough. I am strongly opposed to them for the following reasons:</p> <p>* Last year we sold one of our two diesel cars and replaced it with a low emissions hybrid vehicle because, like most people, we were concerned with the impact of our cars on the environment. As a result of your proposals, we would now have to pay £150 more per year in additional parking charges: £10 per vehicle &#43; £50 charge for the second vehicle &#43; £80 for the diesel car.</p> <p>* If the objective of this exercise is to motivate the polluting car users to switch to cleaner vehicles, then why not make the changes cost neutral, so that you penalise diesel cars and reduce parking charges on newer, less polluting cars? Otherwise, such a sharp rise in charges seems like a cynical way to increase taxes at a worst possible moment</p>

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£80 diesel surcharge	<p>Whilst I completely understand the need to review charges such as these, it is necessary to do so with some intelligence so as to ensure both fairness and credibility for the end user. There is no scientific logic in the blanket approach currently being proposed for the significant increase in parking charges for all diesel cars, and such an approach attacks both high and low polluting vehicles at the same time. It is simply not true that all diesel engine cars are more polluting than all petrol engine ones.</p> <p>A little research would show councillors that not all diesel powered cars are the same in terms of emissions. Indeed any "Euro 6" compliant Diesel engine will be vastly superior to any pre-Euro 5 petrol engine in this regard and should not be penalised when compared against them. Such a blanket approach will unfairly affect all those who have in good faith replaced their older, higher polluting vehicles with new clean diesel engine cars, in order to comply with</p>
£80 diesel surcharge	<p>Dear Cllr Ejiofor, Ms Cunningham and all at Haringey Parking Services,</p> <p>I write to object most vehemently to the punitive and discriminatory amendments you have proposed regarding parking charges and permits.</p> <p>Whilst some of the proposals may indeed have potential merit under different circumstances, the more aggressive measures, including those relating to diesel vehicles, are completely outrageous, and the appalling timing of these proposals which amount to nothing more than an attempted 'cash grab' from the motorist truly beggar belief. It is both offensive and somewhat grotesque that some employees of Haringey Council who have had the good fortune and luxury of being able to continue working over the past few months appear to have spent their time conceiving seemingly draconian and malicious ways to punish and disenfranchise the very residents they should be supporting during this catastrophic period. Many of us work in industries that face an uncertain if not impossible future</p>
£80 diesel surcharge	<p>Philip Lane N15</p> <ul style="list-style-type: none"> * I do not agree with an £80 surcharge for diesel fuelled vehicles. * I do not agree with a £50 surcharge on second and subsequent permits. * I do not agree with a concessionary age increased from aged 60 to aged 65. * I do not agree with an On-Street Pay to Park and Off Street car parks - a 25% diesel surcharge.

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£80 diesel surcharge	<p>Midhurst Avenue N10.</p> <p>I object to the proposed increase in charges, particularly the additional fees for second cars and for diesel vehicles. With the introduction of ULEZ charges to our area next year there is no need for the local council to add additional costs for diesel vehicle owners. They will be penalised on a usage basis by ULEZ.</p> <p>It is unfair to penalise households for second vehicles. Many homes have a number of adults residing in them and they should not be penalised compared to single occupancy or single family residences.</p> <p>I hope you will revise your plans to take account of these issues.</p>
£80 diesel surcharge	<p>It is with great interest that I have received and read your email about the proposed amendments to parking charges and permits. I am writing to respectfully ask a couple of questions as I didn't see a clear answer in the FAQs.</p> <p>I notice it is proposed that "An £80 surcharge for diesel fuelled vehicles to highlight the impact of diesel emissions on local air quality and influence cleaner future vehicle choices."</p> <ol style="list-style-type: none"> 1. What about those who are Motability diesel fuelled vehicle keepers and who do not choose to have such type of vehicle? How will they be affected by the £80 surcharge increase? 2. Furthermore, you go on : "Consideration was given to exempting Euro 6 diesel compliant vehicles from the proposed diesel surcharge, and in doing so align the surcharge with the Ultra-Low Emission Zone (ULEZ) criteria. However, several cities are taking steps to ban all diesel fuelled vehicles from city centres, and our policies support the view that the use of a
4	Surcharge of 25% to discourage short trips
Surcharge of 25% to discourage short trips	<p>I would like to object to certain elements of the proposed changes to parking charges. In particular, I object to the proposed 25% surcharge to on-street park to pay areas and off-street car parks to 'discourage short trips within the borough'.</p> <p>We should be encouraging residents to shop locally and support our local high streets. I would go one stage further and say that we should encourage people from outside the borough to visit our high streets and spend money in our local shops, restaurants and pubs. To do this, we have to recognise and acknowledge that a large number of people will only do this if they can drive to the shops/restaurants. Increasing parking charges will discourage residents and others from doing this and what we will see (as has already happened) is a closure of businesses and our high streets being populated with empty outlets and/or a plethora of charity shops as drivers take their custom elsewhere. Have a walk around Crouch End Broadway and Tottenham</p>

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Surcharge of 25% to discourage short trips	<p>Re your proposed 25% Surcharge for street parking - I strongly believe you should think more carefully in balancing between the objectives and effects 'to discourage short trips within the borough' and 'to encourage & assist/support local high street shops by facilitating such shopping trips'.</p> <p>Then my own more personal issues of recovering from major Knee Surgery just last year. Then suffering a Stroke just last month in midst of Covid-19, and rushed to National Neurological Hospital for treatment followed by neck surgery for Carotid Artery, and now in recovery back home with help and encouragement of support teams in Haringey & The Stroke Association. Three Cheers for our wonderful NHS Teams :):):) .</p> <p>I prefer to be encouraged to continue regularly visiting my local shops in Crouch End , Green Lanes etc, rather than being forced to fully rely on a big weekly Sainsbury shop to deal with all our shopping needs. I am not the only one so affected.</p>
Surcharge of 25% to discourage short trips	<p>Just emailing to highlight my concerns regarding the parking price increase. Especially the pay to park increase for customers to park in the area. Businesses are already struggling to attract customers and with the price increase this will put off customers even more in these difficult times.</p> <p>Please can reconsider these price increases as businesses are already struggling especially in Turnpike Lane as many shops already have closed down. .</p>
Surcharge of 25% to discourage short trips	<p>I gather the council intends to further put pressure on Haringey residents and businesses by ratcheting up the already grotesque parking charges in the borough. The principal effect of this will be to drive more shops out of Crouch End as customers are no longer able to use them.</p> <p>It is none of your business how many vehicles we own or where we take them. It is a free country, and if we want to walk somewhere, we can do so. You don't come into it. Your job is to repair streets and make our lives easier, for all our wealth you are entrusted with.</p> <p>Incidentally, having residents' permits means I use the car more. If I can't leave it be, in my street, it comes with me.</p>
Surcharge of 25% to discourage short trips	<p>I live at Tintern Road N22 and I think putting the prices up is to unfair because living in the zone W S we are not even able to park near the shopping centre or the Wood Green station, so in my opinion people who lives outside the Wood Green Zone should be charge differently not only Base of the CO2 emission</p>
Surcharge of 25% to discourage short trips	<p>Parking charges for on street parking and off street parking in commercial shopping streets should not be increased. We need to encourage as much shopping in the high street not drive people into shopping centres.</p>
5	No more than 2 VPs in use at same time. Daily and hourly?

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<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>I am writing as Chair of the Southwood Lane Residents Association. A question has been raised about your proposed changes to visitor permits. Your website says: Visitor permits - households would be limited to no more than two daily visitor permits at any one time. Please could you clarify what this means?</p> <p>At the moment we buy visitor permits by the hour, and can buy large batches in one go. This is essential if, for example, we have builders working in our house for a couple of weeks, and need permits every day to park nearby. The implication in your proposal is that we will only be able to buy two daily permits at one time. Does this mean that you can only send two days' worth of permits at one time, and after these have been used we can apply for two more? I find this hard to believe, but it does seem to be what your wording suggests. Or are these daily permits more of a permanent permit that we can allow visitors to use and then return to us to be used again,</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>I live in Hillside Road N15. Recently, I bought a bunch of parking permits especially for maintenance people, or for emergency work people who may need to park their van on the street. Will those permits still do to cover maintenance vans? I am now 70 years old. Please let me know.</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>Regarding the proposals to change the regulations and in particular to Visitor permits – households would be limited to no more than two daily visitor permits at any one time. 1) This does not make sense, it does not say over what time period! Can I for instance order 2 every day or will this be limited to 2 in any one week, month, year?? You need to make this clear as it can take up to 10 days to order online.</p> <p>2) I have 2 children who come regularly to visit and bring my grandchildren and sometimes spend the night or a couple of days, by this limit they would be severely restricted and unwanted intrusion on family life. I suspect this is to cause residents to have to purchase a lot more hourly passes and raise revenue. If this is the case be honest and say so.</p> <p>Leith Road N22</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>I would be against limiting visitors parking; my parents visit regularly and can only do so by car. I would be against any rise in charges for residents. The charge for diesel seems excessive for those drivers who already have a diesel car, bought in good faith. I don't see any reason to change the parking regs we already have in place.</p>

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<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>I would like to comment on the proposed limit to visitor permits. Visitor permits – households would be limited to no more than two daily visitor permits at any one time. It's a very rare occasion in which someone needs to use more than two daily visitor permits at once, but you are suggesting a limitation that might prevent someone who very rarely uses up a visitor space, from having more than two sets of visitors over for a milestone family gathering after a wedding/funeral etc. Why impose this limit if the space is being paid for? Is this really a problem when the council now needs to limit visitors to a particular address? Alexandra Road, N8</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>Which of the categories below apply to the vehicles of those undertaking work on nearby properties? Southwood Lane, Highgate</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>The limit to only 2 daily visitor permits at any one time feels pointlessly restrictive. You don't always know when you are going to need them and unless you can make the process of getting them to us quicker this doesn't feel workable. Would a limit of 5 be more reasonable?</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>I appreciate that the council need to increase the funds available and some changes are necessary; however I strongly object to several of the proposed changes:</p> <ul style="list-style-type: none"> * The plan to reduce the number of daily permits available at any one time to 2. This is grossly unfair. Many residents of Haringey have family and friend living outside London or off the public transport network. To enable family and friends to visit for gatherings, or to stay a few days, necessitates more than one daily permit. Visitors may also be elderly, have disabilities or small children, all of which present challenges when using public transport. * The £20 administration fee for refunds is very high. Surely the cost should better reflect the time spent in processing the refund? * I agree that that the use of Diesel cars should be discouraged. However, residents who already own diesels should be supported by gradually introducing this

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<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>With regard to your proposed changes, I would like to object to the restriction on the number of visitor permits per day per household. My wife is self-employed and teaches art from a studio at home. Your proposed restriction on visitor permits would effectively put her out of business (she has up to 4 students at a time) as it would not be economic to teach such small classes as your amendment would allow. This would therefore result in a loss of income to our household.</p> <p>There are no problems finding a park in our street currently, so your proposed restriction would serve no benefit but would render my wife unemployed.</p> <p>We reserve our position as to legal challenge with respect to restraint of trade and loss of income should this element be imposed as currently proposed.</p> <p>I would welcome an opportunity to discuss if you wish to call me</p> <p>Fortis Green Avenue N2</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>I live at Priory Gardens N6. I have read your proposals and I am concerned about the limit on daily visitor permits to two at a time. This would be very difficult to manage if you had builders doing work on your house; in my experience this usually takes more than two days ! Residents need the flexibility to hold multiple daily permits. It is time-consuming to apply for permits on your website and there is always a delay between ordering and delivery. Will residents receive a credit for parking vouchers they hold and what would be the process for claiming it?</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>I don't agree with the proposal to limit houses to no more than 2 visitor permits per day. Due to family living in different areas, when we have a family gathering, this would make this impossible as we would be limited to 2 daily permits.</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>Regarding the proposed changes to parking permits, the meaning of the proposal as follows is unclear:</p> <p>* Visitor permits - households would be limited to no more than two daily visitor permits at any one time. Daily visitor permits would increase to £4 across all CPZ areas. A concessionary rate discount of 50% will be applied to the visitor permit charge for those aged 65 or over, or if registered disabled.</p> <p>Does this mean I can only buy 2 visitor permits at a time? What if I have a family member visiting with a car for 3 days in a row? This would be completely unreasonable, affecting our childcare arrangements (family members who visit regularly for a number of days at a time, to provide childcare for my toddler). Or does it mean that I can only have 2 cars using a visitor permit on the same day? If that is the case, this seems totally reasonable.</p>

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<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>I have lived on Umfreville road for years and have owned a car for much of these years. I have no issue with paying for a permit and am fine with the increase in cost. I do however have an issue with the potential reduction in visitor permits - at the moment I can order a lot of daily visitor permits which is very helpful for when family are visiting. I have no issue in paying for these. But it seems you are hugely reducing the amount available to households. I think this will be very problematic given the current situation with COVID19, people will be travelling more in cars and less by public transport to keep SAFE. I feel this has been overlooked in your plans. Please let me know if there is anywhere I can escalate this concern.</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>It is not clear what is meant by, "households would be limited to no more than two daily visitor permits at any one time". Does this mean: * you can only order two permits at a time , * you can have a visitor to stay for no more than two days, * you cannot display more than two daily permits at a time, * or you can only have a maximum of two visitors at a time? Clinton Road N15</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>I have a disabled child who has to be educated at home with tutors. This requires between 3 and 5 tutors coming to the house each day plus other visitors such as Camhs, SALT etc. I see there are proposals to limit the number of daily passes, I'm not sure if you plan to also limit one or two hour passes. These are a significant expense for me and something we rely on. I use the companion badge scheme for the family car so as far as I understand I cannot then use the blue badge for visitors. I imagine people with a high requirement for assistance will also need lots of visitors' permits. Is there anything which could be done to accommodate this please?</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>Are you scrapping the one hour and two hour visitor permits and residents will only be able to purchase daily ones? And one home can only use 2 daily permits per day?</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>Whilst an initiative to reduce pollution is to be encouraged certain of these measures will disproportionately inconvenience residents as against the limited benefit they provide. Most notably the limit on daily visitor permits, i.e.: "Visitor permits – households would be limited to no more than two daily visitor permits at any one time. Daily visitor permits would increase to £4 across all CPZ areas. A concessionary rate discount of 50% will be applied to the visitor permit charge for those aged 65 or over, or if registered disabled." will cause genuine difficulties. This policy discriminates against young families, for example a family who wanted to hold a birthday party for a child would almost certainly require more than two permits, both for family travelling distances and local friends. By necessity events including young children need to take place during</p>

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<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>I think the increased residents' fees seem reasonable, in the scheme of owning a car they are not unfair costs, and I am a car owner myself, so am aware this will affect me. However I HUGELY disagree with the maximum of two daily visitor passes per household at any one time. This is extremely discriminatory to those who need special visitors, and very problematic to those who rely on visitors. When I had my new baby visits from my mother were a lifeline, and with a new one on the way this idea terrifies me. When my friend broke his ankles visits to help him around the house were a lifeline.</p> <p>Those with off street parking in their own front gardens will not be affected and once again it means that those with bigger houses and more money will benefit from visitors where people in flats and smaller accommodation won't, making it discriminatory to people like the elderly who are less likely to live in big houses with off street parking.</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>Hi I've received the proposed changes for parking in the Haringey council. I myself does not live there, but I order the visitors permits on behalf of my parents. I can't believe you are trying to restrict the number of visitors they can only have per day. My parents have 4 adult children some of which have kids of their own which are driving, so if we had a family gathering, does that mean only 2 vehicles are allowed? This borough is getting worse and on top of that when it comes to football matches we have to try and avoid visiting them during that time because they have to provide a permit for that as well, especially if it's a weekend. Everything is getting costly, as they're pensioners plus my dad has dementia. Yes, you do give discounts for them, but why should they have to pay for families or friends to come and visit on their own property that they own. This is getting ridiculous, which is why I've moved out of London in the first place.</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>I HUGELY disagree with the maximum of two daily visitor passes per household at any one time. This is extremely discriminatory to those who need special visitors, and very problematic to those who rely on visitors. When I had my new baby visits from my mother were a lifeline. When my friend broke his ankles visits to help him around the house were a lifeline.</p> <p>Finally those with off street parking in their own front gardens will not be affected and once again it means that those with bigger houses and more money will benefit from visitors where people in flats and smaller accommodation won't making it discriminatory.</p>

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<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>My household has 6 adults living in it. 4 of which are young persons aged over age 21.</p> <p>We are not in a CPZ, however as a Haringey resident I wish to make comments as I oppose some of the principles of the proposals. The application of permits and surcharges and limits to daily visitor permits on a per household basis is unfair to large households which are far more environmental than multiple small households. Large households with young persons often include those with jobs that can involve late night work or require the person to have car transport. For example, in our house two are key workers in NHS and education. Car insurance restrictions and pricing means that more than 2 young persons are unable to be insured on their own car for any premium and the cost for more than 1 young person Insured on a single car is often prohibitive.</p> <p>Accordingly, many large households have several vehicles but on a per adult basis have less vehicles</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>Do the proposed parking changes mean that the current one-hour visitor vouchers will no longer be available, and that only daily visitor vouchers will be available? It's not made explicit in the consultation documents.</p> <p>Umfreville Rd N4</p>
<p>No more than 2 VPs in use at same time. Daily and hourly?</p>	<p>Can you please let me know if there are any changes proposed to the one hour visitor parking permit as these do not seem to be included in this consultation?</p> <p>Warham Road N4 1</p>
<p>6</p>	<p>Daily Visitor Permits to increase to £4. What about hourly permits?</p>
<p>Daily Visitor Permits to increase to £4. What about hourly permits?</p>	<p>I am writing to ask about the increase in the Visitor Permits. I don't have many visitors with a car so I have a lot of permits from the last time I ordered some. Will these permits still be valid once the new prices come into place? If not, would you refund the ones that have not been used?</p>
<p>Daily Visitor Permits to increase to £4. What about hourly permits?</p>	<p>I currently have a few Visitor Parking Permits. I am age 80. Will I still be able to use them if the new proposed charges are agreed?</p>

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Daily Visitor Permits to increase to £4. What about hourly permits?	Please clarify the point in your email yesterday about the increase to the daily visitor permit. The St Lukes CPZ operates from 11.00 to 13.00 and I buy 1 hour visitor permits which are rarely used. You do not mention these. Are you proposing any changes to the one hour visitor permits? Fortismere Avenue London N10
Daily Visitor Permits to increase to £4. What about hourly permits?	I would like to object to the proposed increase in parking permit charges, and only allowing 2 visitor permits a day per household will prevent additional visitors on days when family/friends are visiting for occasions such as birthdays, etc. Many areas now only have permit controlled roads.
Daily Visitor Permits to increase to £4. What about hourly permits?	I'm a resident on Roslyn road N15, I have some particular concerns regarding your proposed changes. Particularly the escalation of pricing for visitors permits. You also mention that only two daily permits would be issued at a time? Could you please clarify this? When you say only two would be issued at a time what does this mean. We and other residents often require works done to our property eg building for extensions, plumbing or family visiting for more than two days at a time. To restrict us two permits at a time means no building works could go ahead in our area. Nor could any relatives visit us for more than two days at a time. This is unacceptable and without adequate justification.
Daily Visitor Permits to increase to £4. What about hourly permits?	I am writing to voice my strong objection to increasing the charges for visitor parking permits. Most of us use these permits for builders and plumbers, not just for guests who could have used public transport or cycled. It is completely unreasonable to tax us for carrying out home improvements or essential repairs (in addition to the VAT we already pay). Please consider issuing a fixed number of free daily parking permits for each household (20 annually would be a good place to start). That would be fair. Or, if you are unwilling to do that, I urge you to scrap the proposed price increase. Melrose Avenue N22
Daily Visitor Permits to increase to £4. What about hourly permits?	As far as I can see, the proposals do not state whether there is any change in the hourly as opposed to daily visitor permit costs. Also, they do not say what the limit might be on the number of hourly permits that can be purchased or the number that can be used at one time. This question is of importance for those of us who live in CPZs which have a daily restricted period of two hours. Grand Avenue N10

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Daily Visitor Permits to increase to £4. What about hourly permits?	* Visitor permits – households would be limited to no more than two daily visitor permits at any one time. Daily visitor permits would increase to £4 across all CPZ areas. A concessionary rate discount of 50% will be applied to the visitor permit charge for those aged 65 or over, or if registered disabled. There is no mention of the present hourly visitor permits. Could you let me know if it is the intention to abolish these so that only daily permits can be purchased? Stapleton Hall Road N4
Daily Visitor Permits to increase to £4. What about hourly permits?	I see no reference to any visitor permits other than daily ones. Short duration parking is of critical importance. Whether the permission is given by paper permit or digitally, this is a critically important part of residents' parking. Please make clear what your plans are. I do not support the limiting of visitor permits as outlined. Any residents having work done on their house or having visitors stay over should be able to get more than two days' worth at a time. Why not limit the number of permits annually or half-yearly.
Daily Visitor Permits to increase to £4. What about hourly permits?	I am shocked to see no mention of the 1hour visitor permit in the charges. My daughter often visits to drop off shopping as I currently do not have a car, does this mean that any visitor including workmen or brief visitors must have a £4 permit? This is wrong and means that for a non-car owner who accesses public transport that the cost of any visit is £4.
Daily Visitor Permits to increase to £4. What about hourly permits?	I wanted to write to express my concern over the proposal to increase parking charges on 3 points: (1) Lack of clarity around visitor permits, (2) Removal of 2 hour permits, (3) No provision for parking permits for essential work, (4) Lack of provision for cycling across the borough (1) The wording on the current consultation is confusing in stating that the limit is to 2 permits per day. It is not clear what this means in practice - are we only about to buy 2 at any one time or can we only use 2 on a single day (and how would this be enforced). Due to the time taken to get new permits (usually 3 weeks by post), it would be impractical to order them in groups of 2. More clarity around the process to support this rule is required. (2) We were disappointed to see the removal of the 2 hour permit, which has increased the cost of having visitors for an extended visit (but not a day). This is putting unnecessary taxes on residents without driveways

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<p>Daily Visitor Permits to increase to £4. What about hourly permits?</p>	<p>I live in Southwood Avenue and have been in the Highgate Station CPZ since it started. I have a few comments; 1 £10 price rise. The purpose of the CPZ was to stop congestion in the streets around Highate station. This has largely worked. But it is only a 2 hour zone during weekdays. However, the price for a resident just keeps getting higher every year. I remember when the cost of a permit was £80/year. It is now double that. You have got to stop raising the cost of a permit, without thinking about the impact on residents. I do not believe the infrastructure cost of operating the CPZ has doubled during this period of time- I do not see the area being patrolled more often. This is not a money raising exercise for Haringey. Also the Highgate CPZ only operates for 2 hours a day- so you only have to patrol it between the hours of 10.00am to 12 noon. This price rise is not justified by the CPZ service you offer residents</p>
<p>Daily Visitor Permits to increase to £4. What about hourly permits?</p>	<p>When our Woodside parking charges started (January 2017?) our scratch card visitor permits cost about 64p. To increase these over 800% within 4 years is unacceptable. Our 2 hour period of parking restrictions was introduced to stop commuters parking all day. It Has worked and no increase in cost is necessary. It is also unthinkable to introduce changes at a time when people are being urged to avoid public transport if they can to protect those who have no choice but to use public transport and public transport workers who have suffered badly in this pandemic. Your proposed actions are not just immoral but criminal. Finally, the hypocrisy. This is nothing to do with anything other than making money. Everyone is struggling financially including councils. But making poor citizens pay for it is not the way.</p>
<p>Daily Visitor Permits to increase to £4. What about hourly permits?</p>	<p>We live in Haringey and have never owned a car, so we are excellent examples of Haringey Councils stated aim of cutting down car ownership and usage across the borough. However never owning a car certainly hasn't saved us from the burden of paying for parking because when friends or family come to visit or we need work done on our home then we have to rush out and buy visitor tickets and as we are not the sort of people who charge our guests for parking we end up out of pocket and acting as unofficial parking wardens for the council. As we exemplify Haringey's stated aims I believe that we and other residents who do not own cars should be given a number of free visitor permits to reward us for helping Haringey council achieve its stated goals - this would mean that Haringey's well wielded stick of raising residents parking charges, charging more for owning more than one car and now applying a diesel penalty would also be tempered with the</p>
<p>Daily Visitor Permits to increase to £4. What about hourly permits?</p>	<p>I support, to the best of my ability, my mum who has dementia and who lives in your Borough. Getting there by public transport would take ages so I drive. I basically have no choice. It's a rather blunt tool you are using which affects most harshly people like me who have no choice and without my efforts the local council, GPs, hospitals would have more to do.....but you impact me by doing this.....do you feel that is right ?</p>

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Daily Visitor Permits to increase to £4. What about hourly permits?	Completely against any increase in parking fees for visitors during these trying times. Everyone is isolated. Especially the elderly are lonely. Increasing visitor parking fees will increase the loneliness and isolation.
Daily Visitor Permits to increase to £4. What about hourly permits?	I am emailing in regard to the price increases for visitor parking permits. They have doubled in price over the last 2 years and are about to double again. I don't understand why?! I'm not getting paid 4 times my salary from 2 years ago. I totally agree with a slight increase. I totally agree with a rise of £10 for my car permit but the visitors permits is unreasonable. Also I have purchased visitor parking permits which you're saying will now be invalid as of November. I would like to post them back to you and get a full refund. You can't offer a service where on the visitor parking permit it appears to date until many years in the future and now take that away. Ferme Park Road
Daily Visitor Permits to increase to £4. What about hourly permits?	Please don't increase Cromwell Avenue Highgate parking permits etc.. they expensive as it is to park on this road as a resident.
Daily Visitor Permits to increase to £4. What about hourly permits?	We were very alarmed to read of your proposed price hikes to the parking charges. Having a young family, we rely on having a car to get around and manage the household. Especially in these times we are being discouraged from using public transport and are reliant on having a vehicle. An increase in prices would cause significant hardship to families like ours. We would be especially hard hit by the increased cost of parking permits and visitor permits. We also do not understand the proposal to limit visitor permits to 2 daily permits at any one time. Is this a limit on the number of visitors? We trust you will not implement these proposals.
Daily Visitor Permits to increase to £4. What about hourly permits?	I strongly object to these proposals other surrounding areas only have match day restriction we have residential and match day restrictions. It's ridiculous to put prices up when security In the area is not great and roads are not even looked after by the council. To then limit how many visitors we can have in our home at any one time is disgusting we pay our council tax so how dare the council limit how many people with cars can visit us in our own homes? I live in household where 4 working adults all require a car - we pay taxes and none of us claim benefits now we must pay extra to have more than 1 car?! Again a ridiculous and unfair request. In a time of pandemic we are told to social distance this is key to avoid public transport and the council is forcing us to take it putting our health at risk. We already have congestion charges UELZ charges, road tax and permits and now the council wants to put more pressure on us but cannot control the criminals that break

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<p>Daily Visitor Permits to increase to £4. What about hourly permits?</p>	<p>I think resident permits and visitor parking permits for those over 70 and/or have a disability or mental illness should be free. In my experience our elderly and most vulnerable residents often worry unnecessarily and disproportionately about the purchase, value and cost of their permits. A concessionary rate discount of 50% should be applied to the resident and visitor permit charges for those in poorer parts of our borough. If stored visitor scratch cards have visible accidental damage - they should be refunded.</p> <p>I do not agree on a £20 charge for refunds. If people are need of a refund (usually for small amounts of money) they obviously need the money if they seek a refund! A charge makes this unfair on poorer residents. Save time and money make the process easier!</p>
<p>Daily Visitor Permits to increase to £4. What about hourly permits?</p>	<p>I disagree with visitor permits being increased. At the very least, non car owning properties should be exempt from the charge as they are already helping to reduce air pollution etc. I feel it is important that households that walk, cycle and/or use public transport are recognised for the benefits their approach makes to our local environment. It may also prove an incentive to others!?</p>
<p>Daily Visitor Permits to increase to £4. What about hourly permits?</p>	<p>I am appalled by your proposals to increase parking costs by such large amounts- particularly when we are currently in a pandemic where the use of public transport is not only a really scary thought It is something that our government is telling us not to use. Why oh why are you punishing the car owner- my car is new- I lease hire it and although diesel has 'adblue' which significantly lowers emissions but you'll charge me a significantly higher amount to park my car.</p> <p>Transport in and out of Haringey is not great, nor is it particularly safe yet you are raising the cost of visitor parking... it is pure greed - if the management of your parking procedures costs so much then perhaps you need to look at your systems not charge those that live here more money!</p>
<p>Daily Visitor Permits to increase to £4. What about hourly permits?</p>	<p>Parking permits – a £10 increase across all existing parking permits to support the significant costs of running, maintaining and enforcing our parking infrastructure.</p> <p>The above statement is simply not believable. There are NO significant costs in maintaining and enforcing residential parking. I have not noticed any maintenance to our CPZ's for over 10 years, and the enforcers make their money by catching infringers and providing penalty charges. Instead of an increase of £10, I would suggest a decrease by £40 per year, or even scrapping the CPZ's altogether, as they are no longer needed.</p> <p>On-street pay-to-park and off-street car parks – a 25% surcharge to on-street pay-to-park areas and off-street car parks to discourage short trips within the borough. 25% surcharge - Why? People need to make short trips within the borough. This increase is simply obscene, and totally unjustified.</p> <p>Visitor permits – households would be</p>

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Daily Visitor Permits to increase to £4. What about hourly permits?	?I am seriously opposed to limiting daily visitor permits to 2 permits on any application In normal times it can take several weeks for parking permits to be delivered - consequently I buy a dozen or so at once - so that if I have a visitor I have permits available- and don't rely on a speedy service from the Council. This proposed rule will just mean that I have to make many more applications- which will create even longer delays in t
Daily Visitor Permits to increase to £4. What about hourly permits?	Thank you for the information about increased charges. We no longer have a car but we have a lot of Visitors' Permits - in my name as aged 80 years. Will we be able to continue to use the permits we already have? Do we need to pay more, or use more permits for the same period? Stapleton Hall Road N4
Daily Visitor Permits to increase to £4. What about hourly permits?	Me and my wife live in Lordship lane and we need daily help with shopping and house cleaning therefore I hope you will consider all the residents living along lordship lane and be allowed to buy visitors-permits. Thank you.
Daily Visitor Permits to increase to £4. What about hourly permits?	That is a lot more money. For people that work from home and need the visitor parking is a huge increase and adding to already a loss of possible income. For some of people the car is used at weekends or journey that by train or bus would be very expensive. This is a big blow to small businesses again.
Daily Visitor Permits to increase to £4. What about hourly permits?	I would like to be able to use the scratch card system and for it to remain as it is currently. £4 per visit is way too expensive. If you are going to increase the first car by £10 and the second car in a household by £50 then visitors permits should remain as they currently are. This represents more than £400 for a family with 2 cars, significantly more if they have diesel. If you look back at the information given to residents when the CPZ was originally set up. We were assured that this level of cost increase would never occur. I feel that this is a stealth tax on residents and based on the state of pavements and roads in my area is not being reinvested. Where will this money be spent?

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Daily Visitor Permits to increase to £4. What about hourly permits?	NO RISES TO VISITOR'S PARKING PERMITS I noticed there's no named person representing this proposal to reply to which I found odd? I feel maybe the reason being, whoever they are, have no concern or interest for people living in Haringey proposing such extreme price rises for November 2020 We have already seen an unlawful gigantic increase in the previous year. A one-hour visitor's permit cost approximately 20 pence in the year 2018. The price for a one hour visitor's permit in 2019 went up to approximately 80 pence, a 75% increase in 12 months. And you propose to raise it again. It's an inhumane proposal in my opinion. I'm sure every Haringey resident shares my view on the extreme inflation we have witnessed in the past year. The reason I am appealing for you not to go ahead with raising the price on visitor's permits is that we have a lot of vulnerable residents who rely upon the public, family, and friends to help and
Daily Visitor Permits to increase to £4. What about hourly permits?	Increasing visitors permits to £4 per day is an absolute disgrace. Only 3 months ago did you try to get half my road (Manor road) with more spaces for pay parking when no one is actually using those slots. You're now asking residents to increase own parking fees by £10 and reduce the spaces we can park outside our own homes!! Very angry resident from N22
7	Companion badge to be replaced by a free resident permit
Companion badge to be replaced by a free resident permit	I am writing about the proposed changes to parking permits. My partner is a blue badge holder. Recently her blue badge was stolen from the car by the window being smashed. We have now applied for a companion badge. So will the new residential permit be linked to the individual car in the same way as a companion badge? Sometimes we are not able to park in the disabled bay right outside so will the new permit still work if we are parked somewhere else in the street? Will it still deter theft like the companion badge? And will we get a partial refund as we have only just applied for the companion badge?
Companion badge to be replaced by a free resident permit	I wanted to inquire about carer's parking permit. I work full time in care home at Linley Road N17. Can you advise, how can I access to park my car in the area as it requires a permit?
Companion badge to be replaced by a free resident permit	I will not support the companion badge removal. It's ok to propose free residential parking for blue badge holders as they have blue badge but removing the companion badge means blue badge holders cannot park within the borough without displaying the badge but blue badge is stolen when displayed. People break the car just to steal the blue badge and this courses damage to the car and stress of reapplying for another badge. I will not support that idea, rather blue badge holders can have free residential parking permit throughout and across the borough. Thanks

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Companion badge to be replaced by a free resident permit	Please can you clarify the potential changes to the companion badge scheme? My mother currently has a companion badge and uses it around the borough for things like doctors' appointments, shopping etc. Would this be changing? From my understanding of this current proposal you are saying that the companion badge would cease to exist? And that my mother would only be entitled to a free parking permit for the CPZ she currently resides in? This will mean she will have to use her blue badge around the borough and put it at risk of being stolen. The whole point of the companion badge is to limit theft.
Companion badge to be replaced by a free resident permit	I am a Haringey resident who is registered disabled. I currently have a companion badge. In the new proposals it is suggested that in future a free resident's permit badge will be used instead. Does that mean that we will have to use our disabled badges when parking outside our zone but still within the borough of Haringey?
Companion badge to be replaced by a free resident permit	<p>As a Haringey Blue Badge holder, I would like to comment on the way the parking changes would affect me & other Blue Badge Holders, even though I have only heard about this consultation at second hand from a non-disabled permit holder & not in my own right. * Do you propose to consult Haringey Blue Badge holders as well as other residents? (Equality Act 2010).</p> <p>* Before the Companion Badge scheme was introduced, my Blue Badge was stolen twice, causing me costly damage, stress, loss of mobility and inconvenience. The Companion Badge has been a useful crime prevention measure, protecting some of the most vulnerable people in the Borough, avoiding the need to expose the badge throughout Haringey. It had also reduced the fraudulent use of Blue Badges and the market in stolen Badges.</p> <p>* The greater parking cost and more restrictions will make stolen Blue Badges worth more, and more inviting to steal.</p> <p>* The new disabled residential permit would not avoid the need to</p>
Companion badge to be replaced by a free resident permit	My son is a carer for my wife who is 88 years old and a resident in Haringey with Alzheimer's disease, but he is not resident in Haringey. His car is not registered within Haringey so how will he be able to care for her? I would appreciate a reply as this is of great concern to us all if Haringey requires a companion badge scheme which he obviously can't use.
Companion badge to be replaced by a free resident permit	I presently display a Companion Badge on my car windscreen. Please clarify how the proposed Residents Permit will identify that I hold a Blue Badge, particularly when my car is parked in a Disabled person's parking bay?

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Companion badge to be replaced by a free resident permit	Further to your email below - Does this mean she has to do the whole form again???. She is 85 with chronic illnesses and a stair lift, wheelchair - and Haringey Council has provided her with a disabled shower, surely you do not believe she has 'improved' since we last applied?? When is the badge going to come back into force? And where will we go to get an 'expert assessor'!!!
Companion badge to be replaced by a free resident permit	I am emailing to ask why you are proposing stopping the Companion Badge scheme ? Having a Companion Badge has been very helpful in this borough and enables me to park anywhere in my CPZ without the need to display my blue badge. Many blue badges are still being stolen with damage to vehicles. Can you let me know the purpose of this change please?
Companion badge to be replaced by a free resident permit	I currently hold a Companion badge as I am a Blue badge holder. Do I still have to pay for a residential permit?
Companion badge to be replaced by a free resident permit	I will not support the companion badge removal. It's ok to propose free residential parking for blue badge holders as they have blue badge but removing the companion badge means blue badge holders cannot park within the borough without displaying the badge but blue badge is stolen when displayed. People break the car just to steal the blue badge and this courses damage to the car and stress of reapplying for another badge. I will not support that idea, rather blue badge holders can have free residential parking permit throughout and across the borough. Thanks
8	Admin fee of £20 to cover cost of refunds - No more refunds of scratch cards
Admin fee of £20 to cover cost of refunds. (No more refunds of scratch cards}	I don't think you should increase parking permits by £10 as they are unfairly allocated. I live in Sandford Avenue N22 and my parking permit does not cover as many streets as a WG permit. You should even out anomalies so it is fair before increasing prices. I don't even know why we have parking permits: our street is very quiet and nowhere near a tube station or the football stadium. It is unnecessary for Sandford Avenue to have parking permits - it's just a money spinner for the council. I also disagree with limiting Visitor permits to 2 a day. This will not affect us normally but would make family gatherings impossible for special occasions. This seems an unnecessary limitation given that it is such a rare occasion for residents to need more than one a day. Also, if anybody is having work done to their house, it may be necessary on occasion for more than 3 visitor permits a day. This is making life unnecessarily difficult for residents who are already paying

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Admin fee of £20 to cover cost of refunds. (No more refunds of scratch cards}	Unused parking scratch cards should always be fully refundable, They have been but not used, why should the council keep this – Money?
Admin fee of £20 to cover cost of refunds. (No more refunds of scratch cards}	These rises seem very high compared to the rate of inflation. However my main issue is with making the visitor scratch cards non-refundable. I once bought cards from you which only had 2 years left. If you take this step, will you ensure that any cards purchased have at least 5 years on them?
Admin fee of £20 to cover cost of refunds. (No more refunds of scratch cards}	I have acquired many visitor parking permits and wish to get them exchange for permits that will be valid into 2021 and further - as the ones I have expire in 2020? If I cannot do this can how can I get them refunded before they are made non-refundable as with what is stated on the email sent to me yesterday regarding "Proposed amendments to parking charges and permits"
Admin fee of £20 to cover cost of refunds. (No more refunds of scratch cards}	This smacks of swingeing price gouging of a captive population many of whom, including myself, as a pensioner are not enjoying commensurate income rises and who rely upon having a car for occasional necessary journeys. What are your proposals regarding partially refunding the fee I paid for my current parking permit which was to afford me priority access to my local CPZ parking bays.
Admin fee of £20 to cover cost of refunds. (No more refunds of scratch cards}	My wife and I do not have a car. We strongly object to the following elements of the proposed changes: (1) No refund for scratch cards: we have 25 one hour scratch cards and strongly object to these becoming worthless, since we paid for them (2) Cap on daily visitor permits and increase in price: we object to introduce a cap as it would limit the amount of work we could get done to the house with several builders on site. We also object to the increase in price Cromwell Avenue N6

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Admin fee of £20 to cover cost of refunds. (No more refunds of scratch cards}	Administration Fee for parking permit refunds – the council is proposing a £20 administration fee on processing parking permit refunds. It is also proposed that visitor scratch cards shall become non-refundable. We will have left over a lot of 1hour visitor scratch cards that my partner and I purchased recently and you are telling me monies cannot be refunded on scratch cards, is that right? This does not seem just. If I need to pay £20 for you to process this refund before the date in November that you haven't published yet that is fine but please don't say that the money I have paid on 1 hr scratch card visitors permits I will lose? This isn't right! Please can you respond to this query to make clear our position in regards to getting a refund for these permits that we have already purchased in good faith, as well as let us know what date in November these changes are coming into play?
Admin fee of £20 to cover cost of refunds. (No more refunds of scratch cards}	I agree with these proposals except that there should be a facility for people to reclaim money on out of date permits. Particularly the whole-day ones which I only ever use for contractors, but because that's what they are needed for I always like to have one or two in stock. If no major repairs are needed the permits are not needed either and it seems unfair not to be able to get say £8 back when they expire. Sirdar Road, N22
Admin fee of £20 to cover cost of refunds. (No more refunds of scratch cards}	I understand the £10 increase to support the significant costs of running, maintaining and enforcing the parking infrastructure. However I do not support an admin fee of £20 to process refunds. You employ administrators specifically to manage parking permits. This should include the issuing of refunds. In no other industry would you ever be charged money for the processing of a refund.
Admin fee of £20 to cover cost of refunds. (No more refunds of scratch cards}	I object to the proposed changes: Firstly the visitor permits - I purchased these in February, over £100 worth on the understanding that these will last until 2023. You have sold them to me and now you need to honour that sale. I do not want a refund, I want to use the service I have purchased from you. And furthermore The Consumer Rights act prohibits you from charging an administration fee for refunds on goods.

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Admin fee of £20 to cover cost of refunds. (No more refunds of scratch cards}	Currently the Haringey visitor parking permits have a “shelf life” which can expire. We cannot understand the rationale for this decision. We feel very strongly that it is unfair & unnecessary. Usually prior to buying these permits we estimate how many we are likely to need during the given time. It is not possible to estimate the number precisely. Any overestimate of permits cannot be redeemed & it leaves us out of pocket. We think the system employed by e.g. Waltham Forest is much better & fairer than Haringey. Visitor permits do not have an expiry date in Waltham Forest. Is it possible to change the current system in Haringey?
9	Not objecting - I generally support this
Not objecting - I generally support this	I am in agreement that we need to look after the environment and that multiple cars per household are not the way to do it. However I think that the issue should go further. I live in Sylvan Avenue N22 but when visiting friends in N15 (near Chestnuts Park) I've seen the public bike racks in the road. What a brilliant idea to encourage cycling, especially for those of us who are put off because we can't store bikes in the house/flat or if it is too difficult to wheel them through the house to outside space. I also think that places to safely lock your bike when shopping and visiting friends etc is vital in terms of encouraging usage. Lampposts etc aren't ideal. I won't go into cycle lanes etc but that is still a bit of an issue too. Cycling is especially good right now as so many people don't want to go on buses while Covid19 is dominating our lives. You've got a real chance to make our borough really cycle friendly and to offer a proper alternative to car
Not objecting - I generally support this	I am a resident of Haringey (N22) and am writing to support the suggested increases in parking charges. Haringey needs to do much more to discourage car use and this is one way to do so.
Not objecting - I generally support this	I've just read about the proposed changes and I'm all in favour. Anything that makes this borough a healthier place to live!
Not objecting - I generally support this	I feel this is the right direction for Haringey and for London as a whole and the council should keep on this path, leading London forward.. Like smoking-everyone used to smoke as the norm on buses, on the tube, trains, at work, at great cost people's health, the NHS and environment—there needs to be a culture change. Car transport causes pollution and subsequently ill health, respiratory problems due to air pollution killing more people than COVID. Road traffic is the biggest cause of accidental injury and death in children and young people and contributes to lack of fitness and obesity overall. It also fuels anti-social behaviours, notably road rage, drug dealing and fly tipping. Cars are also hugely expensive and not having one can contribute to people's pockets significantly, an average saving of around £3K per year. Encouraging walking, cycling and public transport in London is the way forward and can only lead to massive improvements in health, well-being

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Not objecting - I generally support this	In general these proposals seem sensible moves to reduce the volume of car traffic in the borough. However, if car ownership goes down, residents may need more not fewer visitor permits, as we are more reliant on (e.g.) trade deliveries, hire cars from time to time etc. I don't think increasing charges or reducing access to visitor permits will reduce short hops - as these are presumably done by those outside the borough.
Not objecting - I generally support this	To those who put these proposals together, I am very supportive of all of the increases and support the increase in charges fully. Thank you for your proposing these changes and I wish you all the best in convincing residents the this is a good thing for our borough.
Not objecting - I generally support this	<p>I am writing to say that I agree with nearly all the proposals in principle, but a) I think the second car parking permits surcharge should be higher still. b) diesel fuelled vehicles should have a £250 surcharge at the minimum - these vehicles MUST get off the road right away.</p> <p>c) I don't think the daily visitor permits proposal is fair - many people need to use daily permits even when a plumber comes, for example, because the job takes a long time. Also, it is not the decision of the homeowner as to what mode of travel visitors choose to use.</p> <p>It is critical that roads passing schools and nurseries be as free of motor traffic as possible (i.e. buses only). Too many schools and nurseries in the borough suffer illegal levels of NO2 and PMs. Far too many people are dying prematurely, and the difference in air quality during lockdown has been a huge relief, even to those without underlying conditions. We are all breathing more easily, with better air quality</p>
Not objecting - I generally support this	<p>I think that it is a good idea to charge diesel cars more, to discourage the use of them within Haringey. Air quality is important and has improved significantly during the CV19 restrictions. Upper Tollington Park is an important road for people getting from Islington to Haringey and Tottenham and vice versa, so this measure would influence what vehicles some people use.</p> <p>Although I only have one car, I am sure that I agree with having to pay a premium for an extra car, though when I lived in Brent, that was very much Brent's approach: they did charge a substantial sum for a second car permit.</p>
Not objecting - I generally support this	Agree with proposals and extension of clean air within the north circular.
Not objecting - I generally support this	I happily endorse any measure that reduces car use in Haringey. However I don't think the measures go far enough to appreciably change car owners' behaviour. I would substantially increase the proposed surcharges and use that money to provide a viable alternative to personal motorised transport. The borough sorely needs a safe, segregated cycle infrastructure to encourage people away from cars. N4

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Not objecting - I generally support this	Good morning. Considering the catastrophic impact of diesel-fuelled vehicles on air quality and related health deterioration and climate change disasters, my suggestion would be to increase the surcharge to a much higher amount, to have a real impact. An £80 surcharge will not deter drivers; while the social, health and environmental costs of air pollution, caused mostly by diesel-fuelled vehicles, are well known and backed by undisputed evidence. Alexandra Park Rd, London N10
Not objecting - I generally support this	I live in a CPZ and have two permits. I would like to support your proposals. I would favour penalising pollution emitting cars and second permits, but the restrictions on visitor permits might be seen as encouraging car ownership in a way, and also as potentially anti-business. You might do some research on who the balance of use - social v business.
Not objecting - I generally support this	I think the proposals are acceptable.
Not objecting - I generally support this	I would like to offer my thoughts regarding the current parking consultation. I am a resident of Page High, which is the Sanctuary managed estate on top of your Bury Road car park in Wood Green, and I have a Wood Green inner CPZ permit as a driver. I offer my thoughts in response to each point below: * Parking permits - a £10 increase across all existing parking permits to support the significant costs of running, maintaining and enforcing our parking infrastructure. I support this proposal as such a price increase seems broadly in line with rising wage costs. * Additional parking permits - A £50 surcharge on second and subsequent permits to reduce car ownership, promote active travel and more sustainable modes of travel. I support this proposal.
Not objecting - I generally support this	Good ideas in general Haringey Council. Surcharges could be a bit more sophisticated and target emissions not just diesel, but principle is good. How about a 'w*nk*r' tax for people with souped-up vehicles and personalised number plates?
Not objecting - I generally support this	Thank you for this consultation I live at Flat 5 Wallace Lodge Osborne Road London N4 3SE. I drive. I do not think these fee increases will go far enough to curb excessive car use, and I recognise that parking restrictions are one of the most effective way to reduce car use. With the levels of pollution in London breaching limits frequently please will you consider increasing the fee increases further?
Not objecting - I generally support this	I am a car owner and hold a residents parking permit. I fully support the proposed changes described in the consultation. I agree that car owners should pay extra to help meet some of the environmental and other costs of their cars and to encourage a reduction in private car ownership and use. Priory Gardens N6

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Not objecting - I generally support this	<p>- I generally support all efforts to reduce car ownership and increase in alternative transport modes.</p> <p>- for this to be fully welcomed in the community you need to show that alternatives are being provided, e.g. increased cycle lanes by length and width and numbers so that cyclists can feel safe to switch modes. Bike parking spots also need to be provided for visitors, such as simple hoops installed on existing lampposts. The latter is a simple relatively cheap provision and it is a mistake to think that cyclists need parking only around high streets and transport hubs.</p> <p>- Lastly, whilst I understand the damage diesel fuelled vehicles cause to the environment it is not fair to penalise families who use those as a result of limited alternative options. Whilst we cycle often as a family and I commute daily by bike we are a family of 6 with teenagers and have done plenty of looking into non diesel 7-seater cars for those journeys n</p>
Not objecting - I generally support this	<p>Thank You for notify me about the proposed increase in permit prices. However I do not have a problem with the increase in charges, my issue is with the timings, permitted hours being from 8am- 10pm. I cannot get my head or the rational around why the timings are till 10pm. No other borough has these times, due to these timing it is having a negative impact on friends & family visiting and the lack of Pay and Display outside our property. If I do not have any valid visitor permits nobody is able to come. The closest pay and display machine being at the bottom of Hornsey Park Road.</p> <p>I recommend either changing the hours to 8am- 7pm or introducing more machine for Pay and Display or Pay By Phone option. My mother is quite elderly and family and friends cannot come round due to the restrictions. Please do take my ideas into consideration especially in these difficult times and really make a change for the better.</p>
Not objecting - I generally support this	<p>My feeling is that the majority are fair, however I disagree with the basic £10 increase where it applies to zero emissions vehicles such as electric vehicles as I think this is the wrong time to be reducing the incentive for people to switch to non-polluting forms of transport.</p> <p>I hope you'll take this into consideration and make it more rather than less financially responsible for people to make the switch to zero emission cars, especially given that many at this time have no other safe means of transport other than private cars.</p>
Not objecting - I generally support this	<p>I am a car owner and am more than happy with any increase to charges on cars as they contribute towards global warming.</p>
Not objecting - I generally support this	<p>Very good. All excellent points re diesel.</p>

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<p>Not objecting - I generally support this</p>	<p>As a car owner I strongly support the increased charges for the following reasons.</p> <ul style="list-style-type: none"> * We are in a climate emergency so drastic measures to discourage fossil fuel use in vehicles are justified. The increased charges, along with measures to encourage walking and cycling (and, when Covid-19 permits, public transport) and the ULEZ will encourage people to change their mode of transport to a more active mode – which would be better for health – or, if a car is still necessary for some journeys, away from diesel engines, and/or to use of electric vehicles. But there are social justice reasons to do this too. * Around 50% of households in Haringey do not own a car * Poorer households are less likely to own a car * But poorer households are more affected by air pollution * Air pollution also exacerbates Covid-19 which itself affects more deprived and BAME communities worse. * The costs of motoring have not risen as much as public transport fares, and in fact the recent dr
<p>Not objecting - I generally support this</p>	<p>I'm pleased to see that there will be increases in the residential parking charges in Haringey. I hope that such increases might result in more modest cars, and fewer huge ones, which make driving on our residential streets difficult. It also might discourage households from having more than one car. We are in the midst of a climate emergency, and this will be a signal to residents that our individual actions matter. London is now provided with excellent public transport, which cannot be used safely by everyone during the Covid-19 crisis, but will be there still when this crisis passes. The proposed increases might persuade residents that public transport is the best means of travel. Collingwood Avenue N10</p>
<p>Not objecting - I generally support this</p>	<p>I'd like to convey my support for Haringey Council's increases and other changes to parking charges. Discouraging us residents from using our cars is excellent policy, and it will benefit all of us and encourage less polluting forms of transport. Jacksons Lane.</p>
<p>Not objecting - I generally support this</p>	<p>I am writing in support of the proposed changes to parking charges and permits. Measures to discourage the use of fossil-fuelled vehicles are justified because of the threat posed by anthropogenic climate change. The increased charges, along with measures to encourage walking and cycling (and, when Covid-19 permits, public transport) and the Mayor of London's ULEZ will hopefully persuade people to change their mode of transport to a more active one (which would be better for their health) or, in those instances a car is still necessary for some journeys or because of the driver's particular employment, to abandon diesel and petrol vehicles in favour of electric ones.</p> <p>Additionally, there are a number of social justice reasons which support the proposed changes. For example, around 50% of households in Haringey do not own a car; poorer households are less likely to own a car in any case; poorer households are also more affected by air pollution, which pr</p>

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Not objecting - I generally support this	I have read all your proposed amendments to parking charges and permits, and heartily endorse them all. They will help car owners (and I am one) to pay their fair share for the pollution and noise they make, and the space they take up. At the same time, I ask that the council will use the extra income to encourage more active transport, making the streets safer for pedestrians and cyclists, promoting electric vehicles, and helping us all enjoy more "liveable" neighbourhoods. Good luck with these amendments! Warner Road, N8
Not objecting - I generally support this	I fully support the proposed increases in car parking permit costs, and in fact I would support an even higher increase for 2nd car ownership. Excessive car use is blight on Haringey, and has a significant negative impact on quality of life in the borough. I would support increased spending on cycling and walking routes.
10	Questions and related issues
Questions and related issues	I live in a "Event Day" area and the permits for parking by my house is free of any charges for residents. When you sent an email stating that there would be some changes to permits would this include the "Event Day" permits or is it just an increase in the visitor permits?
Questions and related issues	But you have never even sent me a permit and still have my funding for it?
Questions and related issues	Do people relying on personal transport face increases/charges?
Questions and related issues	Can you please confirm the rules for electric vehicle parking in Haringey.
Questions and related issues	What does this mean for me as I have already renewed my permit and it expires next March 2021? Frontline staff working in a school. I have a very low carbon emission. Thank you
Questions and related issues	As part of this change would you also consider extending the period to Saturdays and Sundays 12:00 to 14:00?
Questions and related issues	You have stated that there are "significant costs of running, maintaining and enforcing our parking infrastructure". Therefore to ease this, we suggest changing the restrictions to just ONE hour instead of TWO. Therefore your half the hours of enforcements and costs reduced dramatically, Residents are still protected as external visitors cannot park without a permit. Please keep the costs the same for residents who should not be penalised for living here. This suggestion provides a solution for all parties. An important question we would like to know: Please can you advise what the aim of having a CPZ is?

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Questions and related issues	<p>Response to proposals:</p> <ol style="list-style-type: none"> 1. I received an email about this after the short consultation period had already begun, how much effort is being made to publicise the consultation considering the large increases proposed? 2. It's not clear if these proposals apply to event day permits. Currently I do not pay anything for my event day permit as it is only necessary due to stadium events, so only needs to be enforced on very limited days. Any cost for this not recouped from tickets should be covered by the football club. I do pay for visitor permits. 3. What does the section about only having two daily visitor permits mean? Surely people are not expected to go through the process to buy visitor permits every time they have used two, or only be allowed two visitors a year?? 4. While I can appreciate that council budgets are overstretched, this is also a time when many people and families are experiencing great financial strain and hardship. To make large increases like this to parking charges
Questions and related issues	I am resident at flat in Milton Park, Highgate and will soon need a new parking permit - what's the procedure ? Also to get some resident parking permits
Questions and related issues	May I ask that the Council considers allowing Carers a general parking permit for all areas of Haringey. There are hundreds of Carers who have to use their own cars to get around all their patients quickly. Each area has a different time restriction, when permits are required which makes it very expensive. In short would the Council consider giving registered Carers the same permits as are given to Haringey employees which allow them to park anywhere in the Borough at any time? Like District Nurses and Veolia inspectors for example. Time is of the essence for Carers and it is a great bonus to patients to have their care on time. Carers who are forced to use public transport and walking, because of the cost of visitor's permits, waste a lot of valuable care time and energy.
Questions and related issues	Thanks. Have emailed them to find out if we have to apply for them or if they will be sent automatically. xxx

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Questions and related issues	<p>I object to most of your new proposals as set out below. You don't have a feedback mechanism so we can know how you take our views into account - bad. you have a simple support, object or other view on the online portal - this doesn't allow us to support some and object to other parts of the proposals - bad</p> <p>£10 increase in permits - it is hard to believe that your direct costs of managing the permits have gone up by £10 per permit – bad 25% increase in on street pay to park to "discourage short distance trips" - where is the evidence that on street parking is used by people for short trips? - bad</p> <p>max of 2 daily visitor permits per household at any one time - this is a terrible idea and will waste my time and your time. What if I have 3 visitors coming? Or one visitor for a week? Do I need to go through the procedure every time I use up my 2nd permit? And you have to take the time to process them every time?- bad. what is your process for responding to our comments?</p>
Questions and related issues	<p>Sorry, I also forgot to mention the disproportional approach of the council when it comes to the areas within the borough that have to pay for parking. Why do you not have to have a residents permit in Muswell Hill (where some of the richest demographic of the council live). This area do not have to pay for a permit and therefore are not shouldering any of this cost ! Fair, I don't think so ! Please can I have a response from you that can identify your logic in the matters I have raised, it would be greatly appreciated.</p>
Questions and related issues	<p>I cancelled my parking permit and sent the permit back to you in January of this year. I am yet to receive a response and refund.</p>
Questions and related issues	<p>Re: proposed £10 increase for a parking permit. Would it be possible to offer a single person discount such as applies to over 65 visitor permits or to Council tax?</p> <p>Re: Visitor permits. If we're being asked to pay more overall, I would ask that there be some way that visitor permits can't be abused. To illustrate what I mean a car has been parked outside my home since just before Christmas. Initially a hand written note was left on the dashboard for parking enforcement stating a resident's permit was awaited. From the beginning of the year it has remained parked without having once been moved, no resident's permit is displayed. It has had a stream of visitor permits which have been variously valid or not. Numerous penalty charge notices were left and paid preventing what I think is abuse of visitor permits to be addressed by removing the car to a pound.</p>
Questions and related issues	<p>Do you have any plans to reduce or abolish permit charges for all electric vehicles ? If you are penalising diesel cars, surely you should be encouraging and rewarding all electric drivers ?</p>
Questions and related issues	<p>I am still waiting for my blue badge renewal. What's happens when the parking wardens are back to work. My blue badge and parking permit have expired in May.</p>
Questions and related issues	<p>Could you tell me what would happen to my existing visitor permits which I purchased?</p>

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Questions and related issues	Can I please get my parking permit refunded? I already cancelled it via the Haringey website over a month ago and I got back a response that for some technical reason they cannot refund. Please send a check then, or food vouchers. Anything
Questions and related issues	I live in Rectory Gardens N8. Whilst I am in support of virtually anything the council can do to reduce car usage, I am mindful of neighbours who tutor from home and rely on visitors permits to ensure they can provide for this. There is no mention of hourly permits. Will these still be available at the same price?
Questions and related issues	Could you kindly clarify the following? My husband is very disabled due to a stroke but we don't have a disabled bay outside our house. We have applied for one but haven't heard the outcome. Under the new regulations do we not have to pay for a residents parking permit? Will we have something to display on our windscreen so we don't get fined?
Questions and related issues	Thanks for this. Will visitor permits which have already been purchased still be valid?
Questions and related issues	Good Afternoon, I have just read your email regarding the increases and changes you are going to make to permits and also the parking restrictions. Our daughter is disabled and we have a parking bay, so she is a disabled blue badge holder. I am 76yrs. old, my wife is 75yrs. old, we both have health issues, our Daughter is 50yrs.old and permanently in a wheelchair, so we find it very difficult to get about without the car. The car we have is leased from Motability and is diesel and there is at least another fifteen months to go before the lease expires. I cannot afford to change the car now, and with all other demands you want another £80.00, just like that. Would you also explain in more detail about not being allowed to have more than two daily visitor permits at any one time. Do you mean I cannot buy more than two permits at once, or, cannot use more than two at one time, as in only being allowed two daily visitors?
Questions and related issues	I note you have added the word 'use' in relation to proposed visitor parking permit restrictions of two a day. Personally I only have one visitor at any given time but would need to be able to allow them to stay sometimes for more than 48 hours. Therefore I would request that your new measures ensure we can possess multiple visitor parking permits, but only use no more than two concurrently. It would be a great help if parking permits could be ordered online and even better if they could be printed off at home. This would be a big saving to the council although you would need to work out enforcement. Maybe have a unique ID per permit, which once made live on your website would show on parking attendants' systems via a PDF printout with OCR. Warham Road
Questions and related issues	Please can you advise what happens to current unused visitors permits under the new proposal?

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Questions and related issues	<p>After the recent permit email I have just realised that my parking permits never arrived. (I have not needed them due to coronavirus but I would still like to have some!) . Please can you advise when I can expect to receive them?</p> <p>Date/Time 24/02/2020 13:50:59</p>
Questions and related issues	<p>I am writing to object in the strongest possible terms to the proposed parking charges and permits amendments advised in your email to me of 3rd June 2020 for the following reasons:</p> <p>1. I live in Collingwood Avenue, N10 which is included in the St Luke's CPZ. Until the end of 2018, there was no CPZ in our area, and as a result parking outside our homes was free of charge. In the consultation that had took place in 2018, the large majority of residents of Collingwood Avenue voted against the establishment of a CPZ, as most of us deemed it unnecessary. However, the neighbouring roads apparently voted in favour, which put us in an impossible situation, and we were obliged to accept inclusion in the new CPZ, as the resulting overflow of parking needs from those roads on to Collingwood would have overwhelmed our own 'on road' parking facilities. So as from January 2019 we were obliged to pay a substantial figure for parking rights in front of our own home</p>
Questions and related issues	<p>Thank you for your email. I have just moved into the area and was unaware that I was a permit holder.</p> <p>Could you please confirm this is the case and outline what this means?</p>
Questions and related issues	<p>I'm writing on behalf of my mother, from whose email address this message comes. I am appalled at these sweeping price increases, unfairly targeting people who are already stretched to their limits following loss of work and reduced salaries, and who, in an effort to maintain social distancing and keep themselves and others safe, are more reliant on their personal vehicle than ever.</p> <p>In April, council tax increased by about £50 per month, rents have increased, and salaries have not increased. Your bringing in these huge price changes now is insensitive bordering on cruel. I urge you to rethink these increases, consult with residents and really pay attention to their concerns here. These substantial price and rule changes target lower-income and less able-bodied people disproportionately. They also target immune-compromised people, like my mother, who are scared of taking public transport and have no other options. Those concerns won't disappear in November.</p>

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Questions and related issues	<ul style="list-style-type: none"> * Kenwood road residents, only recently had the CPZ put in place, therefore any significant price increase is deemed totally unfair, as the residents did express their concerns that the parking time of 10 to 12.00 noon didn't really solve the parking problem here. * We propose that the CPZ should be extended from 08.00 to 18.00 also including the weekend * Cannot agree on any price increase. * Disabled badge holders should be issued a free permit and not have to display their companion badge, totally in agreement with this. <p>I trust you will take my views on board, as this is totally unfair given the lockdown situation, that we cannot freely communicate with neighbours, thus you have placed the residents at a disadvantage.</p>
Questions and related issues	Is this run directly by the council or is it outsourced to a private company? If so it should be brought in-house and that would save money and there probably wouldn't have to be rises.
Questions and related issues	If you are to enforce such increase prices than restrict the hours of parking as before i.e. 8:30 till 10pm and no free Sundays! You are asking the residents to pay for the privilege to park on their street than anyone with a car should expect to be able to park easily outside of their door! I have no issue in the increases as I need a car to look after my mum. But I do have issues with the parking times as they are not strict enough and Haringey Green Lanes is as busy as Wood Green than why are we not matching their residential parking times as well! I don't see it fair to ask us to pay these prices without some benefits...
Questions and related issues	Can you please provide an update with regard the Tottenham Event Day and Tower Gardens Event Day consultation and whether or not changes will be going ahead? I read with interest that the outcome of the consultation was that 70% of respondents see no need to change the current set up, so am interested to know the outcome.
Questions and related issues	CPZ was introduced to our street Woodfield Way earlier this year. It is an unnecessary cost as we have not benefited from it in any way. Parking outside our property has never been an issue. I understand it has benefitted some residents but I oppose an increase to the permit cost. Particularly given the current COVID climate when some households are tightening belts and concerned about job security.
Questions and related issues	I'm very disappointed and surprise that your team intend to do an amendment to my permit which was original agreed, I was trying to print the permit but the printer wouldn't printer because they was fault, . I'm hoping in view this already agreed can you honour this.

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Questions and related issues	I received the consultation on the proposed amendments to parking charges in the Borough, because I am the householder who buys our permits. You must also ensure you send the consultation to ALL Blue Badge holders in the borough. They will be affected by the proposals but may not be the person who buys permits for their household. It is not clear what the daily allocation of permits will be for each household. What does this mean? * Households would be limited to no more than two daily visitor permits at any one time. I am a psychiatrist, and see patients. I do not use "daily" permits, I buy one hour permits. The change needs to be clarified.
Questions and related issues	As a local resident and worker in the community sector in Haringey I feel it important to stress that the actions the council propose will disproportionately impact poorer residents of the borough who are majority BAME. Your own State of the Borough document a few years ago identified that "of all Inner London boroughs, Haringey has the largest proportion that are earning below the London Living wage (32%)" and yet you are now proposing to bring in increased charges on car ownership in the borough. A recent Freedom Of Information request revealed 48% of Haringey residents have no savings or are in debt and therefore these charges will impact those residents most. By bringing in blanket charges across the borough that raises the costs of car ownership for all residents you are making it harder for poorer/BAME residents to own a vehicle in Haringey, which appears to be a discriminatory act.
Questions and related issues	HOW INCONSIDERATED THIS COUNCIL IS ALL THIS INCREASES, AND THE ROAD ARE DIRTY, FULL OF POTHOLE, TREES OVERGROWN, PAVEMENTS UNEVEN, ROADS HAVE BEEN REDUCED TRAFFIC IS INCREASED DUE TO REDUCTION OF STREETS, MISSING SIGN - I CAN GO ON AND ON WHY DOESN'T THE COUNCIL JUST SAY WE DO NOT WANT CARS IN ANY AREA AT ALL INSTEAD OF SUCKING UP MONEY ALL THE TIME AND GIVE NOTHING IN RETURN. ALL THE MONEY WE PAY FOR COUNCIL AND THIS IS WHAT WE GET INCREASE REGARDS. A VERY UNHAPPY RESIDENT
Questions and related issues	It just seems like the council is on a money grab from the motorist. How can you justify these increases in the Woodside West CPZ? We only have parking for 2 hours a day Mon-Fri 11-1pm? It is a rip off. How am I supposed to get to rural Buckinghamshire every day if I don't have a car????
Questions and related issues	If you want to improve the environment why not do something about the insane amount of fly tipping, rubbish thrown in the street and Ducketts common with its crime. All of these situations are instantly back to normal as lockdown eases. Instead you embark on a revenue raising scheme. Please try not to find new ways to penalise the law abiding tax paying community of Haringey and focus on the many who break the rules and make it worse for everyone. The car charges are already astronomical and I see no reason to inflate them. This is a stealth tax which does not improve air quality but would provide the council with more money to waste.

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Questions and related issues	I have a question. How is my neighbour able to have 3 cars & 2 vans parked on our street all day... Every day?
Questions and related issues	Hi - thanks for outlining the proposed new charges for parking and permits. Can you let me know how this new scheme would affect owners of hybrid vehicles? Specifically, the annual cost of a parking permit which currently qualifies for a discount.
Questions and related issues	Hi we are at Waltheof Gardens. My question is when actually the permits will start in November 2020 please provide us with the dates if you know
Questions and related issues	I'm having some work done when lockdown is over, on my house and so I need some visitors parking permits. How do I go about this please? I don't know how many I need but as many as possible would be good. How do I order them and To whom exactly do I pay ? And how many hours can the building van stay for on my street. And are they for only my street? I live in crouch end.
Questions and related issues	I don't object to the price rises in view of the current circumstances. But I would expect a much improved service for the extra charges: 1/ why on earth isn't the payment system moved online as in Islington where you just book visitors' cars on your smartphone when they arrive at your house and pay the appropriate sum? 2/ in the current system, there is nothing between a 1-hour and an all-day permit, which is disgraceful. Most visitor permits are needed for longer than an hour but far less than a whole day so you invariably end up paying for time you don't need. 3/ If the paper system persists, why do the permits have an expiry date? Each permit already has an identification number, so why do they need an expiry date as well? This is a real rip-off. People tend to buy permits in bulk because it's such a palaver doing in by post (they invariably go missing). You then have to attempt to get a refund out of Haringey for unused permits which have passed their expiry
11	Object. where's the evidence? Why do it now?
Object. where's the evidence? Why do it now?	I am dismayed at the measures proposed by Haringey. The current costs and restrictions to motorists are more than enough. Plus, it would be a great step to see a return to the 2 hour parking voucher, instead of just 1 hour. G Childress

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<p>Object. where's the evidence? Why do it now?</p>	<p>It is a shameful, ill timed, misjudged and an inappropriate proposal. It will increase the financial burden on residents at the worst possible time when many are already struggling. HC will especially penalise those using their car to shop and help others. You will make living in this borough more and more unpleasant and stressful. My suggestion: put it off for at least a year.</p> <ol style="list-style-type: none"> 1. What is the difference between a surcharge and an increase? 2. I understand the council needs revenues. You have introduced parking charges at Alexandra Palace despite objections. You know full well that people are struggling financially; many have lost jobs or are on reduced wages. This is a colossal misjudgement, out of step with the mood of the people. Those who have a diesel car may not currently be in a position to trade it in for petrol. Many of us are afraid to take public transport
<p>Object. where's the evidence? Why do it now?</p>	<p>Dear sir/madam, Is it sensible to have a massive increase on the parking just this year, would be possible to wait when we start to see the light at the end of the tunnel?</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>Objection: Totally the wrong time to increase charges we are still amidst a pandemic! Haringey do not even properly enforce their own restrictions - I have to repeatedly cars/vans parking in CPZ to be tickets but nothing ever happens, how can an increase be justified. If they managed the area properly the revenue would suffice from penalty tickets.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>I have read your proposals with dismay. Whilst I appreciate that there is a strain on council finances and the need for all councils to look at increasing sources of revenue, it is a shame that this is an area chosen to extract funds. Furthermore, in the current climate, where the government is recommending greater use of personal transport to stem the pandemic, why is the council making those proposals more difficult to achieve – especially as residents finances are stretched.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>I understand the rationale behind increases to charges and permits but I would urge a later introduction of these new charges. Many people are currently having to use a car when they would have previously used public transport. In our household, we have had to welcome an additional person as she can no longer afford to live separately and -as she is pregnant - is in a vulnerable group. She relies on her car to move around safely, having to travel to her school in London Bridge a couple of times a week. The congestion charge has already hit hard. Adding £50 to the existing second car permit charge seems harsh while we are having to alter our behaviour due to COVID19. My partner uses his car to transport equipment for work. Cycling is not an option for people in our household, though we always walk to shops, parks etc.</p> <p>Please consider delaying these new charges until the pandemic is under control or January 2021 at the earliest. People may then feel more confident</p>

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<p>Object. where's the evidence? Why do it now?</p>	<p>Great move Haringey Council, just when millions of people are struggling, you come along and rob them, I for one will get involved in any way I can to oppose this and don't give us that ,we are doing it for the environment crap because we know it's just another cash cow for you.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>I strongly object to the hike in parking charges you are proposing.</p> <ul style="list-style-type: none"> - £10 increase on all parking permits is without any justification as you had already increased them at the start of the year. We have not had the benefits of our resident parking for 4 months now- will you be refunding us all? - 25% increase in on street parking is unfair- you may be trying to avoid short trips, but if people are shopping they need their cars. The public transport system isn't good enough to be relied upon and many people will not feel safe crammed onto buses and tubes. you are also severely affecting the small shop keepers who rely on regular customer who want fresh food. - Increasing the daily visitors permits to £4 with no more than 2 per day- how can this be justified? What if you have carers, childcare, live alone. This can only isolate people even more. <p>_ I don't have a diesel, but again the Government advocated diesel vehicles, so people bought them. You can't just expect people to have</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>I am very disappointed with this kind of proposal. It is always increasing price but the TFL system is very poor and does not support today's life needs. The bus and trains are running already packed and with several delays all the time where the conditions of hygiene are poor. Moreover, in this difficult period also the congestion charges will increase in central London and it is not fair for visitors like family members that they should pay also during the weekend to have a reunion. It is already a difficult time and therefore I ask to avoid this increase.</p> <p>Cobham Road N22</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>I am horrified at these measures and no doubt see that this is just a way for the council to recoup funds loss due to the current pandemic. If we are taking that into account then you will realise that these measures are going to be detrimental to many households who are already dealing with loss of earning and overall austerity.</p> <p>What will this mean for my own household? Whilst we have one car my son has a company vehicle? Does that mean he'll have to pay an additional £50 for a second vehicle in the household? This is ludicrous. I totally object to these measures and would like my views and voice to be noted and heard.</p> <p>Franklin Street</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>It is a shameful, ill timed, misjudged and inappropriate proposal. It will be increase the financial burden on residents at the worst possible time when many are already struggling. HC will be especially penalise those using their car to shop and help others. You will make living in this borough more and more unpleasant and stressful.</p> <p>My suggestion: put it off for at least a year</p>

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<p>Object. Where's the evidence? Why do it now?</p>	<p>During a time of financial crisis and financial uncertainty amongst many of Haringey residents, I am appalled you would propose something like this. Some people have lost their livelihoods and are wondering how they will be able to pay their rent, bills, etc. and you guys are planning on making it worse for all of us. You should be ashamed. A disgusted Haringey tenant</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>Haringey Council indicates it is proposing to increase parking permit prices and introduce surcharges to diesel fuelled vehicles. In their opinion, these proposed changes will help to reduce parking pressures, congestion, reduce carbon emissions and improve air quality. Haringey have failed to provide in their Consultation proposal any evidence to suggest or support why the increases are necessary. It is not sufficient to say the "proposed changes will help to reduce parking pressures, congestion, reduce carbon emissions and improve air quality".</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>How do you expect people to be able to afford all these increases especially during the time we are in, not everyone has a high paying job and having a car is essential for a lot of families? Once again this is ridiculous, and I do not agree or accept it. If you had mentioned to anyone that you would be grossly raising the parking price when the parking permit was initially proposed, no one would have opted for it. It absolutely feels like you guys are taking advantage.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>Is not right what you are thinking to do, increasing the parking price on this moment. I did not vote for those people who are behind this plan, increasing Parkin charges at this very difficult time and year which all of us been affected by COVID19. I don't know if you have asked all residents if they agree with for the increasing resident parking? A referendum throughout the Haringey is very essential to see what people think. You are talking for parking increases. But truly you have increased the parking charges every year! And you keep increasing no matter what, you keep increasing council tax, but no investment has been done for road or rubbish is collected every fortnight. You keep increasing charges keep increasing, but have you asked yourself? is wages increasing for people to be able to pay the increase charges. So that is the question you have to ask.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>The sketchy proposals outlined are obviously an additional form of local taxation. When parking zones were introduced they were sold to residents as a means of ensuring local residents could park without the additional out borough commuters parking. Then we had the reduction of resident parking areas and an increase of business only bays (once again simply a revenue generating scheme reducing the availability of residential parking).</p> <p>I move now to the issue of homes of multiple occupancy; conveniently ignored by policy makers. The frontages of properties can only sustain one parking space outside. If the council were truly interested in reducing car use, then at a stroke they would allow only one resident's permit per frontage. Allowing additional permits per household again supports the contention that the policy is revenue driven and that the suggestion that it has anything to do with the environment a convenient, if unconvincing, fig leaf.</p>

Frontline Consultation

<p>Object. where's the evidence? Why do it now?</p>	<p>I have just read the extortionate list of charges to be added to parking in the borough. I find these charges totally unacceptable. For you to put such a rise in charges forward when so many people have lost their jobs and income is disgraceful. To push people to use an unsafe transport system during a pandemic is grossly incompetent.</p> <p>People will have the right to have as many visitors a day to their place of residence once more restrictions are lifted. Some of us haven't seen family or friends for months and yet you intend to restrict our visitors or service workers to two a day and at an increased charge!</p> <p>I think these proposals are outrageous and greedy from a council that should be helping people in the area rather than demanding more money when people are at their lowest in income and health.</p> <p>It is shameful</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>I am absolutely appalled that in the midst of a global pandemic and consequent recession, you think it is appropriate to raise what are already expensive parking charges in Haringey. The measures have clearly worked already, with residents being able to park on match days. This is blatant greed and money grabbing from a community that has been struck hard financially. I would like to know who I can speak to in person about this and will be writing to David Lammy.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>I completely object to the proposed changes. Since moving here I have gone from no permit, to the introduction of permits and then 2 increases. When the first documents came out it was about pollution and getting more people to use public transport. At the time I drove a large Audi, and my partner a smaller car to travel across London. We have both made changes, she uses public transport every day and buys a monthly pass and I bought the lowest co2 emission hybrid, which is only beaten for emissions by a fully electric car. Since these changes my permit has gone from zero to £31 and my partner's travel card has consistently been increased. In total we have both needed to pay out an extra £70 even though we are taking the advice to support the emission we add to. How can you add charges to people who have taken the advice from your own guidance? Added to this the parking restrictions on my road mean that when I return from work I still struggle to park</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>How can these new figures be justifiable? I didn't even read a good enough reason but infrastructure, what does that even mean?. Haringey isn't even an affluent area, people don't earn great amounts of money in Haringey, to be spending ridiculous amounts on parking their car outside their own homes, Makes no sense. People have families to look after, kids, let alone the 1000 other things a family may have to deal with. Adding ridiculous amounts to permits and this doesn't seem as though anything has been taken into consideration whatsoever, evident in the fact that there is such a haste to put this in place!. Please reconsider this decision and take more time to hear the people from Haringey's voices!.</p>

Frontline Consultation

<p>Object. where's the evidence? Why do it now?</p>	<p>I think this is absolutely outrageous, especially considering the current climate. Lots of people have lost relatives their jobs and businesses and you are sending emails such as this. Highly insensitive. I strongly suggest you do not put in place the current proposal.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>As a resident of Haringey Council for the past year I have to say I find it one of the least helpful and least forward-thinking councils especially when it comes to parking. Where I used to live, we had online permits for both residents and visitors. It was a simple matter without fuss. When I moved here it took multiple calls and emails and then further calls to make payment and then further emails to finally get a permit. When I was looking to purchase a different car, again, incredibly unhelpful as I was not allowed to get a permit in advance as I didn't know specifically what car I would get, but also no procedures were in place to ensure I didn't get a ticket in the meantime. I was simply told the new permit would take several days to be processed and hard luck. Several of my neighbours seem to have the same problem. How is it that no-one in your office has thought about this issue and put a process in place? It beggars belief.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>Amidst a global pandemic and national crisis, where many have died, been separated from the ones they love, lost jobs and been furloughed with no idea of when things will improve - the government has encouraged the use of personal transport as it is far safer. Haringey Council feels it is appropriate to punish its residents by raising costs associated with private vehicles. This is not only appalling timing but unthoughtful and essentially a kick in the teeth for everyone that lives in the borough. This does not need to happen; council tax went up last year and it is very likely VAT and income tax will increase. You cannot keep taking from those without work. People need cars to work and punishing them is completely counter intuitive to economic recovery.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>I am making several comments about this proposed price hike for parking that I already pay enough for below. We pay enough for permits already. We're already being hammered with the ULEZ - and extension of congestion zone to the north circular. This is just HC cashing in on a pandemic! Go after the manufacturers of cars if you want real change- tell the auto and petrol industry to pay more taxes! Subsidise public transport make it more accessible frequent - pleasant and cheap to travel on public transport, currently it is disgusting on most buses And this new trend of herding people in one way routes around train stations adds to the journey and is pathetic and serves no purpose in social distancing. Do more to make the roads safer to cycle. I would not cycle as an over 50s on these roads. These Extra charges are only going to affect people like me - while the young people you see racing around in a convertible BMW's and Mercedes and selling drugs on the streets</p>

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<p>Object. where's the evidence? Why do it now?</p>	<p>This is outrageous, we are paying a higher rate than most boroughs in London. You make enough money in fines and still want us to contribute to this resident parking. The road is not fit for our cars to run. We have been in lockdown for 3 month and no concession has been forth coming. The increase is above inflation rate and everyone is not working at the moment so I can't understand the increase at this time.</p> <p>Langham Road Resident</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>As a long time resident on St Ann's road, I have not seen any benefits of the parking permit. If you are increasing cost I should see some benefits from this, which even when it was introduced I haven't seen any benefits. Over the last couple of years, I have been writing to you to get a speed bump put in place on the zebra crossing as it is dangerous and I have had push back every time.</p> <p>I would like to understand what I will be getting for the increase and express that I am really against this increase.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>Good morning</p> <p>I would like to express my disappointment in regard to the above proposal. I really believe that now more than ever people are straggling with money and as resident is already enough what we pay to park our vehicle outside our property. Parking should be free considering what we pay of council tax therefore I would leave everything as it is.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>You are running our society like a dictator. You bring in draconian measures at your pleasure like communists. I have a 4 year old diesel car. I was told diesel was good for low carbon emissions. Then opinion changed and now you want to whack us. Your attitude is that you have an agenda in mind, and you will heavy-handedly apply rules and punishments to the people to force them to follow your agenda to your idea and opinion of climate change. You rule us like the communists do. I wish writing this would help you see how dictatorial your position is and how you stand on our freedoms to force us to comply with your agenda. You personify the dictatorial creep of power running rough-shod over our freedoms.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>? I have seen the proposed changes to car permits and would like to say that I think the increase in charges is very steep and unfair on your local residents - people who already pay their council tax. I have an essential school permit, which was due for renewal in March and all paperwork submitted with the payment is currently sitting somewhere in the parking permits office, which I pay for myself as the school does not have the money to fund this. Increases in costs on already stretched school budgets will have a big impact on those schools who do not have any car parking on their school site, but need staff to travel in to secure good staff. Also with the current state of affairs, people are less inclined to travel on public transport.</p> <p>Belmont Junior School, Rusper Road, London N22</p>

Frontline Consultation

<p>Object. Where's the evidence? Why do it now?</p>	<p>I understand the need to raise additional funds at a time where local authorities are under immense pressure to deliver its services. However, what I do not see in this consultation is exactly how this additional funding is going to be spent to support existing road users and the more active travellers. As with all council led projects, as I resident and road user I feel this revenue you are generating will be lost on your back-office administration costs. From the council page I cannot see how these funds will be directed and what % you expect to see utilised for each provision you have earmarked. Furthermore, I have raised parking issues before and received no reply from the council.</p> <p>Residents on my street continually place cones and bins on the street to preserve parking spaces. This matter is never dealt with by the council. It is not conducive to the parking environment and makes it difficult for visitors.</p>
<p>Object. Where's the evidence? Why do it now?</p>	<p>This is an Absolute disgrace. Appears to me that as usual, Haringey are targeting the motorist at a time where it is unsafe to travel on buses and tubes. Why do not Haringey become more efficient in recovering the rent arrears and we would be able to get a permit for nothing. Would be better for the council to concentrate on better ways to generate income then using the car owners as a new kind of council tax.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>This is an outrageous proposal. I work in a local secondary school, Heartlands' High school to be precise, which is also on Station Road. A majority of our families are on FSM (free school meals) low income, and a car is a safe way to transport their children around and get them off the streets. A car is a luxury item to have for people to do their daily business, to take get out of this borough, which has nothing much to offer for young people from a parent's point of view. Haringey as you know has high poverty and we all want street crimes / domestic violence etc. to be reduced. But you want to increase the cost of parking your car outside your house. Whilst people already pay road tax, council tax, extortionate rent, petrol, insurance. Force people to get on public transport. In your comfortable office you may feel like a few pounds is nothing. But look at the people's lives in the area you want to sting.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>I wish to object to the proposed increase across the board for all parking in the borough. I feel we pay high enough prices as it is at the moment, this will only have a negative impact on local business and discourage people from visiting the area. As a resident we are being penalised enough already, please also can you explain this section. Visitor permits – households would be limited to no more than two daily visitor permits at any one time. Daily visitor permits would increase to £4 across all CPZ areas. You have already made it difficult to gauge how many visitor permits one needs in a year having them only valid for one year, now you propose not giving a refund on unused permits. this is blatant robbery.</p> <p>With the huge impact of the Corona Virus we should be doing everything we can now to kick-start the economy and get local business up and running again, this would only increase the burden of extra costs to the local economy.</p>

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<p>Object. where's the evidence? Why do it now?</p>	<p>.£10 increase to support administration. I think this ask seems disproportionate, especially when you have not provided current parking revenue generated from fines or demonstrated that there is an overspend within the parking budget. The problem with asking for money for admin is that what is a public service, which we already contribute to through Council tax should be sufficient. We've also seen a lot of people lose jobs due to the pandemic, so this seems particularly insensitive to ask this during the current climate. I would say the same point concerns the 20 admin fee for managing refunds.</p> <p>2. Additional 50 charge for additional car. I think the Councils timing for the Consultation is not right. We're currently in the middle of a pandemic. At the moment many people have been advised to use public transport, for some families this may mean they have to drive to work where they previously would not</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>Hi. I disagree any extra charge for residents permit. I believe this proposal is very high and I hope my opinion and my voice will stop increasing prices.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>I am a front line worker; I work as Specialist Nurse supporting children with chronic health conditions in the local Community. Thus my car is vital to me seeing my patients and my job role. The past three months have been extremely stressful and challenging as you can imagine- and not to forget the emotional impact it has had on NHS workers. I find it utterly disgusting that in this current time of suffering and anguish- that Haringey will be considering all these changes to residential parking permits. Many people have lost their jobs, and I am disappointed that Haringey instead of trying to help their residents, are going to cause and add to their anxiety and deepen their stress. My husband has now lost his job and I am now the breadwinner; which puts financial stress to our current situation. my car is diesel, and as mentioned above it is essential to my role and even more so now during the crisis of Covid-19.</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>As a young business owner and immigrant living in Haringey borough I would not be able to do my job without my car. The reality is young people can't afford new eco-friendly cars (who's environmental impact is hotly debated topic). Parking is already outrageously expensive and the fact that you are proposing extortionately high administration fees is ludicrous considering how shambolic the administration of Haringey council is, simply look at your google reviews and you'll find that this is a commonly shared view. I firmly believe that the proposals will only serve to exacerbate the already massive problem of youth unemployment and lack of opportunities. This will only serve to create a larger divide between the rich and the poor of Haringey, something I find particularly ironic considering David Lammy's rhetoric. You are part of the problem; the poorest in society will suffer the most from these proposals.</p>

Frontline Consultation

Object. where's the evidence? Why do it now?	I think this is a diabolical way to raise money, isn't it enough that I am paying to park outside my house and paying council tax And road tax for the upkeep of the roads that are full of potholes. Sent from my iPhone
Object. where's the evidence? Why do it now?	I don't agree with any! Ordinary hard working people just end up paying more money to subsidise everyone else. Just let us drive easier and park easier without tickets to keep us off the roads and save pollution- a lot of time we are driving round trying to find a parking bay! This would also support local high streets - if we can park we can shop!
Object. where's the evidence? Why do it now?	Given that there is active discouragement of use of public transport at this time, is this really a sensible moment to penalise private car use ? I am totally against the imposition of any changes until we have more idea of how long and how severe the impact of Covid 19 on public transport will be. This looks like a cynical revenue generating exercise rather than the actions of a concerned and competent local authority
Object. where's the evidence? Why do it now?	It sounds like straightforward theft. Will the Council explain in detail how much money it expects to accrue from these measures and how they intend to spend it. Will it be ring fenced for green purposes?
Object. where's the evidence? Why do it now?	This proposal is disingenuous and greedy.. I also suspect that decisions on zoning are based on class and race. Why are there greater restrictions in the poorer areas of the borough I.e Tottenham compared to the more well off areas like Muswell Hill? When you introduce zoning to all areas of Muswell Hill I'll consider whether charges should be raised. Your proposal is insidious. I do not agree to the proposal to raise charges
Object. where's the evidence? Why do it now?	These proposals are so typically ridiculous and preposterous by the Council. You also charge for cars based on fuel not based on mileage or usage. The government told us to buy diesel and now punish us for following this advice. I am opposed to all of these changes; the permits are too much already for what is provided. The permit times on our road don't even help prevent congestion and encourage driving for us of Park Road Permit.

Frontline Consultation

<p>Object. where's the evidence? Why do it now?</p>	<p>Firstly, I'm outraged at these proposals. Haringey is a borough with severe poverty issues and to make such increases is to presume your residents can afford this. Whilst I'm in agreement with creating laws to reduce global warming, surely there are ways you could reduce and promote this without directly affecting those who work hard to earn a car.</p> <p>I'm a teacher who works in Barnet, and there are no direct ways to transport there from where I live in Haringey. I work extremely hard and need my car to commute from work. I already struggle to pay monthly finances and sadly you do not run a scheme where a household is permitted a car to park free of charge. Unlike many other councils. I pay so much to park my car on my road already whilst other people have property they can park their car on for free. So how is this fair? Before proposing these changes you need to respect the views of those living in your borough as when these parking restrictions were</p>
<p>Object. where's the evidence? Why do it now?</p>	<p>Hi I have received your mail and I think this is a outrage that you will bring in such changes during the pandemic when we are being actively discouraged from using public transport. Surely these changes should be made when it's safer to return to public transport.</p> <p>I myself will always opt to use the train/ buses or walk when possible but in the current circumstances I am being actively discouraged from doing to by the government.</p> <p>I also think before bring in these such measures you need to make it more affordable/ accessible for people to keep bikes in the area as it is very hard to keep your bike in the Haringey area without getting parts stolen, so I think its unrealistic to expect people to be able to accommodate these changes.</p>

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Appendix 2: Proposed increase by permit type, including proposed surcharge

1. Residential Parking Permits

Table with headings:

–CO2 Emission Band (CO2 g/km)

Current Price Annual

Current Price 6 Monthly

Proposed charge Annual

Proposed charge 6 – monthly

CO2 Emission Band (CO2 g/km) – Up to 100 –

– Current Price Annual – £21 –

– Current Price 6 Monthly – N/A –

– Proposed charge Annual – £31 –

– Proposed charge 6 – monthly – N/A –

CO2 Emission Band (CO2 g/km) – 101-110 –

– Current Price Annual – £31 –

– Current Price 6 Monthly – £16 –

– Proposed charge Annual – £41 –

– Proposed charge 6 – monthly – £21 –

CO2 Emission Band (CO2 g/km) – 111-120 –

– Current Price Annual – £41 –

– Current Price 6 Monthly – £21 –

– Proposed charge Annual – £51 –

– Proposed charge 6 – monthly – £26 –

CO2 Emission Band (CO2 g/km) – 121-130 –

– Current Price Annual – £62 –

– Current Price 6 Monthly – £31 –

– Proposed charge Annual – £72 –

– Proposed charge 6 – monthly – £36 –

CO2 Emission Band (CO2 g/km) – 131-140 –

– Current Price Annual – £83 –

– Current Price 6 Monthly – £41 –

– Proposed charge Annual – £93 –

– Proposed charge 6 – monthly – £46 –

CO2 Emission Band (CO2 g/km) – 141-150 –

– Current Price Annual – £103 –

– Current Price 6 Monthly – £52 –

– Proposed charge Annual – £113 –

– Proposed charge 6 – monthly – £57 –

CO2 Emission Band (CO2 g/km) – 151-165 –

– Current Price Annual – £145 –

- Current Price 6 Monthly – £72 –
- Proposed charge Annual – £155 –
- Proposed charge 6 – monthly – £77 –

- CO2 Emission Band (CO2 g/km) – 166-175 –**
- Current Price Annual – £165 –
 - Current Price 6 Monthly – £83 –
 - Proposed charge Annual – £175 –
 - Proposed charge 6 – monthly – £88 –

- CO2 Emission Band (CO2 g/km) – 176-185 –**
- Current Price Annual – £186 –
 - Current Price 6 Monthly – £93 –
 - Proposed charge Annual – £196 –
 - Proposed charge 6 – monthly – £98 –

- CO2 Emission Band (CO2 g/km) – 186-200 –**
- Current Price Annual – £207 –
 - Current Price 6 Monthly – £103 –
 - Proposed charge Annual – £227 –
 - Proposed charge 6 – monthly – £113 –

- CO2 Emission Band (CO2 g/km) – 201-225 –**
- Current Price Annual – £227 –
 - Current Price 6 Monthly – £114 –
 - Proposed charge Annual – £247 –
 - Proposed charge 6 – monthly – £124 –

- CO2 Emission Band (CO2 g/km) – 226-255 –**
- Current Price Annual – £269 –
 - Current Price 6 Monthly – £134 –
 - Proposed charge Annual – £289 –
 - Proposed charge 6 – monthly – £145 –

- CO2 Emission Band (CO2 g/km) – over 255 –**
- Current Price Annual – £289 –
 - Current Price 6 Monthly – £145 –
 - Proposed charge Annual – £309 –
 - Proposed charge 6 – monthly – £155

Surcharge for all

£50 annual surcharge for 2nd and subsequent permit per household

£80 annual diesel surcharge

Vehicles registered before 1 March 2001

Table with headings

– Engine Size

Current price (annual)

Current price (6 monthly)

Proposed Price (annual)

Proposed price (6 monthly)

Engine Size – Not over 1540 cc

Current price (annual) – £72

Current price (6 monthly) – £36

Proposed Price (annual) – £92

Proposed price – £46

Engine Size – 1550 cc to 3000cc

Current price (annual) – £186

Current price (6 monthly) – £93

Proposed Price (annual) – £206

(6 monthly) – £103

Engine Size – 3001cc and above

Current price (annual) – £289 –

Current price (6 monthly) – £145

Proposed Price (annual) – £309

Proposed price – £155

Surcharge for all

£50 annual surcharge for 2nd and subsequent permit per household

£80 annual diesel surcharge

2) Carers Parking Permits

Table with headings:

– CO2 Emission Band (CO2 g/km)

Current Price (Annual)

Current Price (6 Monthly)

Proposed price (annual)

Proposed price (6 – monthly) –

CO2 Emission Band (CO2 g/km) – Up to 100 –

- Current Price (Annual) – £21 –
- Current Price (6 Monthly) – N/A –
- Proposed price (annual) – £31 –
- Proposed price (6 – monthly) – N/A –

CO2 Emission Band (CO2 g/km) – (101-110) –

- Current Price (Annual) – £31 –
- Current Price (6 Monthly) – £16 –
- Proposed price (annual) – £41 –
- Proposed price (6 – monthly) – £21 –

CO2 Emission Band (CO2 g/km) – 111-120 –

- Current Price (Annual) – £41 –
- Current Price (6 Monthly) – £21 –
- Proposed price (annual) – £51 –
- Proposed price (6 – monthly) – £26 –

CO2 Emission Band (CO2 g/km) – 121-130 –

- Current Price (Annual) – £62 –
- Current Price (6 Monthly) – £31 –
- Proposed price (annual) – £72 –
- Proposed price (6 – monthly) – £36 –

CO2 Emission Band (CO2 g/km) – 131-140 –

- Current Price (Annual) – £83 –
- Current Price (6 Monthly) – £41 –
- Proposed price (annual) – £93 –
- Proposed price (6 – monthly) – £46 –

CO2 Emission Band (CO2 g/km) – 141-150 –

- Current Price (Annual) – £103 –
- Current Price (6 Monthly) – £52 –
- Proposed price (annual) – £113 –
- Proposed price (6 – monthly) – £57 –

CO2 Emission Band (CO2 g/km) – 151-165 –

- Current Price (Annual) – £145 –
- Current Price (6 Monthly) – £72 –
- Proposed price (annual) – £155 –
- Proposed price (6 – monthly) – £77 –

CO2 Emission Band (CO2 g/km) – 166-175 –

- Current Price (Annual) – £165 –

- Current Price (6 Monthly) – £83 –
- Proposed price (annual) – £175 –
- Proposed price (6 – monthly) – £88 –

- CO2 Emission Band (CO2 g/km) – 176-185 –**
- Current Price (Annual) – £186 –
 - Current Price (6 Monthly) – £93 –
 - Proposed price (annual) – £196 –
 - Proposed price (6 – monthly) – £98 –

- CO2 Emission Band (CO2 g/km) – 186-200 –**
- Current Price (Annual) – £207 –
 - Current Price (6 Monthly) – £103 –
 - Proposed price (annual) – £227 –
 - Proposed price (6 – monthly) – £113 –

- CO2 Emission Band (CO2 g/km) – 201-225 –**
- Current Price (Annual) – £227 –
 - Current Price (6 Monthly) – £114 –
 - Proposed price (annual) – £247 –
 - Proposed price (6 – monthly) – £124 –

- CO2 Emission Band (CO2 g/km) – 226-255 –**
- Current Price (Annual) – £269 –
 - Current Price (6 Monthly) – £134 –
 - Proposed price (annual) – £289 –
 - Proposed price (6 – monthly) – £145 –

- CO2 Emission Band (CO2 g/km) – over 255 –**
- Current Price (Annual) – £289 –
 - Current Price (6 Monthly) – £145 –
 - Proposed price (annual) – £309 –
 - Proposed price (6 – monthly) – £155 –

Surcharge for all

£50 annual surcharge for 2nd and subsequent permit per household

£80 annual diesel surcharge

Vehicles registered before 1 March 2001 (or where the CO2 emission is not documented):

Table with headings

Engine Size

Permit Price (annual)

Permit price (6 monthly)

Proposed Permit Price (Annual)

Proposed Permit price (6 monthly)

Engine Size - Not over 1540 cc

Permit Price (annual) - £72

Permit price (6 monthly) - £36

Proposed Permit Price - £92

Proposed Permit price (6 monthly) - £46

Engine Size - 1550 cc to 3000cc

Permit Price (annual) - £186

Permit price (6 monthly) - £93

Proposed permit price (Annual) - £206

Proposed Permit price (6 monthly) - £103

Engine Size - 3001cc and above

Permit Price (annual) - £289

Permit price (6 monthly) - £145

Proposed Permit Price - £309

Proposed Permit price (6 monthly) - £155

Surcharge for all

£50 annual surcharge for 2nd and subsequent permit per household

£80 annual diesel surcharge

3) Business Permits

Table with headings

CO2 Emission Band (CO2 g/km)

Current charge

Proposed charge

Surcharge (£80 diesel surcharge on top of permit price) –

CO2 Emission Band (CO2 g/km) - Up to 100 -

- Current charge - £103 -

- Proposed charge - £123 -

- Surcharge (£80 diesel surcharge on top of permit price) - £203 -

CO2 Emission Band (CO2 g/km) - 101-110 -

- Current charge - £145 -

- Proposed charge - £165 -

- Surcharge (£80 diesel surcharge on top of permit price) - £245 -

- CO2 Emission Band (CO2 g/km) - 111–120 -**
 - Current charge - £186 -
 - Proposed charge - £206 -
 - Surcharge (£80 diesel surcharge on top of permit price) - £286 -

- CO2 Emission Band (CO2 g/km) - 121–130 -**
 - Current charge - £207 -
 - Proposed charge - £227 -
 - Surcharge (£80 diesel surcharge on top of permit price) - £307 -

- CO2 Emission Band (CO2 g/km) - 131-140 -**
 - Current charge - £227 -
 - Proposed charge - £247 -
 - Surcharge (£80 diesel surcharge on top of permit price) - £327 -

- CO2 Emission Band (CO2 g/km) - 141-150 -**
 - Current charge - £248 -
 - Proposed charge - £268 -
 - Surcharge (£80 diesel surcharge on top of permit price) - £348 -

- CO2 Emission Band (CO2 g/km) - 151-165 -**
 - Current charge - £310 -
 - Proposed charge - £340 -
 - Surcharge (£80 diesel surcharge on top of permit price) - £420 -

- CO2 Emission Band (CO2 g/km) - 166-175 -**
 - Current charge - £331 -
 - Proposed charge - £361 -
 - Surcharge (£80 diesel surcharge on top of permit price) - £441 -

- CO2 Emission Band (CO2 g/km) - 176–185 -**
 - Current charge - £351 -
 - Proposed charge - £381 -
 - Surcharge (£80 diesel surcharge on top of permit price) - £461 -

- CO2 Emission Band (CO2 g/km) - 186-200 -**
 - Current charge - £413 -
 - Proposed charge - £443 -
 - Surcharge (£80 diesel surcharge on top of permit price) - £523 -

- CO2 Emission Band (CO2 g/km) - 201-225 -**
 - Current charge - £434 -
 - Proposed charge - £464 -
 - Surcharge (£80 diesel surcharge on top of permit price) - £544 -

- CO2 Emission Band (CO2 g/km) - 226-255 -**
 - Current charge - £455 -
 - Proposed charge - £485 -
 - Surcharge (£80 diesel surcharge on top of permit price) - £565 -

CO2 Emission Band (CO2 g/km) - over 255 -
- Current charge - £475 -
- Proposed charge - £505 -
- Surcharge (£80 diesel surcharge on top of permit price) - £585 -

Vehicles registered before 1 March 2001 (or where CO2 emissions are not documented):

Table with headings:

Engine size

Current Charges

Proposed Charge

Surcharge (£80 diesel surcharge)

Engine size - Not over 1540 cc

Current Charges - £248

Proposed Charge - £268

Surcharge (£80 diesel surcharge) - £348

Engine size - 1550 cc to 3000cc

Current Charges - £351

Proposed Charge - £371

Surcharge (£80 diesel surcharge) - £451

Engine size - 3001cc and above

Current Charges - £475

Proposed Charge - £495

Surcharge (£80 diesel surcharge) - £575

4) Borough Wide and Utility Permits

Table with headings:

CO2 Emission Band (CO2 g/km)

Current charge

Proposed charge

Surcharge (£80 diesel surcharge on top of permit price)

CO2 Emission Band (CO2 g/km) - Up to 100 -

- Current charge - £207 -

- Proposed charge - £227 -

- Surcharge (£80 diesel surcharge on top of permit price) - £307 -

CO2 Emission Band (CO2 g/km) - 101 - 110 -

- Current charge - £310 -

- Proposed charge - £330 -

- Surcharge (£80 diesel surcharge on top of permit price) - £410 -

CO2 Emission Band (CO2 g/km) - 111 – 120 -
- Current charge - £351 -
- Proposed charge - £371 -
- Surcharge (£80 diesel surcharge on top of permit price) - £451 -

CO2 Emission Band (CO2 g/km) - 121 – 130 -
- Current charge - £393 -
- Proposed charge - £413 -
- Surcharge (£80 diesel surcharge on top of permit price) - £493 -

CO2 Emission Band (CO2 g/km) - 131 - 140 -
- Current charge - £434 -
- Proposed charge - £454 -
- Surcharge (£80 diesel surcharge on top of permit price) - £534 -

CO2 Emission Band (CO2 g/km) - 141 - 150 -
- Current charge - £475 -
- Proposed charge - £495 -
- Surcharge (£80 diesel surcharge on top of permit price) - £575 -

CO2 Emission Band (CO2 g/km) - 151 - 165 -
- Current charge - £620 -
- Proposed charge - £650 -
- Surcharge (£80 diesel surcharge on top of permit price) - £720 -

CO2 Emission Band (CO2 g/km) - 166 - 175 -
- Current charge - £661 -
- Proposed charge - £691 -
- Surcharge (£80 diesel surcharge on top of permit price) - £761 -

CO2 Emission Band (CO2 g/km) - 176 – 185 -
- Current charge - £702 -
- Proposed charge - £732 -
- Surcharge (£80 diesel surcharge on top of permit price) - £802 -

CO2 Emission Band (CO2 g/km) - 186 - 200 -
- Current charge - £826 -
- Proposed charge - £856 -
- Surcharge (£80 diesel surcharge on top of permit price) - £936 -

CO2 Emission Band (CO2 g/km) - 201 - 225 -
- Current charge - £868 -
- Proposed charge - £898 -
- Surcharge (£80 diesel surcharge on top of permit price) - £978 -

CO2 Emission Band (CO2 g/km) - 226 - 255 -
- Current charge - £909 -
- Proposed charge - £939 -
- Surcharge (£80 diesel surcharge on top of permit price) - £1019 -

- CO2 Emission Band (CO2 g/km) - over 255 -**
- **Current charge - £950 -**
- **Proposed charge - £980 -**
- **Surcharge (£80 diesel surcharge on top of permit price) - £1060 -**

Vehicles registered before 1 March 2001 (or where CO2 emissions are not documented)

Table with headings:

Engine size

Current Charges

Proposed Charge

Surcharge (£80 diesel surcharge)

Engine size - Not over 1540 cc

Current Charges - £475

Proposed Charge - £495

Surcharge (£80 diesel surcharge) - £575

Engine size - 1550 cc to 3000cc

Current Charges - £702

Proposed Charge - £722

Surcharge (£80 diesel surcharge) - £802

Engine size - 3001cc and above

Current Charges - £950

Proposed Charge - £970

Surcharge (£80 diesel surcharge) - £1050

5) Pay by phone Proposed surcharge tariffs

Table with headings

Tariffs

Occupancy levels

Charge / Hr

With diesel Surcharge (25%)

Tariffs - Tariff 1

Occupancy levels - High usage area

Charge / Hr - £3.30

With diesel Surcharge (25%) - £4.13

Tariffs - Tariff 2

Occupancy levels - Medium usage area

Charge / Hr - £2.10

With diesel Surcharge (25%) - £2.63

Tariffs - Tariff 3

Occupancy levels - Low usage area

Charge / Hr - £1.30
With diesel Surcharge (25%) - £1.63

6) Visitor Vouchers

Table with headings
Type of Permit
Current Charge
Proposed Charge

Type of Permit - CPZ Visitor Voucher
Current Charge - *£3.60
Proposed Charge - *£4
Type of Permit - Event Day CPZ Visitor Voucher
Current Charge - *£2.15
Proposed Charge - *£4

* Concessionary rate of 50% discount applied to the visitor voucher charge for those aged 65 or over, or registered disabled.

7) Disabled Blue Badge resident permit - Free

8) Essential Service Permits for All Zones (Non-School)

Table with headings:

CO2 Emission Band
Current charge - Essential Service Permits for All Zones (Non - Schools)
Surcharge (£80 diesel surcharge on top of permit price) –

CO2 Emission Band - Up to 100 CO2 g/km including electric vehicles -
- Current charge - Essential Service Permits for All Zones (Non - Schools) -
£165 -
- Surcharge (£80 diesel surcharge on top of permit price) - £245 -

CO2 Emission Band - 101 - 110 CO2 g/km -
- Current charge - Essential Service Permits for All Zones (Non - Schools) -
£207 -
- Surcharge (£80 diesel surcharge on top of permit price) - £287 -

CO2 Emission Band - 111 - 120 CO2 g/km -
- Current charge - Essential Service Permits for All Zones (Non - Schools) -
£248 -
- Surcharge (£80 diesel surcharge on top of permit price) - £328 -

CO2 Emission Band - 121 - 130 CO2 g/km -
- Current charge - Essential Service Permits for All Zones (Non - Schools) -
£289 -
- Surcharge (£80 diesel surcharge on top of permit price) - £369 -

CO2 Emission Band - 131 - 140 CO2 g/km -
- Current charge - **Essential Service Permits for All Zones (Non - Schools) -**
£331 -
- Surcharge (£80 diesel surcharge on top of permit price) - £411 -

CO2 Emission Band - 141 - 150 CO2 g/km -
- Current charge - **Essential Service Permits for All Zones (Non - Schools) -**
£372 -
- Surcharge (£80 diesel surcharge on top of permit price) - £452 -

CO2 Emission Band - 151 - 165 CO2 g/km -
- Current charge - **Essential Service Permits for All Zones (Non - Schools) -**
£517 -
- Surcharge (£80 diesel surcharge on top of permit price) - £597 -

CO2 Emission Band - 166 - 175 CO2 g/km -
- Current charge - **Essential Service Permits for All Zones (Non - Schools) -**
£558 -
- Surcharge (£80 diesel surcharge on top of permit price) - £638 -

CO2 Emission Band - 176 - 185 CO2 g/km -
- Current charge - **Essential Service Permits for All Zones (Non - Schools) -**
£599 -
- Surcharge (£80 diesel surcharge on top of permit price) - £679 -

CO2 Emission Band - 186 - 200 CO2 g/km -
- Current charge - **Essential Service Permits for All Zones (Non - Schools) -**
£640 -
- Surcharge (£80 diesel surcharge on top of permit price) - £720 -

CO2 Emission Band - 201 - 225 CO2 g/km -
- Current charge - **Essential Service Permits for All Zones (Non - Schools) -**
£682 -
- Surcharge (£80 diesel surcharge on top of permit price) - £762 -

CO2 Emission Band - 226 - 255 CO2 g/km -
- Current charge - **Essential Service Permits for All Zones (Non - Schools) -**
£723 -
- Surcharge (£80 diesel surcharge on top of permit price) - £803 -

CO2 Emission Band - Over 255 CO2 g/km -
- Current charge - **Essential Service Permits for All Zones (Non - Schools) -**
£764 -
- Surcharge (£80 diesel surcharge on top of permit price) - £844 -

Appendix 3: Proposed increase by permit type, including proposed surcharge

1. Comparison of Residents Permit Pricing with other Council

Table with headings:

CO2 Emission Band (CO2 g/km) –Electric –

- Islington – Free.
- Camden – £40.57.
- Hackney – Free.
- Barnet - £15.
- Westminster – Free.
- Kensington and Chelsea - £90.
- Brent - £25.
- Hammersmith and Fulham - £Free
- Southwark - £31.25.
- Lambeth - £36.95.
- Tower Hamlets - £11.
- Haringey Existing - £21.
- Haringey Proposed – £31.

CO2 Emission Band (CO2 g/km) – No Local Emissions –

- Islington -
- Camden – £130.28.
- Hackney - £10.
- Barnet -
- Westminster - £110.
- Kensington and Chelsea -
- Brent -
- Hammersmith and Fulham - £60.
- Southwark - £125.
- Lambeth -
- Tower Hamlets - £10.5.
- Haringey Existing -
- Haringey Proposed –

CO2 Emission Band (CO2 g/km) – Up to 100 –

- Islington - £20.
- Camden -
- Hackney - £61.
- Barnet -
- Westminster -
- Kensington and Chelsea -
- Brent -
- Hammersmith and Fulham -
- Southwark -
- Lambeth -
- Tower Hamlets -
- Haringey Existing -
- Haringey Proposed –

CO2 Emission Band (CO2 g/km) – 101 to 110 –

- Islington - £22.
- Camden -
- Hackney -
- Barnet -
- Westminster -
- Kensington and Chelsea - £119.
- Brent -
- Hammersmith and Fulham -
- Southwark -
- Lambeth - £128.59.
- Tower Hamlets - £51.
- Haringey Existing - £31.
- Haringey Proposed – £41.

CO2 Emission Band (CO2 g/km) – 111 to 120 –

- Islington - £31.6.
- Camden -
- Hackney -
- Barnet - £50.
- Westminster -
- Kensington and Chelsea -
- Brent - £92.
- Hammersmith and Fulham - £119.
- Southwark -
- Lambeth -
- Tower Hamlets -
- Haringey Existing - £41.
- Haringey Proposed – £51.

CO2 Emission Band (CO2 g/km) – 121 to 130 –

- Islington - £84.2.
- Camden - £171.03.
- Hackney - £112.
- Barnet -
- Westminster -
- Kensington and Chelsea - £138.
- Brent -
- Hammersmith and Fulham -
- Southwark -
- Lambeth - £164.13.
- Tower Hamlets - £64.5.
- Haringey Existing - £62.
- Haringey Proposed – £64.

CO2 Emission Band (CO2 g/km) – 131 to 140 –

- Islington - £102.8.
- Camden -
- Hackney -
- Barnet - £55.
- Westminster -
- Kensington and Chelsea -
- Brent -
- Hammersmith and Fulham -
- Southwark -
- Lambeth -
- Tower Hamlets -
- Haringey Existing - £83.
- Haringey Proposed – £93.

CO2 Emission Band (CO2 g/km) – 141 to 150 –

- Islington - £110.6.
- Camden -
- Hackney -
- Barnet -
- Westminster -
- Kensington and Chelsea - £153.
- Brent -
- Hammersmith and Fulham -
- Southwark -
- Lambeth -
- Tower Hamlets -
- Haringey Existing - £103.
- Haringey Proposed – £113.

CO2 Emission Band (CO2 g/km) – 151 to 165 –

- Islington - £137.9.
- Camden - £221.87.
- Hackney -
- Barnet - £65.
- Westminster -
- Kensington and Chelsea -
- Brent -
- Hammersmith and Fulham -
- Southwark -
- Lambeth -
- Tower Hamlets - £90.
- Haringey Existing - £145.
- Haringey Proposed – £155.

CO2 Emission Band (CO2 g/km) – 166 to 175 -

- Islington - £58.
- Camden -
- Hackney -
- Barnet -
- Westminster -
- Kensington and Chelsea - £169.
- Brent -
- Hammersmith and Fulham -
- Southwark -
- Lambeth - £192.36.
- Tower Hamlets - £114.
- Haringey Existing - £165.
- Haringey Proposed – £175.

CO2 Emission Band (CO2 g/km) – 176 to 185 -

- Islington - £184.9.
- Camden -
- Hackney -
- Barnet -
- Westminster -
- Kensington and Chelsea - £183.
- Brent -
- Hammersmith and Fulham -
- Southwark -
- Lambeth -
- Tower Hamlets -
- Haringey Existing - £186.
- Haringey Proposed – £196.

CO2 Emission Band (CO2 g/km) – 186 to 200 -

- Islington - £234.5.
- Camden - £291.26.
- Hackney - £163.
- Barnet -
- Westminster - £155.
- Kensington and Chelsea -
- Brent -
- Hammersmith and Fulham -
- Southwark -
- Lambeth - £257.18.
- Tower Hamlets - £139.
- Haringey Existing - £207.
- Haringey Proposed – £217.

CO2 Emission Band (CO2 g/km) – 201 to 225 -

- Islington - £272.7.
- Camden -
- Hackney -
- Barnet - £115.
- Westminster -
- Kensington and Chelsea -
- Brent - £245.
- Hammersmith and Fulham -
- Southwark -
- Lambeth -
- Tower Hamlets -
- Haringey Existing - £227.
- Haringey Proposed – £237.

CO2 Emission Band (CO2 g/km) – 226 to 255 -

- Islington - £381.2.
- Camden - £475.
- Hackney - £214.
- Barnet -
- Westminster -
- Kensington and Chelsea -
- Brent -
- Hammersmith and Fulham -
- Southwark -
- Lambeth - £312.59.
- Tower Hamlets – £156.
- Haringey Existing - £269.
- Haringey Proposed – £279.

CO2 Emission Band (CO2 g/km) – 256 to 325 -

- Islington - £490.
- Camden -
- Hackney -
- Barnet -
- Westminster -
- Kensington and Chelsea - £242.
- Brent -
- Hammersmith and Fulham -
- Southwark -
- Lambeth -
- Tower Hamlets -
- Haringey Existing - £289.
- Haringey Proposed – £299.

CO2 Emission Band (CO2 g/km) – Above 325 -

- Islington -
- Camden -
- Hackney -
- Barnet -
- Westminster -
- Kensington and Chelsea -
- Brent -
- Hammersmith and Fulham -
- Southwark -
- Lambeth -
- Tower Hamlets - £190.
- Haringey Existing -
- Haringey Proposed –

Diesel Surcharge –

- Islington - £120.
- Camden - 21.5% of carbon emission permit price.
- Hackney - £50.
- Barnet - £10.
- Westminster – no.
- Kensington and Chelsea - £47.
- Brent - £75.
- Hammersmith and Fulham – no.
- Southwark - no.
- Lambeth - £40.
- Tower Hamlets - £50.
- Haringey Existing - £no.
- Haringey Proposed – £80 Surcharge applied to all permits.

Diesel Surcharge includes Euro 6 Category –

- Islington – Yes.
- Camden – Yes.
- Hackney – Yes.
- Barnet – Yes.
- Westminster – No.
- Kensington and Chelsea – No.
- Brent – Yes.
- Hammersmith and Fulham – No.
- Southwark – No.
- Lambeth – No.
- Tower Hamlets – Yes.
- Haringey Existing – No.
- Haringey Proposed – Yes.

Additional Permit Charge –

- Islington – No.
- Camden - 2nd permit + £100.68 surcharge, 3rd permit + £150.51 surcharge.
- Hackney – No.
- Barnet – Category 1 - £40, 2 & 3 - £50, 4,5 & 6 - £75, 7 - £90.55, 8 - £96.25, 9 - 110.50, 10 - £124.75, 11 - £139.00, 12 - £167.50, 13 - £196.00, 14 - £207.25
- Westminster – No.
- Kensington and Chelsea - 2nd or subsequent permit - £78.
- Brent - 2nd permit surcharge ,Low - £50, Med - £143, High - £296, 3rd permit surcharge, Low - £100, Med - £193, High - £347.
- Hammersmith and Fulham - 2nd permit - £497 surcharge, 3rd permit - N/A surcharge.
- Southwark – No.
- Lambeth – No.
- Tower Hamlets - 2nd permit - £51 surcharge, 3rd permit - £153 surcharge.
- Haringey Existing – No.
- Haringey Proposed – 2nd permit + £50 surcharge, 3rd permit + £50 surcharge.

Diesel Surcharge for Paid for Parking on Street –

- Islington – Hourly rate + 50%.
- Camden - Hourly rate + 21%.
- Hackney – No.
- Barnet – No.
- Westminster - Hourly rate + 50%.
- Kensington and Chelsea - Hourly rate + 65%.
- Brent – No.
- Hammersmith and Fulham – No.
- Southwark – No.
- Lambeth – No.
- Tower Hamlets - Hourly rate + 66%.
- Haringey Existing – Usage High £3.30, Med £2.10, Low £1.30.

- Haringey Proposed – Hourly rate + 25%.

EQUALITY IMPACT ASSESSMENT

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

- Eliminating discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advancing equality of opportunity between those with a 'relevant protected characteristic' and those without one;
- Fostering good relations between those with a 'relevant protected characteristic' and those without one.

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

Stage 1 – Screening

Please complete the equalities screening form. If screening identifies that your proposal is likely to impact on protect characteristics, please proceed to stage 2 and complete a full Equality Impact Assessment (EqIA).

Stage 2 – Full Equality Impact Assessment

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

When an EqIA has been undertaken, it should be submitted as an attachment/appendix to the final decision making report. This is so the decision maker (e.g. Cabinet, Committee, senior leader) can use the EqIA to help inform their final decision. The EqIA once submitted will become a public document, published alongside the minutes and record of the decision.

Please read the Council's Equality Impact Assessment Guidance before beginning the EqIA process.

1. Responsibility for the Equality Impact Assessment

Name of proposal	Parking permit and Charges Report (ULEZ Readiness)
Service area	Operations
Officer completing assessment	Greville Percival
Equalities/ HR Advisor	Hugh Smith
Cabinet meeting date (if applicable)	March 2020
Director/Assistant Director	Stephen McDonnell, Director of Environment and Neighbourhoods

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*

ULEZ Readiness Report

The Parking permit and Charges (ULEZ Readiness) Report identifies several measures outlined in the 2019 *Parking Transformation Programme* designed to provide accessible parking for all users, discourage unnecessary use of private vehicles, and encourage more use of sustainable travel modes. The main elements of the policy that are subject to this EqIA are:

- Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings
- Incrementally increased permit charges for 2nd and additional vehicles to discourage private car use and encourage transition to use of lower-polluting vehicles. To offset any disadvantage to Disabled Blue Badge holders, a free resident parking permit will be available for use in their home CPZ
- A £20 administration fee on parking permit refunds.
- Limit on issue of visitor permits on match and event days at Tottenham Hotspur Stadium (THS) to tackle the problem of re-selling of these.

The Ultra-Low Emission Zone (ULEZ) was introduced in central London in April 2019 and will be extended up to the North Circular Road in 2021. Many motorists commuting into central London who previously parked in the inner London area, are now using boroughs outside the current ULEZ zone to park and then use the Tube to travel to central London. Thus Haringey's protective measures such as multicar and diesel surcharges are important – especially around transport hubs in Wood Green and Tottenham in order to have a real effect in reducing vehicular pollution

Key Stakeholders

Key Stakeholders comprise all residents and those who need to use public highway parking facilities and pay to park bays. Key stakeholders also comprise those who use public transport, walk, and cycle - including Haringey residents, businesses and services. Those with disabilities, young children, expectant mothers, and older people are groups most at risk from toxic air pollutants and who will benefit from lower air pollution levels.

The *Parking permit and Charges Report (ULEZ Readiness)* will be submitted to Cabinet for approval in March 2020.

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

Identify the main sources of evidence, both quantitative and qualitative, that supports your analysis. Please include any gaps and how you will address these

This could include, for example, data on the Council's workforce, equalities profile of service users, recent surveys, research, results of relevant consultations, Haringey Borough Profile, Haringey Joint Strategic Needs Assessment and any other sources of relevant information, local, regional or national. For restructures, please complete the restructure EqIA which is available on the HR pages.

Protected group	Service users	Staff
Sex	Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf GLA London Ward Profiles https://londondatastore-upload.s3.amazonaws.com/instant-atlas/ward-profiles-html/atlas.html	<i>No impact</i>
Gender Reassignment	Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	<i>No impact</i>
Age	Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf GLA London Ward Profiles https://londondatastore-upload.s3.amazonaws.com/instant-atlas/ward-profiles-html/atlas.html TfL Roads Taskforce Technical note 12: http://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf	<i>No impact</i>
Disability	Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	<i>No impact</i>
Race & Ethnicity	Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	<i>No impact</i>
Sexual Orientation	Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	<i>No impact</i>
Religion or Belief (or No Belief)	Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	<i>No impact</i>
Pregnancy & Maternity	Census 2011 TfL Roads Taskforce Technical note 12: http://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf	<i>No impact</i>
Marriage and Civil Partnership	Haringey Equalities Profile http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	<i>No impact</i>

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.

Equalities monitoring data is not available for holders of parking permits. Data is not captured at the application stage for any permits. However, given that residents in any property in a CPZ who keep and use a vehicle are eligible for residential and visitor permits, ward level data from sources such as the Office

for National Statistics (ONS) are used for the purpose of examining the impact on different protected groups. We also use public and statutory consultations to help identify issues affecting protected groups.

- **Sex** Women make up 50.5% of Haringey's population.
- **Gender Reassignment** This data is not held at a borough level. The Equality and Human Rights Commission estimate that there are between 300,000-500,000 transgender people in the UK
- **Age** Haringey has a relatively young population - a quarter of the population is under the age of 20. At borough level, this age group accounts for 4% of the population.
- **Disability** 14% of residents have a long term health problem that limits their day to day activity, lower than England but in line with London.
- **Race and Ethnicity** Haringey is the 5th most ethnically diverse borough in the country and is the third highest London Borough for in-migration from Eastern European countries. Over 65% of residents come from non-White British communities, compared to 20% in England, 55% for London and nearly 81% of our school children.
- **Sexual Orientation** 3.2% of London residents aged 16 or over identified themselves as lesbian, gay or bisexual in 2013 (ONS Integrated Household Survey). In Haringey this equates to 6,500 residents.
- **Religion** Haringey is one of the most religiously diverse places in the UK. The most common religion was Christianity, accounting for 45% of residents, less than London (48.4) and less than England (59.4%). The next most common religions were Muslim (14.3%), Jewish (3%). Hindu (1.8%) and Sikh (0.3%). 25% of Haringey residents stated that they did not have a religion, This compares with 21% for London.
- **Marriage and Civil Partnership** Haringey has a higher proportion of couples in a registered same sex civil partnership than England and London. 0.6% (or 1,191 residents), compared to 0.2% for England and 0.4% for London.

Haringey is one of the most deprived areas of the UK (24th out of 236). Job Seekers Allowance claimants are the 2nd highest in London. Therefore, some low-income households will struggle with the cost of car ownership if they drive older, higher polluting vehicles due to the financial implications for them of the ULEZ charge.

Impact on Service Users / Inequalities Identified

Sex

Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings

The surcharge will actively discourage vehicles with high emissions and thereby improve air quality and reduce health inequalities. Consultation feedback confirms that all residents - especially women - feel safer when streets are not crowded with parked vehicles.

Incrementally increased permit charges for 2nd and additional vehicles

Positive impact is expected by discouraging households who operate multiple vehicles from contributing to local air pollution and from taking up excessive parking spaces. .

Limit on issue of Tottenham Event Day (TED) Visitor Permits

There is no evidence that a limit on issue of visitor permits will have any disproportionate or disadvantageous effect on the basis of sex.

Gender Reassignment

There is no evidence or published information to indicate either positive or negative impact on people transitioning gender as a result of the proposals in the Report. The Equality and Human Rights

Commission estimate that there are between 300,000-500,000 transgender people in the UK but Haringey does not hold data on how many people in the borough identify as transgender.

Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings

It is anticipated that people with this protected characteristic will not be negatively or differentially affected by incrementally increased parking charges for multiple vehicles or the introduction of a diesel surcharge or increased charges for higher polluting (CO2) vehicles

Incrementally increased permit charges for 2nd and additional vehicles

It is anticipated that people with this protected characteristic will not be negatively or differentially affected by increased charges for multiple vehicle ownership

Limit on issue of Tottenham Event Day (TED) Visitor Permits

There is no evidence that a limit on issue of visitor permits on match and event days will have disproportionate or disadvantageous effect in terms of gender reassignment.

Age

Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings

increased charges and permit prices will negatively impact on older residents who are more likely to have mobility issues, drive older and diesel vehicles, and who rely on regular family/carer visits and will therefore need to purchase significant quantities of Visitor Permits. However, both older people and young children will benefit from measures designed to discourage high pollutant vehicles and encourage sustainable travel modes. The main benefits will be in terms of improved health as a result of better air quality. Haringey's Air Quality Action Plan sets out how older people and younger people are more vulnerable to the effects of air pollution. The Air Quality Action Plan can be accessed here:

<http://www.minutes.haringey.gov.uk/documents/s112468/Appendix%20B%20Haringey%20Final%20AQA%202019-24%2028.10.19.pdf>

Incrementally increased permit charges for 2nd and additional vehicles

There is no evidence to suggest that people with this protected characteristic will be negatively or differentially affected by increased charges for multiple vehicle ownership.

Limit on issue of Tottenham Event Day (TED) Visitor Permits

There is no evidence that a limit on issue of visitor permits on match and event days will have disproportionate or disadvantageous effect in terms of age. Consultation feedback shows that a lack of action will result in growth of unauthorised visitor parking, which would disproportionately affect older residents and those with mobility impairments who cannot walk far and need to park close to home

Disability

Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings

While increased charges will affect those who may have to use older, higher polluting vehicles, this is offset by the fact that motorists with disabilities (including hidden disabilities) can apply for a Blue Badge and will also be entitled to a free resident parking permit. Disabled residents who require family and carer visits will be disadvantaged if they need to buy increased quantities of higher priced visitor permits.

Incrementally increased permit charges for 2nd and additional vehicles

There is no evidence that people with this protected characteristic will be negatively or differentially affected by increased charges for multiple vehicle permits. Furthermore, if a member of a household is a Blue Badge holder their resident permit will not result in other family members having to pay an incremental increased permit charge.

Limit on issue of Tottenham Event Day (TED) Visitor Permits

There is no evidence to suggest any disadvantage or negative impact. The restrictions on issue of Event Day visitor permits are likely to have some positive impact by reducing the number of non-local vehicles parked in residential streets. The positive aspect is that less parking congestion will make it easier for disabled and mobility impaired residents to have visitors and service calls as a result of there being more parking space available.

Race and Ethnicity**Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings**

BAME communities in Haringey are concentrated in areas that have higher than average levels of air pollution. As an indication, the proportion of non-White British communities is 83% in Northumberland Park, compared with 35% in Muswell Hill, and Haringey's Air Quality Action Plan sets out the relative levels of air pollution in these two wards and demonstrates that levels are higher in Northumberland Park. The Air Quality Action Plan can be accessed here:

<http://www.minutes.haringey.gov.uk/documents/s112468/Appendix%20B%20Haringey%20Final%20AQA%202019-24%2028.10.19.pdf>. It is therefore expected that this group will benefit from the measures to discourage high polluting vehicles, as this will improve air quality and reduce these communities' exposure to pollution.

Haringey's Borough Plan EqIA reports that BAME groups are more likely than others to be earning below the London living wage, and to be in receipt of benefits. Groups with lower incomes may be negatively impacted by the increase in parking costs and will be impacted if they need to drive a more polluting car because they will be less able to afford lower polluting and electric vehicles.

Incrementally increased permit charges for 2nd and additional vehicles

This measure will also offer positive impact by reducing the number of older high polluting vehicles on the roads including those in multicar households.

Limit on issue of Tottenham Event Day (TED) Visitor Permits

BAME communities are overrepresented in Northumberland Park, where THFC Stadium is located, relative to Haringey and London (in Northumberland Park, Haringey's Borough Plan EqIA notes there is a slightly larger proportion of residents of Black ethnicity (40%) compared to people of White ethnicity (39%)). In Tottenham Hale, Bruce Grove and Tottenham Green, more than half of the population is BAME. BAME communities will benefit from this measure which will reduce parking congestion associated with the THFC stadium, as well as non-local and commuter parking in residential streets around the main transport hubs. Reduced parking and traffic congestion also offers benefits in terms of cleaner air.

Sexual Orientation**Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings**

3.2% of London residents aged 16 or over identified themselves as lesbian, gay or bisexual in 2013 (ONS Integrated Household Survey). In Haringey this equates to around 7000 residents. There are no statistics or other evidence to suggest that LGBTQ individuals would be negatively or positively affected by the charges. There are disadvantages to all residents faced with increased permit charges if they drive high polluting or diesel cars, but there is no disproportionate or differential effect based on this protected characteristic.

Incrementally increased permit charges for 2nd and additional vehicles

All residents should benefit from the improvements which tackle obstructive and illegal parking as well as parking by non-local vehicles which reduces parking space for residents. There is no indication of any differential effect on this protected group, and there could be some positive impact in terms of street safety

Limit on issue of Tottenham Event Day (TED) Visitor Permits

The Council does not hold data to indicate that LGBTQ+ people are over-represented or under-represented among the residents of the area affected by this change. There is no expected disadvantage or differential effect on this protected group

Religion and Belief**Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings**

There is no indication of any adverse or disproportionate impact on faith groups as a result of changes to pricing policy. As with all residents there will be benefits from improved air quality and fewer polluting vehicles on the streets

Incrementally increased permit charges for 2nd and additional vehicles

Faith groups should not be adversely or disproportionately impacted by this or any aspects of the ULEZ readiness programme.

Limit on issue of Tottenham Event Day (TED) Visitor Permits

There is no expected disadvantage or differential effect based on this protected characteristic. Reduced parking congestion on event days will more likely be of some benefit for those attending places of worship. Haringey's Borough Plan EqlA reports Northumberland Park, White Hart Lane and Tottenham Hale have the highest proportions of residents practicing a religion. Christians and Muslims are the largest proportion practicing religion, and therefore this measure may have some benefit.

Pregnancy and Maternity

Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings

Expectant mothers and those caring for young babies will benefit from this measure to cut pollution and parking congestion. Long term exposure to air pollution is associated with low birthweight (which leads to a higher risk of complications and long-term health effects). While expectant mothers may not be able to access all of the opportunities available from measures designed to reduce car use, they and babies and young children will benefit from improvements in air quality

Incrementally increased permit charges for 2nd and additional vehicles

By reducing the number of high polluting vehicles on streets, this measure will also provide positive impact in terms of improved air quality and healthier streets

Limit on issue of Tottenham Event Day (TED) Visitor Permits

There is no expected disadvantage or differential effect on this protected group

Marital status and Civil Partnership

The 2011 Census indicated that Haringey had a higher proportion of couples in a registered same sex civil partnership than England and London. The ULEZ Readiness programme will not cause adverse or differential impact on people in marriages or civil partnerships. People in marriages and in civil partnerships will be treated the same in all aspects of the programme.

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

Public consultations are conducted regularly in-house on individual projects undertaken by Operations Traffic Management on the introduction of measures in the ULEZ Readiness programme. Consultation reviews are planned across the borough including a full assessment of parking issues and needs in order to identify what changes or improvements may be needed. Our policy on all highways and parking consultations is to encourage residents and businesses to comment not only on proposed measures but more generally on issues affecting the street scene environment and the feedback received has informed measures in the ULEZ Readiness Programme. Appropriate steps are taken to ensure that all consultations are inclusive.

Market research studies including Tottenham Quality of Life Survey, Turnpike Lane Shopping Survey and Green Lanes District Scheme Surveys will continue to inform the council of equalities issues and concerns that are important for residents' quality of life.

Future consultations will include analysis of views by protected characteristics as a means of monitoring the introduction of measures defined by the Parking Transformation Programme and actioned by the Parking Action Plan and the current ULEZ Readiness programme.

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?

Parking consultation results confirm that residents value the ability offered to park close to home and not have to walk long distances to get to and from their cars especially when carrying heavy shopping or accompanied by small children. The consultations also confirm that residents feel safer walking on roads which are not heavily parked because clearer roads give improved visibility and residents report feeling safer as a result.

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

Women are more likely than men to be primary carers to young children, and more likely than men to head single parent households. They therefore may be negatively impacted by increases in parking permit costs; however, they will benefit from reduced air pollution. Carers to young children will be encouraged to take advantage of more sustainable travel options including public transport

Positive	X	Negative	X	Neutral impact		Unknown Impact	
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2. Gender reassignment

There is insufficient data on people undergoing or who have undergone gender reassignment; however it is anticipated that the impact on people undergoing or who have undergone gender reassignment will be the same as for people who do not share this protected characteristic.

Positive		Negative		Neutral impact		Unknown Impact	X
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3. Age

Younger and older age groups will derive considerable health benefits from less traffic congestion, less pollution, and safer roads. Older people who rely more on car use will benefit from parking controls which make it easier to park close to home facilitate visits from family and carers.

Older people are more likely to be dependent on cars for travel, particularly as they are also more likely to have a disability. Older people may therefore be negatively impacted by reduction in private car use as a result of permit surcharges for older and higher polluting vehicles. The ULEZ Readiness programme does not aim to eliminate car use but to encourage use of less polluting vehicles.

Positive	X	Negative	X	Neutral impact		Unknown Impact	
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4. Disability

Disabled people will benefit from lower pollution levels, safer streets and reduced parking congestion.

However, restrictions on visitor permits may adversely impact individuals with disabilities who require a higher than average number of carer and family visits. Allocated disabled bays and free issue of a resident permit to Blue Badge holders will have positive impact. The ULEZ Readiness programme will be monitored through consultations and these consultations will seek to identify and differential impact on individuals with disabilities.

Positive	X	Negative	X	Neutral impact		Unknown Impact	
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5. Race and ethnicity

This group are particularly vulnerable to poor air quality due to the overrepresentation of BAME communities in areas in Haringey where pollution levels are high. They will benefit accordingly from improvements in air quality and modal shift. However, those on low incomes, who are more likely to be from BAME communities, who drive higher polluting vehicles will be disadvantaged by increased permit prices.

Positive	X	Negative	X	Neutral impact		Unknown Impact	
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6. Sexual orientation

It is anticipated that the impact of ULEZ Readiness measures on people who identify as LGB will be the same as for people who do not share this protected characteristic.

Positive		Negative		Neutral impact	X	Unknown Impact	
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7. Religion or belief (or no belief)

It is anticipated that faith and religious groups will be overrepresented among those who benefit from improvements in air quality and from parking controls that facilitate access to places of worship.

Positive	X	Negative		Neutral impact		Unknown Impact	
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8. Pregnancy and maternity

Pregnant women and women with babies younger than 6 months old are more likely to be reliant on cars for travel. They therefore may be negatively impacted by increase in parking permit costs. However, expectant mothers and mothers up to 6 months after birth will benefit from better air quality, and less congested streets. Overall the ULEZ Readiness programme will have a positive impact on this group.

Positive	X	Negative	X	Neutral impact		Unknown Impact	
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9. Marriage and Civil Partnership

It is anticipated that the impact of these recommendations on people in a civil partnership will be the same as for 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

Older BAME people may be more impacted by the diesel surcharge and increased prices for visitor permits, but it is worth noting that they will also benefit more from lower air pollution. Younger BAME people in the areas of the Borough with higher levels of air pollution will benefit more from reduced air pollution.

Outline the overall impact of the policy for the Public Sector Equality Duty:

- Could the proposal result in any direct/indirect discrimination for any group that shares the relevant protected characteristics?
- Will the proposal help to advance equality of opportunity between groups who share a relevant protected characteristic and those who do not?

This includes:

- Remove or minimise disadvantage suffered by persons protected under the Equality Act
 - Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups
 - Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low
- Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?

The ULEZ Readiness Programme is not considered to result in any direct/indirect discrimination for any groups that share the protected characteristics.

The ULEZ Readiness programme is designed to bring benefits for all residents in Haringey. All residents will benefit from a reduction in traffic congestion and high polluting vehicles; improved health from improved air quality; and safer streets. These are seen as mitigating against the impact of increased parking charges which do impact on low income groups. The ULEZ Readiness Programme therefore represents a step towards addressing health inequalities affecting groups who share the protected characteristics.

6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?

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

Outcome	Y/N
No major change to the proposal: the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken.	Y
Adjust the proposal: the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality.	N

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.			N
6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty			
Impact and which relevant protected characteristics are impacted?	Action	Lead officer	Timescale
Reducing the reliance on the private car (resulting from permit surcharges for polluting vehicles will affect older people and older BAME residents, and women who are more likely to rely on cars	Provide options for choosing more sustainable modes of transport and also use public consultations to collect views from those who do need to use cars to identify any problems	Head of Operations	Ongoing
Resident permit surcharges for higher polluting vehicles and extension of parking charges can impact adversely on those who rely on regular visits from family and from carers, especially if they have to buy large numbers of visitor permits	The needs of those affected will be addressed in further consultations and reviews on the operation of controlled parking zones - specifically including having reduced operating hours in Controlled Parking Zones. Dates of consultations will be defined and agreed by the Head of Service who will also require that Consultations include provision for these requirements	Head of Operations	Ongoing
Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.			
6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:			
The impact will be monitored through feedback from residents, consultations, ward councillors and other representative groups.			

7. Authorisation

EqIA approved by
(Assistant Director/ Director)

Date
.....

8. Publication

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

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

Report for: **Cabinet 15 September 2020**

Title: **Findings of an Ombudsman investigation into the case of Ms B, where a report has been issued**

Report
Authorised by: **Bernie Ryan, Monitoring Officer and Assistant Director of Corporate Governance**

Lead Officer: **Bernie Ryan, Monitoring Officer and Assistant Director of Corporate Governance**

Ward(s) affected: **N/A**

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

1. Describe the issue under consideration

- 1.1 Ms B (a pseudonym) complained about the Council to the Local Government and Social Care Ombudsman (“the Ombudsman”). Her complaint related to the way the Council dealt with her homelessness application.
- 1.2 On 25 June 2020, the Ombudsman published a report (shown at Appendix 1) finding fault with the Council and making recommendations as to the steps to be taken by the Council as a result.
- 1.3 It is for Cabinet to note the steps taken so far and decide what further steps should be taken.

2. Cabinet Member Introduction

- 2.1. A report from the Housing Ombudsman in June 2020 found the Council at fault with regard to a resident’s homelessness application. I would like to take this opportunity to apologise to Ms B for the distress caused by the Council’s failings. I am however glad to note that Ms B has been financially compensated and is now being housed in a suitably sized home let by the Haringey Community Benefit Society. I am also glad that the Council has taken the opportunity to learn from this incident and has taken steps to ensure that this mistake does not reoccur.

3. Recommendations

It is recommended that Cabinet:

- 3.1. Accepts the findings and recommendations of the Ombudsman in the report shown at Appendix 1.
- 3.2. Notes and approves officers’ compensatory payments to Ms B totalling £5,304.37, as set out in paragraph 6.14 below.

- 3.3. Adopts this report as the Council's formal response under s.31 Local Government Act 1974, to be communicated to the Ombudsman.
- 3.4. Adopts this report as the Cabinet's formal response as required by s.5A Local Government and Housing Act 1989, for distribution to all members and the Monitoring Officer.

4. Reasons for decision

- 4.1. As set out in the Ombudsman's report, Ms B has been found to have suffered injustice as a result of faults on behalf of the Council.
- 4.2. Where a report such as this is made by the Ombudsman, it must be laid before the authority (s.31 Local Government Act 1974). In cases such as this where the Council is operating executive arrangements, "the authority" means the executive, i.e. Cabinet (s.25(4ZA) Local Government Act 1974).

5. Alternative options considered

- 5.1. The Ombudsman cannot force the Council to follow its recommendations, but local authorities generally do follow them.
- 5.2. If the Ombudsman is not satisfied with the Council's response, he will make a further report explaining this and making recommendations. He can also require the Council to make a public statement about the matter.
- 5.3. Therefore, Cabinet could choose to reject any of the recommendations made by the Ombudsman.
- 5.4. However, this alternative is not recommended because the Ombudsman's recommendations represent an appropriate remedy for the reasons set out above.

6. Background information

- 6.1. The full background is set out in the Ombudsman's report, as shown at Appendix 1.
- 6.2. The Council was at all times acting through its agent Homes for Haringey (the Council's Arm's Length Management Organisation set up to manage housing) to whom the relevant functions had been delegated.
- 6.3. Ms B has six children, some of whom have disabilities.
- 6.4. In February 2019, Ms B was living in private rented accommodation. She initially made a homeless application to the Council because she felt her family were not safe at her current address. Her landlord then served her with section 21 notice seeking possession, i.e. the first step towards evicting her.
- 6.5. In June 2019, the Council found that:

- Ms B was threatened with homelessness and eligible for assistance. She was deemed likely to become homeless within 56 days because her landlord had served her with a section 21 notice that had expired.
 - It was reasonable for Ms B to remain in the property because there was no ongoing threat of violence and it was an adequate size. One of her disabled children required a separate bedroom but this could be achieved by reconfiguring the family's sleeping arrangements.
- 6.6. In August 2019, Ms B provided evidence of threats to harm her. The Council consulted the police, who recommended re-housing Ms B in order to reduce the risk. The Council advised Ms B that an immediate move into emergency housing was not warranted but, if she was unable to find suitable accommodation by the time the eviction process had taken its course, they would consider providing emergency accommodation.
- 6.7. In September 2019, the Court ordered Ms B to leave her home by the end of the month and pay her landlord's costs of £424.50.
- 6.8. In October 2019, Homes for Haringey's Head of Housing Needs informed officers that she was concerned Ms B had been told housing would not be provided until she was evicted. This was because, following the Homelessness Reduction Act 2017 coming into force on 3 April 2018:
- Under the Housing Act 1996, a person is homeless if they do not have accommodation that they are entitled to occupy, which is accessible and physically available to them (and their household) and which it would be reasonable for them to continue to live in. Councils must take reasonable steps to ensure accommodation does not stop being available (the prevention duty) and secure accommodation for any eligible homeless person (the relief duty).
 - The Code of Guidance states that it is unlikely to be reasonable for an applicant to remain in occupation beyond the expiry of a section 21 notice and housing authorities should not consider it reasonable for an applicant to remain in occupation until the court issues an eviction warrant. Authorities should ensure homeless families are not evicted through the enforcement of a court order as a result of a failure to offer suitable accommodation.

However, unfortunately there was no evidence that appropriate action was taken to remedy the situation as a result of those concerns.

- 6.9. Ms B complained to the Ombudsman in November 2019. In summary, the issues were:
- Failing to find alternative accommodation for Ms B before she was evicted by her landlord (on 11 February 2020).
 - Once Ms B was evicted, placing her family in bed and breakfast accommodation for more than 6 weeks (i.e. beyond 24 March 2020).

6.10. Ms B was evicted on 11 February 2020. She subsequently attended the Council's offices and was placed in a hotel. Due to the size of the family and booking problems, the family were placed in different rooms, had to move hotels and Ms had to pay for one night out of her own money.

6.11. Ms B moved to suitable five-bedroom accommodation let by the Haringey Community Benefit Society on 15 June 2020.

6.12. The Ombudsman has recommended that action be taken to remedy this. In essence, the recommendations seek to compensate Ms B for the additional costs incurred by her as a result of the above and ensure the fault is not repeated in the future.

The Ombudsman's recommendations

6.13. The Council should apologise to Ms B.

6.14. The Council should pay Ms B £5,304.37. This is comprised of:

- Ms B's cost orders from the court proceedings, in the sum of £424.50.
- £1,500 to reflect Ms B's avoidable distress, reflecting the fact that Ms B has six children (one of whom is exceptionally vulnerable) and had to move between hotels, causing additional distress and upheaval;
- £250 for each week she has remained in bed and breakfast accommodation between 24 March 2020 and 15 June 2020 (12 weeks x £250), totalling £3,000. This is broken down as:
 - £150 per week for avoidable inconvenience where there are seven people in the household, some of whom have disabilities; and
 - £100 per week to recognise the additional costs of takeaway, main evening meals because of the lack of cooking facilities.
- The cost of the night in bed and breakfast accommodation that Ms B paid for out of her own money, namely £379.87.

6.15. The Council should provide refresher training for staff involved in this case and for any other staff who have not received training since the Homeless Reduction Act 2017 came into force.

6.16. The Council should review a sample of homeless cases (selected by the Ombudsman) since the Homelessness Reduction Act 2017 came into force (on 3 April 2018) to see whether there are any others in a similar position and remedy any injustice to them.

Action already taken

6.17. The Ombudsman's findings are accepted. The service is sorry for the mistakes made and is determined to learn from them. An apology has been given to Ms B, and the payments referred to at paragraph 6.14 above have been made.

6.18. In relation to staff training:

- Staff training was previously provided prior to the Homelessness Reduction Act 2017 coming into force on 3 April 2018, including the implementation of procedures particularly relevant to this case. However, it is acknowledged that this did not prevent the fault identified by the Ombudsman in this case.
- The errors in this case were highlighted to the relevant staff.
- The Housing Demand service confirmed all Housing Needs staff had re-read and understood the existing procedures by asking each individual member of staff had signed a statement to this effect. In the future, all new procedures and staff will be subject to the same individual sign-off mechanism, to ensure they have been read and understood.
- Additional staff training was tailored to the weaknesses identified in this case and delivered on 21 April 2020 (having been delayed due to Covid-19). Evidence of this has already been shared with the Ombudsman.

6.19. In relation to the review of homeless cases:

- The Ombudsman initially recommended that all cases since April 2018 where an applicant presented as homeless due to the loss of private sector accommodation should be reviewed to ensure that there was not a systemic failure in the service.
- On 27 February 2020, the Head of Service informed the Ombudsman that there were 1,190 such cases and provided a spreadsheet of all those cases (appropriately anonymised).
- The Ombudsman agreed it would be disproportionate to review every case and would inform the Council of an appropriate sample number. On 12 August 2020, the Ombudsman confirmed that 21 sample cases should be reviewed (4 for the officer involved in this and 1 for each of the other 17 officers in post at the relevant time). The Ombudsman asked for this to be done within 4 months.
- The review was concluded on 21 August 2020. Only one other case was identified where similar circumstances occurred and a customer was incorrectly informed that they would need to remain in their property until a possession order was made. However, the service found alternative accommodation for the customer and provided them with financial assistance before possession proceedings were issued. Therefore, fortunately, there was no detriment or injustice identified in that case. That error was made by a caseworker in the same team as the caseworker in the case of Ms B. That error also occurred before the new sign-off mechanism was introduced and additional training delivered. The outcome of the review will be discussed with all officers and communicated to the Ombudsman.

6.20. The Council should review a sample of homeless cases (selected by the Ombudsman) since the Homelessness Reduction Act 2017 came into force (on 3 April 2018) to see whether there are any others in a similar position and remedy any injustice to them.

6.21. A public notice advertisement was placed in two newspapers on 8 July 2020: (i) the Enfield Independent and (ii) the Hampstead and Highgate Express, stating that copies of the Ombudsman's report were available to inspect by the public at the Council's offices for a period of three weeks. A copy of the notice published in each newspaper is shown at Appendix 2.

6.22. The Ombudsman's recommendations are considered to be appropriate because:

- It is right to offer compensation to Ms B given the Ombudsman's findings of injustice.
- The Council must identify any similar past faults in order to remedy them and provide additional training in order to help prevent any similar injustices occurring in the future.

6.23. The relevant functions are discharged by Homes for Haringey. However, it is fully recognised that the Council was at fault in this case and Ms B spent longer in bed and breakfast accommodation than she should have done. In order to provide context, the steps that were taken by officers are set out below:

- Officers took some steps to find alternative accommodation for Ms B. For example, by seeking private rented sector accommodation, offering accommodation in various other boroughs (albeit ultimately unsuitable) and attempting to persuade Ms B's previous landlord to renew her tenancy.
- Social housing of the size needed by Ms B is in short supply and families can be on a waiting list for many years. In this case, there were additional complexities due to concerns about the family's safety in certain locations. However, fortunately suitable accommodation was found for Ms B as of 15 June 2020.
- The Council found Ms B's current property in April 2020 but it required work in order to convert it from a four bedroom to a five bedroom property. This meant Ms B could not move in until 15 June 2020.
- Ms B continued to receive support from other Council services, such as Children's Services, throughout.

7. Contribution to strategic outcomes

7.1. The actions taken following the Ombudsman's investigation will help to achieve the Borough Plan Outcome 3: 'we will work together to prevent people from becoming homeless and to reduce existing homelessness'. This will include contributing to delivering the following objective: -

Ensure access to high quality housing support that prevents or relieves homelessness for people with additional needs.

7.2. It is also part of the good administration of the Council to learn from any mistakes.

8. Statutory officer comments

Finance

8.1. The Ombudsman's finding is being reported to members in accordance with the Local Government and Housing Act 1989.

8.2. The Ombudsman's findings are not legally binding on authorities or enforceable although the Ombudsman can publish another report if not satisfied with the authority's response.

8.3. The service has accepted the recommendations and this reports highlights actions taken and being taken with respect to the recommendations.

8.4. The financial implication is limited to cost of training to staff and payment of £5,304.37 to Ms B and these will be contained within the service budget.

Legal

8.5. As this is a report from the Monitoring Officer, all legal implications are set out in the body of the report, and as follows.

8.6. The Council is required to give public notice by advertisements in newspapers stating that copies of the Ombudsman's report will be available to inspect by the public at the Council's offices for a period of three weeks (s.30 Local Government Act 1974).

8.7. Where a report such as this is made by the Ombudsman, it must be laid before the authority (s.31 Local Government Act 1974). In cases such as this where the Council is operating executive arrangements, "the authority" means the executive, i.e. Cabinet (s.25(4ZA) Local Government Act 1974).

8.8. The Monitoring Officer is obliged to consult with the Head of Paid Service and the Chief Finance Officer and confirmation is given that this has been done which facilitated the preparation of this report. This report must be sent to each member of the authority and Cabinet must meet within 21 days thereafter. Implementation of the proposal or decision must be suspended until after the report has been considered by Cabinet (s.5A Local Government and Housing Act 1989).

8.9. Where Cabinet considers an Ombudsman's report and it is considered that a payment should be made or other benefit given to a person who has suffered injustice, such expenditure may be incurred as appears appropriate (s.31(3) Local Government Act 1974).

8.10. The Ombudsman must be informed of the action taken by the Council and any action it is proposed to take within 3 months of the date on which the Council

received the report, or such longer period as may be agreed by the Ombudsman in writing (s.31(2) Local Government Act 1974).

8.11. If the Ombudsman does not receive notification of such action or is not satisfied with it, he will make a further report explaining this and making recommendations. He can also require the Council to make a public statement in any two editions of a newspaper circulating the area within a fortnight (s.31(2A) and (2D) Local Government Act 1974).

8.12. An Ombudsman's report should not normally name or identify any person (s.30 Local Government Act 1974). Therefore, the complainant is referred to as "Ms B" and officers have not been identified.

Procurement

8.13. There are no specific procurement implications that arise from this report.

Equalities

8.14. 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.

8.15. 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.

8.16. The proposed decision is to note the outcomes of the Ombudsman's investigation and the actions that have been taken since. The report notes that the people affected are Ms B and six children, some of whom have disabilities.

8.17. To this extent, the report concerns people who share the protected characteristics of sex, pregnancy/maternity, age, and disability.

8.18. There is no indication in the Ombudsman's report of a breach of the Public Sector Equality Duty. However, the case of Ms B represents a missed opportunity to advance equality of opportunity for people who share protected characteristics. To the extent that changes made in the service since the Ombudsman's investigation prevent similar cases to Ms B, the Council and Homes for Haringey will be better able to advance equality of opportunity. The case of Ms B is an indication of wider social inequalities. People from groups that have been marginalised and those who are protected under the Equality Act 2010, including women, BAME people, people with disabilities, and LGBT+ people are known to be more vulnerable to homelessness. A contributing factor is the overrepresentation of these groups in

the private rental sector. The Council is working to mitigate this through schemes including advice services and landlord licensing.

9. Use of appendices

9.1. Appendix 1: Local Government Ombudsman report – reference number 19 014 008.

9.2. Appendix 2: Notice published on 8 July 2020 in the Hampstead and Highgate Express and Enfield Independent.

10. Local Government (Access to Information) Act 1985

10.1. None

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**Report by the Local Government and Social Care
Ombudsman**

**Investigation into a complaint against
London Borough of Haringey
(reference number: 19 014 008)**

25 June 2020

The Ombudsman's role

For more than 40 years the Ombudsman has independently and impartially investigated complaints. We effectively resolve disputes about councils and other bodies in our jurisdiction by recommending redress which is proportionate, appropriate and reasonable based on all the facts of the complaint. Our service is free of charge.

Each case which comes to the Ombudsman is different and we take the individual needs and circumstances of the person complaining to us into account when we make recommendations to remedy injustice caused by fault.

We have no legal power to force councils to follow our recommendations, but they almost always do. Some of the things we might ask a council to do are:

- > apologise
- > pay a financial remedy
- > improve its procedures so similar problems don't happen again.

Section 30 of the 1974 Local Government Act says that a report should not normally name or identify any person. The people involved in this complaint are referred to by a letter or job role.

Key to names used

Ms B - the complainant

Report summary

Homelessness

Ms B complains about the way the Council responded to her request for housing.

Finding

Fault causing injustice.

Recommendations

The Council has accepted our recommendations to apologise, pay Ms B's court cost orders, review a sample of homeless cases, provide additional staff training and make payments to Ms B to reflect her avoidable distress. The Council should also make further payments to recognise Ms B has been in Bed and Breakfast for over six weeks, causing further inconvenience and additional avoidable costs because of a lack of cooking facilities.

The complaint

1. Ms B complains about London Borough of Haringey's (the Council's) actions in response to her request for housing. She complains it did not have an appropriate plan for her after she told officers her landlord was starting legal proceedings to evict her. Ms B says the Council's fault caused her distress, uncertainty and she also incurred avoidable court costs.
2. Ms B also complains a social worker from children's services discussed a threatening text she received with the person alleged to have sent the text.

What we have investigated

3. We investigated the Council's housing needs team's actions from August 2019. We explain the reasons for not investigating children's services or earlier events at the end of this report.

The Ombudsman's role and powers

4. We investigate complaints about 'maladministration' and 'service failure'. In this report, we have used the word 'fault' to refer to these. We must also consider whether any fault has had an adverse impact on the person making the complaint. We refer to this as 'injustice'. If there has been fault which has caused an injustice, we may suggest a remedy. (*Local Government Act 1974, sections 26(1) and 26A(1), as amended*)
5. We cannot normally investigate a complaint unless we are satisfied the council knows about the complaint and has had an opportunity to investigate and reply. However, we may decide to investigate if we consider it would be unreasonable to notify the council of the complaint and give it an opportunity to investigate and reply. (*Local Government Act 1974, section 26(5)*)
6. We cannot normally investigate a complaint when someone could take the matter to court. However, we may decide to investigate if we consider it would be unreasonable to expect the person to go to court. (*Local Government Act 1974, section 26(6)(c), as amended*)
7. We may investigate matters coming to our attention during an investigation, if we consider that a member of the public who has not complained may have suffered an injustice as a result. (*Local Government Act 1974, section 26D and 34E, as amended*)

How we considered this complaint

8. We produced this report after examining relevant documents and speaking to the complainant.
9. We gave the complainant and the Council a confidential draft of this report and invited their comments. We took their views into account before finalising this report.

What we found

Law and guidance

10. Part 7 of the Housing Act 1996 and the Homelessness Code of Guidance for Local Authorities (the Code of Guidance) set out councils' powers and duties to people who are homeless or threatened with homelessness. The Code of Guidance is statutory guidance on how councils should carry out their functions and they must have regard to it.
11. Someone is threatened with homelessness if, when asking for assistance from the Council on or after 3 April 2018:
 - he or she is likely to become homeless within 56 days; or
 - he or she has been served with a valid section 21 notice which will expire within 56 days. (*Housing Act 1996, section 175(4) & (5)*)
12. A person is homeless if they do not have accommodation that they are entitled to occupy, which is accessible and physically available to them (and their household) and which it would be reasonable for them to continue to live in. (*Housing Act 1996, section 175*)
13. If councils are satisfied applicants are threatened with homelessness and eligible for assistance, they must help them ensure accommodation does not stop being available for them. This is called the prevention duty. In deciding what steps to take, councils must have regard to their assessments of the applicants' cases. (*Housing Act 1996, section 195*)
14. Councils must take reasonable steps to secure accommodation for any eligible homeless person. This is called the relief duty. When a council decides this duty has come to an end, it must notify the applicant in writing. (*Housing Act 1996, section 189B*)
15. Homeless applicants may request a review within 21 days of being notified of a decision that they are not homeless. The council must advise applicants of their right to appeal to the county court on a point of law, and of the period in which to appeal. (*Housing Act 1996, sections 202, 203 and 204*)
16. The Code of Guidance says:
 - the housing authority should maintain contact with the tenant and landlord to ascertain if there is any change in circumstances which affects whether or not it continues to be reasonable for the applicant to occupy. (*Paragraph 6.34*)
 - it is **unlikely to be reasonable** for an applicant to remain in the property beyond the expiry of a valid section 21 notice unless the authority is taking steps to persuade the landlord to allow the tenant to continue to occupy for a reasonable period to provide an opportunity to find alternative housing. (*Paragraph 6.35*)
 - it is **highly unlikely to be reasonable** for the applicant to continue to occupy after the date a court has ordered the applicant to leave. (*Paragraph 6.36*)
 - housing authorities **should not consider it reasonable** for an applicant to remain in occupation until the court issues an eviction warrant. (*Paragraph 6.37*)
 - housing authorities should **ensure homeless families who are owed legal duties of housing are not evicted through the enforcement of a court**

order as a result of a failure to offer suitable accommodation. (Paragraph 6.38)

17. In April 2018, the Council introduced guidelines for officers to assess when to provide temporary accommodation to applicants with a valid section 21 notice. The guidelines set out the paragraphs of the Code of Guidance described in the last paragraph. They explain it is not acceptable to have a blanket policy or practice of providing temporary accommodation at the point of eviction and when assessing a case, the officer needs to consider the following.
- The preference of the applicant.
 - The landlord's position.
 - The financial impact on the landlord and on the applicant.
 - The burden on the court where there is no defence to proceedings.
 - The general cost to the Council.

The procedure includes guidance on how and when to apply the above principles, explaining the housing needs team's role is to consider whether it is reasonable for the tenant to remain in their home at different points in the possession process. Officers complete a form to demonstrate they have considered relevant factors and applied them to each case.

18. Bed and Breakfast (B&B) accommodation can only be used for households which include a pregnant woman or dependent child when no other accommodation is available and then for no more than six weeks. B&B is accommodation which is not self-contained, not owned by the council or a registered provider of social housing and where the toilet, washing, or cooking facilities are shared with other households. (*Homelessness (Suitability of Accommodation) (England) Order 2003 and from 3 April 2018 Homelessness Code of Guidance paragraph 17.32*)
19. Councils should avoid using bed and breakfast accommodation. It should only be used as a last resort in an emergency and then for the shortest time possible. (*Homelessness Code of Guidance paragraph 17.30*)

What happened

20. Ms B has six children; some have disabilities. When Ms B complained to us in November 2019, she was living in a privately rented four-bedroom house and the court had set an eviction date for February 2020.
21. Ms B made a homeless application to the Council in February 2019 because she thought she and her family were not safe at her current address. The Council decided Ms B was not homeless and she asked for a review. Meantime, Ms B's landlord served her with notice of seeking possession. This is the first stage a landlord takes to evict a private tenant and is called a 'section 21 notice'.
22. The Council upheld Ms B's review in June 2019. It decided:
- Ms B was threatened with homelessness and eligible for assistance and the Council owed her the prevention duty (see paragraph 13). This was because she was likely to become homeless within 56 days because her landlord had served her with a section 21 notice which had expired;
 - it was reasonable for her to remain in the property because it was an adequate size, was in a reasonable condition and there was no ongoing threat of violence;

- one of Ms B's children needed a bedroom of their own because of their disabilities. This could be achieved by reconfiguring the sleeping arrangements of the family members.
23. At the end of June, Ms B saw a housing needs officer who noted the review partly overturned the 'not homeless' decision because Ms B's landlord had served a section 21 notice since the original decision. The notes of the interview indicate Ms B's solicitor was appealing the review decision in court, although Ms B told us her solicitor advised against an appeal. The notes indicate Ms B did not want to proceed with the interview with the housing needs officer and refused to sign papers to enable the Council to get information from other agencies relevant to its inquiries about her housing.
 24. At the beginning of August, Ms B asked for an urgent appointment with the housing needs team. Ms B provided copies of texts with threats to harm her. She told the Council these texts were from associates of the family who had undesirable connections. Ms B showed the texts to her housing needs officer who asked the police about the risk. The police said they would recommend rehousing to reduce the risk. The housing needs officer told Ms B the information did not warrant an immediate move into emergency housing. The housing needs officer said "*if you are unable to find alternative suitable and affordable accommodation by the time the eviction process has taken its course, we would have to consider providing emergency accommodation*".
 25. The Council wrote to Ms B saying it had decided she was threatened with homelessness and eligible for assistance. The letter included an assessment and personalised housing plan for her. (An assessment includes the reason why a person has become homeless and an analysis of housing and support needs. A personalised housing plan sets out the steps the applicant and the council will take to try and resolve the applicant's homelessness.)
 26. In September, the court ordered Ms B to leave her home by the end of the month and to pay her landlord's costs of £424.50.
 27. Ms B's representative emailed the Council asking it to provide suitable housing before the eviction notice. A senior housing needs officer replied saying five-bedroom properties were rare in Haringey and the Council would nominate Ms B for a private rented property if one became available. The officer also said social housing of the size Ms B needed was rare and she was likely to wait 12 years or longer for this. The officer said "*we will not be in a position to accommodate before the notice of eviction*".
 28. At the start of October, Ms B asked the housing needs officer what the plan was for her housing. The housing needs officer replied saying the Council would not offer emergency housing at the moment and asked Ms B to provide a copy of the eviction notice when this was available. The housing needs officer said any housing the Council offered may not be in Haringey. This was in response to a comment from Ms B explaining all her support was in the borough and she could not face transferring all her children's care and other services to a different area.
 29. An internal note by the housing needs officer said the Council would only move Ms B if the landlord confirmed he would suffer hardship by going through the eviction process. The housing needs officer spoke to the landlord who said he would not allow Ms B to stay at the property. She offered the landlord a payment if he would give Ms B a new tenancy. The landlord declined.

30. The head of housing needs emailed officers in the middle of October saying she had received an enquiry from Ms B's local councillor. The head of housing needs said she was concerned officers had responded to Ms B's representative saying the Council would not provide housing until the eviction (see paragraph 27). The head of housing needs went on to say "*I must remind you this is not the legal position – if we are insistent that she stays until the eviction (and there may be good reasons for this) we need to be able to demonstrate that this has been properly considered as per the procedure.*" The head of housing needs asked the officers to discuss the case and update her by the close of business. The Council provided us with no evidence of any update by officers.
31. There were further emails between housing officers and Ms B's representatives and her child's social worker in November. The housing needs officer said the Council would help with an incentive payment to a potential landlord if Ms B could find a suitable private property herself. The housing needs officer said "*in the event Ms B is evicted before she finds another property, then we will look for emergency accommodation when she is evicted.*"
32. Ms B told the housing needs officer her property was not safe for one of her daughters because of the daughter's involvement in criminal activity and asked for an update on what the Council intended to do. The housing needs officer said the Council would only start looking at emergency accommodation for the date of the eviction. She also said the Council could move the family as a matter of urgency if there was police evidence.
33. Ms B complained to us in November 2019.
34. Ms B sent a copy of the eviction notice to the Council at the end of December 2019. The Council offered Ms B a five-bedroom property in a different area at the start of January 2020 and asked if Ms B would consider it. Ms B said she did not want to move to the area. The Council withdrew the offer.
35. The housing needs officer confirmed again in an email to a professional working with one of Ms B's children that "*we do not arrange emergency accommodation until the day the eviction is carried out. Having said that, the emergency accommodation team have been alerted to the needs of the family and will try to find suitable accommodation on the day.*"
36. In the middle of January, the housing needs manager sent an internal email to officers saying he was approving Ms B's case for emergency accommodation before the eviction due to the complex medical issues of family members.
37. At the start of February, the Council offered Ms B a privately rented five-bedroom house in another London borough. The property needed some work and so was not ready. And the police told the Council it was not in a safe area for one of Ms B's children. So, the Council withdrew the offer. The eviction took place on 11 February. Ms B attended the Council's offices after the eviction and officers placed the family in a hotel. Due to the size of the household, family members are in different rooms and this is particularly challenging for Ms B when some of the children have disabilities. And, due to booking problems the family have had to move hotels and Ms B told us she had to pay for one night from her own money.
38. At the time of writing (beginning of June 2020) Ms B and her family remain in a hotel. The Council had identified a property for them which it hopes to have ready soon.
39. The Council told us:

- since October 2019, there had been 14 four bed properties available, some of which were not in suitable areas for Ms B. Although Ms B needed five bedrooms, there had not been any available. The four-bedroom properties would not have been offered to Ms B because there were other families who had been waiting longer for an urgent move for reasons such as domestic abuse and serious disrepair where there was a risk to life. It was likely that the Council would have only been in a position to offer Ms B a commercial hotel;
- it had discussed a four-bedroom property in a different borough with Ms B. She said she wanted to stay in the borough. The Council was not going to offer this property formally as it would only consider enforcing offers in Haringey or in a neighbouring borough;
- this was an isolated case of a failure in service which had not arisen in other cases and was due to the complex nature of the case. This was no excuse for failing to apply the Code of Guidance and procedures.

Findings

40. We normally expect complainants to use a council's complaints procedure before we investigate a complaint. Ms B had not complained to the Council before contacting us, but we investigated her complaint about homeless services' actions since June 2019. This is because it would be unreasonable to make Ms B wait for the Council's complaint response. We took into account Ms B was facing imminent homelessness with no indication of any action from the Council at the time we started our investigation.
41. The Council failed to have regard to or act in line with the Code of Guidance when dealing with Ms B's case. The Code of Guidance makes it clear that where a valid section 21 notice has expired:
- making a family remain in accommodation beyond the date of a court order is highly unlikely to be reasonable; and
 - making a family remain until an eviction warrant is not reasonable.
- Authorities must have regard to the Code of Guidance. We would expect the Council to show it has taken account of any relevant parts of the Code of Guidance and to be able to justify its reasons if it decides not to follow it.
42. There is no evidence the Council took account of paragraphs 6.35 to 6.37 of the Code of Guidance or provided any justification for not following it in Ms B's case. As a result, the Council's actions in failing to provide alternative accommodation from the end of September were fault as the Code of Guidance in these respects is very clear. The failure to provide alternative accommodation continued to be fault from the end of December 2019, once the Court set an eviction date.
43. The Code of Guidance also tells councils they must ensure homeless families who are owed legal duties of housing are not evicted through enforcement of a court order because of a failure to offer suitable housing. We consider the Council did not act in line with paragraphs 6.36 to 6.38 of the Code of Guidance. We consider it likely that had we not started investigating Ms B's complaint, she would not have been offered any accommodation until the day of the eviction. This is based on documented statements from officers and managers in the Council's housing needs team. As events turned out, the Council offered Ms B a private property it later accepted was not in a suitable location and so withdrew the offer. But this was not until a few days before the eviction.

44. We note the Council considered the financial hardship of the landlord to be a relevant factor in deciding whether to offer Ms B 'early' emergency housing (i.e. before the date set by the court for eviction). But we cannot see any evidence Ms B's financial hardship was considered even though she is a lone parent of six and the court made a costs order against her. The failure to consider Ms B's finances was fault as it was not in line with the Council's policy.
45. There is evidence from internal emails and statements to Ms B and professionals supporting her, that several officers in the housing needs team were either not aware of the changes to the law and to the Council's procedures, or they were aware of the changes but chose to disregard them. This was after the Council's head of housing needs reminded staff of the law, asked them to document their consideration and provide her with an update. Officers did not complete the relevant paperwork to demonstrate they had applied the Council's policy. These were additional faults.
46. The Council accepted the prevention duty. There is no evidence it accepted the relief duty, although it should have done so at the point it became unreasonable for Ms B to remain in her current property. The failure to accept the relief duty when Ms B had become legally homeless within the definition in section 175 of the Housing Act 1996 read with paragraphs 6.35 to 6.37 of the Code of Guidance, was fault.
47. We note also that because of the lack of planning, the Council appears to have had no option but to place a family of seven, including six children, some of whom have disabilities, in Bed and Breakfast. This is permitted under the law, but only when there is no other accommodation available and for a maximum of six weeks. We consider Bed and Breakfast may have been avoidable had the Council had regard to the Code of Guidance set out above. We are aware of the practical difficulties presented by the size of Ms B's household and the needs of individual members and we note the Council's position about the difficulties of procuring accommodation of a suitable size and in a suitable location. But these practical difficulties do not provide a justification or excuse for the Council's failings. The Code of Guidance does not exempt a council from providing suitable accommodation at the appropriate time in an eviction process because of supply issues. At the time of writing Ms B and her family remain in Bed and Breakfast. This is in breach of the Suitability Order and Code of Guidance which says Bed and Breakfast may only be used for a maximum of six weeks.

Injustice

48. The fault identified caused Ms B avoidable distress and uncertainty about her housing and about the legal duties the Council owed her. We note the Council's view that this case is an isolated example of service failure. But, given the comments from several officers in the Council's housing needs unit, we consider there are likely to be others dealt with by these officers in the same way, who may have also suffered a similar injustice.

Recommendations

49. The Council must consider the report and confirm within three months the action it has taken or proposes to take. The Council should consider the report at its full Council, Cabinet or other appropriately delegated committee of elected members and we will require evidence of this. (*Local Government Act 1974, section 31(2), as amended*)
50. The Council has accepted our recommendations to:

- apologise;
 - pay Ms B £1,500 to reflect her avoidable distress. Our [Guidance on Remedies](#) suggests a payment of more than £1,000 is appropriate in exceptional circumstances for severe or prolonged distress. We have recommended £1,500 because Ms B has six children, one of who is exceptionally vulnerable. It also reflects that the Council had to move Ms B between hotels causing additional distress and upheaval;
 - pay Ms B's costs orders;
 - review a sample of cases (to be selected by us) since the Homelessness Reduction Act came into force to see whether there are any others in a similar position and remedy any injustice to them in line with our [Guidance on Remedies](#); and
 - provide refresher training for staff involved in this case and for any other staff who have not received training since the Homelessness Reduction Act came into force.
51. In addition to the recommendations agreed in the previous paragraph, the Council should also:
- pay Ms B £150 for each week she remains in Bed and Breakfast after 24 March 2020. This payment is to recognise the avoidable inconvenience of being in Bed and Breakfast for longer than six weeks based on there being seven people in the household, some of whom have disabilities;
 - pay Ms B £100 a week for each week she is in Bed and Breakfast after 24 March. This is to recognise the additional costs of takeaway main evening meals because of a lack of cooking facilities; and
 - reimburse Ms B for the night of Bed and Breakfast she paid for out of her own money.

Final decision

52. There was fault by the Council which failed to act in line with the Homelessness Code of Guidance when dealing with Ms B's application for housing. This caused her avoidable distress and financial loss. The Council will apologise, pay her legal costs and also make her payments to recognise avoidable distress and inconvenience. The Council will also review a sample of homeless cases to ensure there is not a systemic problem affecting others. It will ensure all officers have received training in the Homelessness Reduction Act.

Parts of the complaint we did not investigate

53. We did not investigate the review decision of June 2019. This is because Ms B had a right of appeal to the county court and it was reasonable for her to go to court as she had a solicitor representing her who was familiar with her case having supported Ms B to request a review.
54. We did not investigate complaints about children's services contacting the person who sent Ms B the threatening texts. Ms B has not used the Council's complaints procedure and it is reasonable for the Council to respond as there is not the same urgency as there was in her homelessness complaint.

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London Borough of Haringey

Report of Local Government and Social Care Ombudsman

Page 275

The Local Government and Social Care Ombudsman has issued a report following its investigation of a complaint against London Borough of Haringey. The complaint was about *Housing*. The Ombudsman found that there had been fault on the part of the Council, and this had caused injustice to the complainant.

The Council must now consider the report and tell the Ombudsman within three months (or such longer period as the Ombudsman may agree) what it proposes to do.

Copies of the report will be available for public inspection during normal office hours at River Park House for three weeks starting on 8 July 2020. Anyone is entitled to take copies of the report or extracts from it. Copies will be supplied free of charge.

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Report for: Cabinet on 15th September 2020

Title: Risk Based Verification (RBV) policy for Housing Benefit and Council Tax Reduction claims

Report authorised by: Andy Briggs, Assistant Director for Corporate and Customer Services

Lead Officer: Amelia.Hadjimichael, Head of Benefits
Amelia.hadjimichael@haringey.gov.uk

Ward(s) affected: All

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

1. Describe the issue under consideration

- 1.1 As part of the Customer First Transformation Programme, the Council introduced a Risk Based Verification (RBV) policy in November 2019 to assist with the processing of Housing Benefit and Council Tax Reduction claims.
- 1.2 RBV relates to the level of checks that are undertaken on a claim before benefit is awarded. Its primary purpose is to target resources to where fraud and error are more likely to occur and thus help minimise fraud and error.
- 1.3 In the normal course of events, there would be a requirement for an annual review of the RBV policy to take place. However, given the impact of Covid-19, the Government has issued advice which a decision from Cabinet is sought on whether or not to adopt.

2. Cabinet Member Introduction

- 2.1 Risk Based Verification supports many of our residents in need, through the efficient and rapid processing of low risk claims and change of circumstances for Housing Benefits and Council Tax Reduction. Since its adoption in November 2019 it has helped us to continually improve our processing of new claims and for change of circumstances, while also reducing error which in the past has been a concern of our Benefits service.
- 2.2 Through the use of this technology we have been able to significantly reduce number of letters that were being sent to our residents for further information. We all know that any letter from a Council can at times cause worry and further unnecessary contact to the Council. Risk Based Verification helps us reduce that need and enhances the experience we provide to our residents.

Our Officers are now able to give greater focus and attention to more complex claims ensuring they are right first time.

3. Recommendations

Cabinet is recommended to:

- 3.1. As set out in the Part B exempt report
- 3.2. As set out in the Part B exempt report

4. Reasons for decision

- 4.1. To continue to help reduce fraud and error in the processing of Benefit claims.
- 4.2. As set out in the Part B exempt report

5. Alternative options considered

- 5.1. For the reasons contained in the report, no other option was considered.

6. Background information

- 6.1. The adoption and review of the RBV policy is a two stage process. The policy was initially presented for examination to the Corporate Committee on 25th July 2019, which resolved to recommend adoption by Cabinet as the decision maker. Adoption took place at Cabinet on 8th October 2019.
- 6.2. Circular HB/CTB S11/2011 states: The policy must allow Members, officers and external auditors to be clear about the levels of verification necessary. It must be reviewed annually but not changed in-year as this would complicate the audit process.
- 6.3. However, in light of the impact of Covid-19, further clarifying - restricted from publication outside of the Council - advice was issued by the Department for Work and Pensions on 20th April 2020, a copy of which is at Appendix A to the Part B exempt report. A copy of the existing RBV policy is at Appendix 2 to the Part B exempt report.

7. Contribution to strategic outcomes

- 7.1. The policy will contribute to Your Council Priority, specifically outcome 20: Using our resources in a sustainable way to prioritise the needs of the most vulnerable residents
 - It will provide value for money by targeting our limited resources to areas where we are most likely to prevent fraud and error.
 - By preventing fraud and error we are protecting the council's finances.
 - It will allow us to process low risk claims much quicker providing a better service to those customers.

8. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)

Finance – Section 151 Officer comments

- 8.1 Risk Based Verification is a key element of process automation that has contributed to the Customer First Transformation Programme savings for the Benefits Service that were included in the Medium Term Financial Strategy.
- 8.2 In addition, targeting resources to those claims which pose a higher risk helps to mitigate the risk of benefit overpayment and its potentially adverse impact on Housing Subsidy loss.
- 8.3 To minimise the risk of adverse financial consequences RBV performance is monitored monthly.

Head of Audit & Risk Management

- 8.4 Effective use of risk management entails focusing and targeting resources to those claims that present higher risk. The verification framework is predicated on the effective identification of risks and the management of claims and sets out how the service will monitor the effectiveness of operations. The internal audit plan for 2020/21 will examine the arrangements put in place and provide assurance over the management of risks in processing benefit claims.

Legal

- 8.5 The Assistant Director of Corporate Governance has been consulted in the preparation of this report, and comments in the Part B exempt report.

Equality

- 8.7 The Council has a public sector equality duty under the Equalities Act (2010) to have due regard 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.
- 8.8 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.
- 8.9 This information is contained in the Part B exempt report The Equalities Impact Assessment that was carried out to assess potential impacts at the time of the last change to the policy can be accessed here:

https://www.minutes.haringey.gov.uk/documents/s110613/9.2%20DRAFT%20EgIA_RBv_final.pdf

9. Use of Appendices

9.1 Appendix A – Department for Work and Pensions bulletin dated 20th April 2020 Confidential information as set out Part 4 Access to information rules – Paragraph 10.1 to 10.3.

9.2 Appendix B Risk based verification Policy –This is exempt under paragraph 3 - Schedule 12A to the 1972 Act
Information relating to the financial or business affairs of any particular person (including the authority holding that information).

10. Local Government (Access to Information) Act 1985

None

Report for: **Cabinet 15 September 2020**
Title: **St Mary's Close, N17 and Nightingale Lane, N8 approval of construction contract**

Report

Authorised by: **David Joyce, Director of Housing, Regeneration and Planning**

Lead Officer: **Robbie Erbmann, Assistant Director for Housing**

Ward(s) affected: **Hornsey & Tottenham Hale**

Report for Key/

Non Key Decision: **Key Decision**

1. Describe the issue under consideration

- 1.1 This report seeks approval to appoint the recommended contractor, Cosmur Construction Limited, to complete a new build development of five Council rented homes; two at St Mary's Close N17 and three at Nightingale Lane N8, and to appropriate the land for planning purposes to facilitate the development process.
- 1.2 On approval, these developments will be the seventh and eighth scheme to move to a start on site, of the 58 schemes in the Council housing delivery programme that the Council intends to directly deliver itself. It will be the twelfth and thirteenth schemes to move to a start on site in the overall programme.

2. Cabinet Member Introduction

This administration is committed to building a new generation of Council homes, and having identified sites all over the borough, carried out assessments, and achieved planning consents, I am delighted that we are ready to get started on yet another scheme, the seventh and eighth direct delivery projects in our programme and the twelfth and thirteenth in our programme overall. Five new Council homes in two wards – two three-bedroom homes and three two-bedroom homes – means that five households who are not currently adequately housed will be living in homes that meet their needs. I am pleased to recommend this paper to Cabinet, and looking forward to seeing work begin on site soon.

3. Recommendation

3.1. It is recommended that Cabinet:

- 3.1.1 Approves the appointment of Cosmur Construction Limited to undertake the new build works to provide a total of five Council rented homes at St Mary's Close and Nightingale Lane for a total contract sum of £1,348,437.49 and to approve the client contingency sum set out in the exempt part of the report.
- 3.1.2 Approves the appropriation of the land at St Mary's Close and Nightingale Lane (edged red in the plans attached at Appendix 1) from housing purposes to planning purposes under Section 122 of the Local Government Act 1972 as they are no longer required for the purpose which they are currently held, and for the purpose of carrying out development as set out in paragraphs 6.1 to 6.27 of this report.
- 3.1.3 Approves the use of the Council's powers under Section 203 of the Housing and Planning Act 2016 to override easements and other rights of neighbouring properties infringed upon by the St Mary's development, under planning permission Ref: HGY/2020/0136 and by Nightingale Lane development, under planning permission Ref: HGY/2020/0159.
- 3.1.4 Delegates to the Director of Housing, Regeneration and Planning, after

consultation with the Director of Finance and the Cabinet Member for Housing and Estate Renewal, authority to make payments of compensation as a result of any infringement arising from the development and the recommendation 3.1.3, within the existing scheme of delegation.

- 3.1.5 Approves the appropriation of the land at St Mary's Close and Nightingale Lane (edged red in the plans attached at Appendix 1) from planning purposes back to housing purposes under Section 19 of the Housing Act 1985, after practical completion of the development on 31 December 2021.

4. Reasons for decisions

- 4.1. St Mary's Close and Nightingale Lane was approved by Cabinet on 9 July 2019 to be included in the Council housing delivery programme. This scheme has subsequently been granted planning consent and is ready to progress to construction. This report therefore marks the third, and final, Member led decision to develop these two sites.
- 4.2. Following a formal tender process, a contractor has been identified to undertake these works.
- 4.3. The appropriation of the site for planning purposes is required as it will allow the Council to use the powers contained in Section 203 to override easements and other rights of neighbouring properties and will prevent injunctions that could delay or prevent the Council's proposed development. Section 203 converts the right to seek an injunction into a right to compensation. The site will need to be appropriated back from planning purposes to housing purposes on completion of the development to enable the Council to use the land for housing and let five new Council homes at Council rent.
- 4.4. The new development at St Mary's Close and Nightingale Lane will also allow the Council to regenerate the land, helping to reduce the anti-social behaviour currently attracted to the sites, improving the security and aesthetics for the surrounding existing residents. In addition, the development will help support delivery of the Borough Plan, Priority 1: "Our vision is for a safe, stable and affordable home for everyone, whatever their circumstances".

5. Alternative options considered

- 5.1. It would be possible not to develop these sites for housing purposes. However, this option was rejected as it does not support the Council's commitment to deliver a new generation of Council homes.
- 5.2. This opportunity was procured via a direct appointment from the London Construction Programme (LCP) Major Works 2019 Framework Agreement, the recommended route for a contract of this value. An alternative option would have been to run a competitive tender from the LCP, but this option was rejected due to limited interest from the framework contractors.
- 5.3. The Council could continue with these schemes without appropriating the site for planning purposes, but this would risk the proposed development being delayed or stopped by potential third party claims. By utilising the powers under Section 203 of the Housing and Planning Act 2016 (HPA 2016), those who benefit from third party rights will not be able to seek an injunction. Making use of this power allows the Council to override these third rights and allows the third party to make a claim for compensation only. The Council recognises the potential rights of third parties and will pay compensation where a legal basis for such payments is established. The housing delivery team actively engaged with local residents about the development of these sites as they proceeded through the feasibility and design stages and any comments or objections raised were taken into

consideration by Planning Committee in reaching its decision. For these reasons, this option was rejected.

- 5.4. The Council could decide not to appropriate the land for housing purposes upon practical completion of the building works. This option was rejected because it could prevent the Council from being able to offer up these homes for occupation as social housing thereby not supporting the delivery of much needed affordable homes.

6. Background information

St Mary's and Nightingale Lane development sites

- 6.1. As shown in the plans of the sites in Appendix 1, St Mary's Close is in North Tottenham, located East of Tottenham High Road off Kemble Road, in Tottenham Hale ward. The site currently consists of an underused Council car park, which historically contained garages and have since been demolished. It is in very close proximity to Hartington Park and the shops and busses on the High Road. The nearest railway station is Bruce Grove, a 9-minute walk away.
- 6.2. As shown in the plans of the sites in Appendix 1, Nightingale Lane is in Hornsey Ward, to the West of the Borough, located on the corner of Nightingale Lane and Brook Road. The development site sits adjacent to number 44 Nightingale Lane and marks the end of a row of Victorian terraced houses along Nightingale Lane. The site currently consists of four underused garages and is a short walk to Alexandra Palace Park, the shops and buses on Hornsey High Street. The site is not within a conservation area however the northern section of Nightingale Lane is characterised by Victorian brick terraced houses.
- 6.3. These sites are Council-owned land held in the HRA.
- 6.4. On 7 July 2019, Cabinet approved the inclusion of St Mary's and Nightingale Lane into the Council's housing delivery programme in order to determine their feasibility and capacity for the delivery of new homes and then, if appropriate, their progression through to planning consent.
- 6.5. Designs have been developed that will deliver two three-bedroom Council houses for Council rent, suitable for occupation by a family at St Mary's Close and three two-bedroom Council flats at Nightingale Lane.
- 6.6. A resident engagement event was held on the 29 October at the Civic Centre. The proposals were positively received by Members and local residents and no major concerns were raised. The scheme was submitted to planning in January 2020 and residents were formally consulted as part of this process.
- 6.7. Planning approval of Nightingale Lane scheme was granted on 12 March 2020. Planning approval of St Mary's scheme was granted on 2 July 2020.

The Build Contract

- 6.8. This report is seeking final approval of the construction contract to enable the new build works to commence.
- 6.9. The housing schemes at St Mary's Close and Nightingale Lane have both been designed up to stage 3 of the Royal Institute of British Architects (RIBA) Plan of Works 2019. Since planning approval has been granted, a contractor is now needed to undertake the new build works; it is currently anticipated that the contract period will be 12 months.
- 6.10. The contractor tender process involved conducting two expression of interest exercises

via the LCP MW 2019 framework, the first in January 2020 and the second in May 2020. Due to limited interest in a competitive tender it was decided that a direct appointment with one of the interested parties on the framework was the most appropriate route.

- 6.11. The selected contractor, Cosmur Construction Limited, which is based in North London, was asked to respond to a 60% quality and 40% price assessment. They responded with their proposal on 19 June 2020. Full tender sum analysis has been provided in Appendix 2, which is exempt due to the commercially sensitive nature of this information.
- 6.12. The quality assessment was conducted via a pre-agreed list of questions that were included as part of the Qualitative Delivery Proposals. Each question was offered a score between 0 (question not answered) and 5 (excellent) together with a weighted score. The quality assessment was reviewed by the Procurement Team to ensure that a high level of quality was demonstrated, i.e. total scores of at least 80% (16 out of 20).
- 6.13. Cost was evaluated independently by the Project Team's Cost Consultant to ensure value for money in line with current market trends.
- 6.14. Cosmur Construction Limited's total contract sum is £1,348,437.49. Considering the size, scope, complexity, and abnormalities specific to this project, the Project Cost Consultant has concluded that the tender submitted by Cosmur Construction Limited offers reasonable value for money in the current market.
- 6.15. The outcome of the quality and cost proposal is shown below.

Quality Proposal	Cost Proposal
Question 1 Organisation and structure of project team = 5/5	£1,348,437.49
Question 2 Health & Safety = 5/5	
Question 3 Quality Management = 4/5	
Question 4 Track record with neighbour engagement= 4/5	
Question 5 Social Value = 3/5	
Total qualitative score = 50%	

- 6.16. The recommendation is therefore to award the contract to Cosmur Construction Limited. Their proposal demonstrated good quality across the four questions. It is also considered good value for money and the Cost Consultant for this project is satisfied with the pricing offered by Cosmur Construction Limited.
- 6.17. The contract is to be awarded on a fixed price basis. It includes new build works, site establishments, site enabling works, management costs and includes overheads and profits and there is a defects and liability period of 12 months.
- 6.18. The tender assumes signing of the contract and site possession by 24 September 2020, as the tender offer remains open for 14 weeks from the return date.
- 6.19. During this period of uncertainty due to COVID-19 it should be noted that there is a risk that the contractor may be reluctant to enter into a contract if they do not believe they can deliver on all the conditions of the contract such as start on site date or if they cannot obtain the material required for the works. Therefore, during this period, the project team is keeping this under review to ensure that both Council and Contractor are protected.
- 6.20. The Council was seeking to start construction works for the schemes in September 2020 with completion expected in September 2021. However, this programme will be dependent on COVID-19 developments which have already pushed the programme back. It is estimated that these schemes may now start on site in December 2020 instead, with completion in December 2021.

Appropriation of land

- 6.21. This report seeks approval to appropriate St Mary's Close and Nightingale Lane sites (outlined in the plans attached at Appendix 1) for planning purposes pursuant to Section 122 of the Local Government Act 1972 as it is no longer required for the purposes for which it is currently held. The sites are no longer required to be used as garages or a car park. Most of the garages are sitting vacant and have fallen into a poor condition and the car park is under-used.
- 6.22. The Nightingale Lane site consists of unsightly garages which require maintenance attention to bring them back into a good condition. Not all of the garages are leased therefore this land is currently being underutilised. The appropriation of the land and the subsequent development will enable the Council to regenerate the site with attractive housing and help to meet the demand for affordable homes in the ward.
- 6.23. The St Mary's Close site is secluded and has attracted anti-social behaviour. This has also caused security risks to surrounding residents, which the Council would like to alleviate. The appropriation of the land and the subsequent development will enable the Council to implement security measure such as lighting and design out hidden corners. In addition, the car park is under-utilised, and regeneration of the site will help to meet the demand for affordable homes in the ward.
- 6.24. This report also seeks Cabinet approval to use the Council's powers under Section 203 of the HPA 2016 to override easements and other rights of neighbouring properties infringed upon by St Mary's Close and Nightingale Lane developments. The types of rights that can be overridden by Section 203 of the HPA 2016 are any easements, liberty, privilege, right or advantage annexed to land and adversely affecting other land. An easement is a right of light, or right of way or interest in land which entitles a neighbouring landowner to enjoy such rights over the adjoining site. Any development which interferes with that right may entitle the owner of that right to seek an injunction preventing the development going ahead or damages for the effect on value of the right lost because of the interference. The Council recognises the potential rights of third parties and will pay compensation where a legal basis for such payments is established.
- 6.25. It is not believed that the potential infringement of the third-party rights outlined here over the St Mary's Close and Nightingale Lane sites are a breach of human rights, being rights to private and family life. The engagement event on 29 October 2019 and the formal planning consultation process that took place, did not raise any concerns that there were possible infringements of third-party rights, including rights of light. Furthermore, if an injunction is sought by a third party for breach of a right, then if successfully claimed, the right will be converted into a right of compensation for loss of that right.
- 6.26. Based on the feedback following the public consultation event, there have not been any claims that any third-party rights would be infringed by the development. However, should any claim be made for any infringement of right to light, potential costs are set out in the exempt Appendix 2.
- 6.27. Regarding the value of potential compensation for the loss of third-party rights of access and or enjoyment, having undertaken the necessary checks against neighbouring properties, none have easements in relation to the two sites. Furthermore, no neighbouring properties have come forward asserting any rights of access or enjoyment. Based on these circumstances, it is unlikely that there will be any claims, but the level of compensation is unquantifiable until such a claim is made although it is not likely to be so significant as to impact on the scheme's viability.

7. Contribution of Strategic Outcomes

- 7.1. The recommendations in this report will support the delivery of the Housing Priority in the new Borough Plan, which sets out in its first outcome that *“We will work together to deliver the new homes Haringey needs, especially new affordable homes”*. Within this outcome, the Borough Plan sets the aim to *“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”*.
- 7.2. In particular, the recommendations in this report are explicitly about delivering the aim *“to deliver 1,000 new council homes at council rents by 2022”*. The proposals in this report contribute directly to the strategic outcomes on new housing supply that are at the core of the aims of the Council as expressed in the Borough Plan.

8. Statutory Officers comments

Legal

Appropriation under Section 122 of the Local Government Act 1972

- 8.1. The Council ‘holds’ the two sites for housing purposes. In order to override any third-party rights affecting the two sites, the Council will need to appropriate each of the two sites for planning purposes. The Council may appropriate land from housing purposes to planning purposes under Section 122 of the Local Government Act 1972 and in order to engage Section 203 HPA 2016. Section 122 LGA 1972 provides that:

“The council may appropriate for any purpose for which the council is authorised by statute to acquire land by agreement any land which belongs to it and is no longer required for the purpose for which it is held immediately before the appropriation.”

- 8.2. The key procedural points are as follows:
- The land must already belong to the council
 - The land must no longer be required for the purpose for which it is currently appropriated; and
 - The purpose for which the council is appropriating must be authorised by statute
- 8.3. Section 122 LGA 1972 provides that the Council may not appropriate land constituting or forming part of an ‘open space’ or land forming part of a common (unless it is common or fuel or field garden allotment of less than 250 square yards unless they first advertise their intention to do so under the section.
- 8.4. In applying the requirements (a) – (c) of Section 122 LGA 1972 set out above:
- the site is Council owned land;
 - the site is no longer required for housing purposes; and
 - the Council is seeking to appropriate the land for the statutory purpose of planning.
- 8.5. The site does not contain open space.

Section 203 of the Housing and Planning Act 2016

- 8.6. By appropriating the land for planning purposes under Section 122 of the LGA 1972, the Council is therefore able to engage the powers contained in Section 203 of the HPA 2016.
- 8.7. Section 203 states a person may carry out building or maintenance work even it involves (a) Interfering with a relevant right or interest (b) breaching a restriction as to use of land. This applies to building work where: -
- there is planning consent,
 - the work is on land for the purpose for which the land was vested, acquired or appropriated for planning purposes as defined under section s.246(1) of the Town and Country Act 1990;

- c) the authority could acquire the land compulsorily for the purpose of the building work.
- 8.8. Looking at the requirements of Section 203 above,
- a) planning permissions have been granted for both developments;
 - b) it is recommended in 2.1 (i) of this report that the two sites be appropriated for planning purposes under the Section 122 of the LGA 1972;
 - c) the Council could acquire the land compulsorily for the purposes of the building work. Section 226(1) of the Town and Country Planning Act 1990 contains the compulsory purchase powers of the Council where *'the authority think that the acquisition will facilitate the carrying out the development, re-development on or in relation to the land' or 'required for a purpose which is necessary to achieve the proper planning of an area in which the land is situated'*. This requirement is satisfied as the Council considers that the development will lead to an improvement in the economic, social or environmental wellbeing of the areas as outlined in this report.
- 8.9. With regards to recommendations (3.1.2) and (3.1.4) the Council will be seeking to appropriate both the St Mary's Close and Nightingale Lane sites following practical completion of the developments back for housing purposes and into the HRA. Recommendations (3.1.5) may take place under Section 19 (1) of the Housing Act 1985 which states a local housing authority may appropriate for housing purposes any land for the time being vested in them and at their disposal. This appropriation is necessary as the new build units will be used for social housing by the Council and therefore must be held in the HRA.
- 8.10. The contract which this report relates to has been procured by direct call-off under the LCP Major Works Framework 2019 ("the Framework").
- 8.11. The Framework was procured in accordance with the Public Contracts Regulations 2015 (as amended).
- 8.12. The rules of the Framework permit a direct award of contracts up to £2.5 million.
- 8.13. The Assistant Director of Corporate Governance sees no legal reasons preventing Cabinet from approving the recommendations in the report.

Procurement

- 8.14. Strategic Procurement notes the update on the Housing Delivery Programme and recommendations within section 3.1 (3.1.2-3.1.5) of this report; however, comments are not applicable for property and land transactions as they sit outside of the Procurement Contract Regulations.
- 8.15. Strategic Procurement support the award of this contract in accordance with clause 9.07.2 of the Contract Standing Orders as the contract has been awarded by way of a call off from the LCP Framework estimated value of £25,000 or more.

Finance

- 8.16. The St. Mary's close and Nightingale lane sites will deliver 5 units of social rented homes on completion at a total construction contract value of £1.34m.
- 8.17. The total cost to completion of this scheme is £1.61m which includes the pre -construction cost.
- 8.18. The preferred contractor was selected following an assessment of the submitted tender and based on a 60:40 quality/cost assessment.
- 8.19. There is adequate provision within the HRA new build budget for the reported cost.
- 8.20. Further finance comments are contained in the exempt report.

Equality

- 8.21. 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.

8.22. 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.

8.23. The proposed decision relates to new build works to provide five new Council rented homes at Nightingale Lane and St Mary's Close. The decision will increase the supply of homes which are genuinely affordable to local residents. This is likely to have a positive impact on individuals in temporary accommodation as well as those who are vulnerable to homelessness. Data held by the council suggests that women, young people, and BAME communities are over-represented among those living in temporary accommodation. Furthermore, individuals with these protected characteristics, as well as those who identify as LGBT+ and individuals with disabilities are known to be vulnerable to homelessness, 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.

8.24. As an organisation carrying out a public function on behalf of a public body, the contractor will be obliged to have due regard for the need to achieve the three aims of the Public Sector Equality Duty as stated above.

9. Use of appendices

Appendix 1 – Plans - Red line St Mary's Close and Nightingale Lane

Appendix 2 - Exempt – financial information

10. Local Government (Access to Information) Act 1985

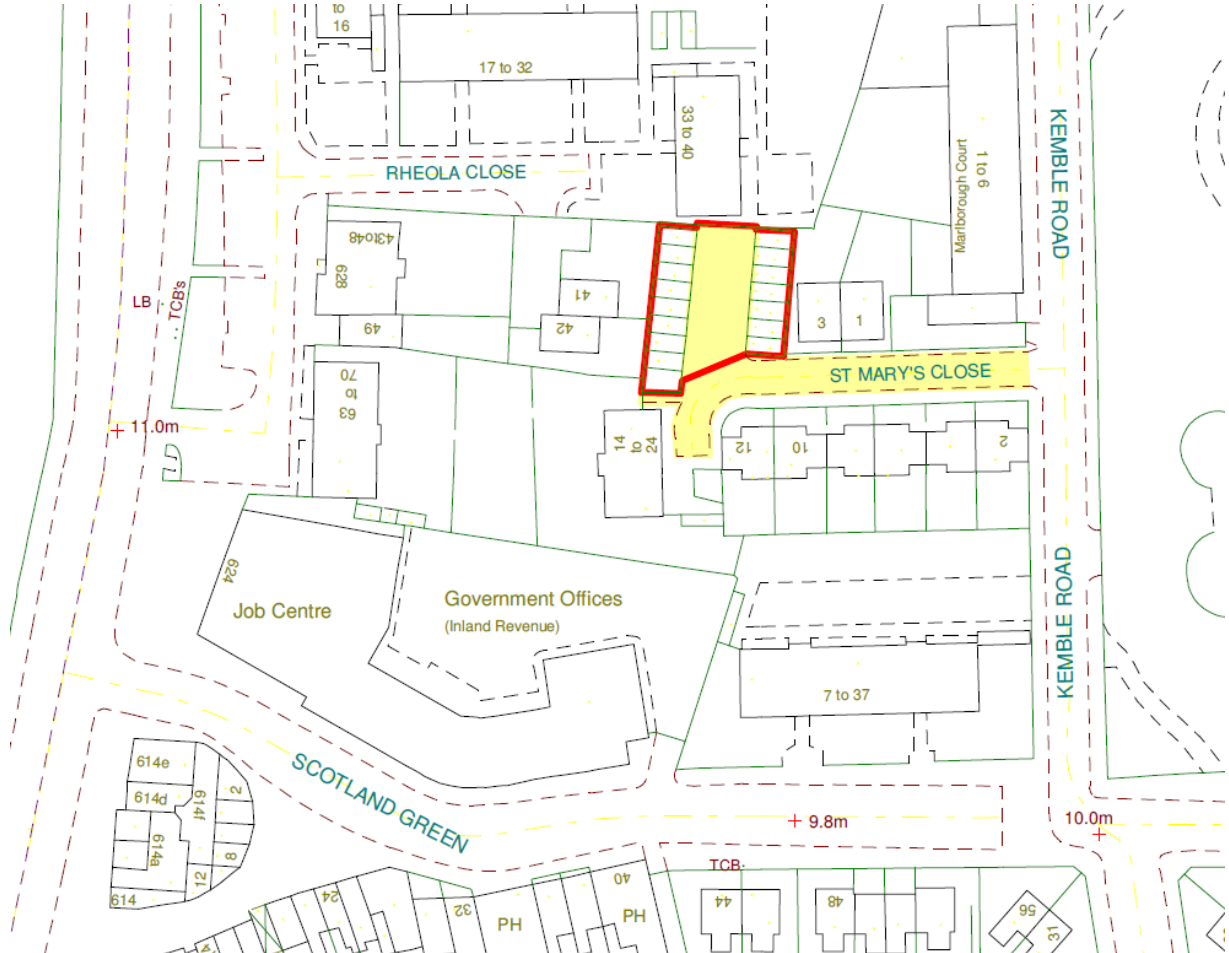
10.1. Appendix 3 is NOT FOR PUBLICATION by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 in that they contain information relating to the financial or business affairs of any particular person (including the authority holding that information).

Appendix 1

Site Red Line Boundary – St Mary's Close

The plan below outlines the red line boundary for the development site.

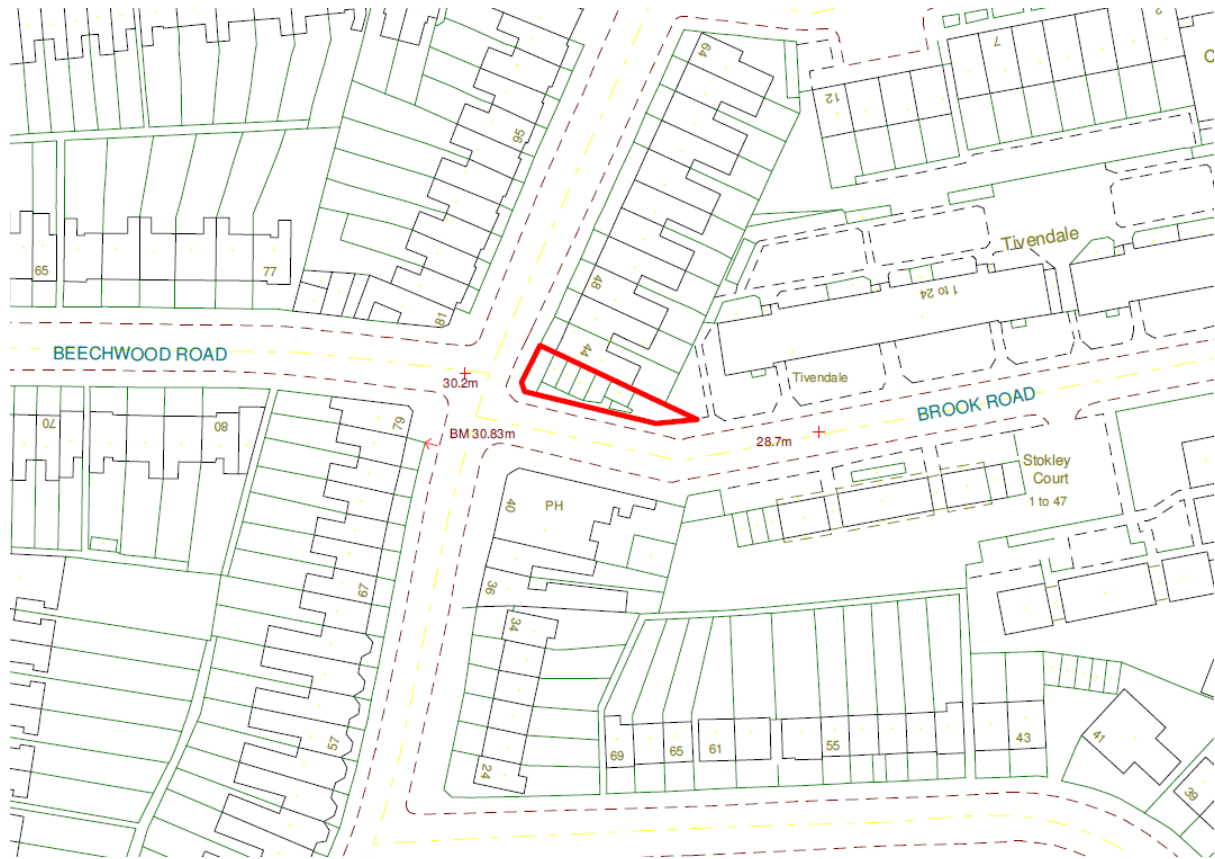
At St Marys Close, the red line boundary runs around the perimeter of the car park.



Site Red Line Boundary – Nightingale Lane

The plan below outlines the red line boundary for the development site.

At Nightingale Lane, the red line boundary runs up against the adjoining property, number 44 and to the start of the pavement on Nightingale Lane. It then cuts along brook road in line with the pavement, tapering off to give an overall triangular shape to the development site.



Report for: **Cabinet 15 September 2020**
Title: **4-6 Poynton Road, N17, approval of construction contract**
Report
Authorised by: **David Joyce, Director of Housing, Regeneration and Planning**
Lead Officer: **Robbie Erbmann, Assistant Director for Housing**
Ward(s) affected: **Tottenham Hale**
Report for Key/
Non Key Decision: **Key Decision**

1. Describe the issue under consideration

- 1.1 This report seeks approval to appoint the recommended winning contractor to complete a new build development of two Council rented three-bedroom family terraced homes at Poynton Road N17 and to appropriate the land for planning purposes to facilitate the development process.
- 1.2 On approval, this development will be the sixth scheme to move to a start on site, of the 58 schemes in the Council housing delivery programme that the Council intends to directly deliver itself. It will be the eleventh scheme to move to a start on site in the overall programme.

2. Cabinet Member Introduction

- 2.1. This administration is committed to building a new generation of Council homes. We have identified land all across the borough, achieved planning consents and are ready to appoint a number of construction contracts. I am particular pleased to recommend the appointment of a construction contract for this development since the land at Poynton Road is currently housing derelict buildings, and has been since 2014 when they ceased to be used as retail units. This is the sixth direct delivery project in our programme, and the eleventh in our programme overall. The Council's intervention here will be to turn an eyesore plagued by anti-social behaviour into two new family terraced homes for Council rent.

3. Recommendation

- 3.1. It is recommended that Cabinet:
 - 3.1.1. Approves the appointment of the recommended winning contractor set out in the exempt Appendix 2 to undertake the new build works to provide a total of two Council rented homes at Poynton Road for a total contract sum of £673,377.00 and to approve the client contingency sum set out in the exempt part of the report.
 - 3.1.2 Approves the appropriation of the land at Poynton Road (edged red in the plans attached at Appendix 1) from housing purposes to planning purposes under Section 122 of the Local Government Act 1972 as they are no longer required for the purpose which they are currently held, and for the purpose of carrying out development as set out in paragraphs 6.1 to 6.27 of this report.
 - 3.1.3 Approves the use of the Council's powers under Section 203 of the Housing and Planning Act 2016 to override easements and other rights of neighbouring properties infringed upon by the Poynton Road development, under planning permission Ref: HGY/2020/0182.
 - 3.1.4 Delegates to the Director of Housing, Regeneration and Planning, after consultation with the Director of Finance and the Cabinet Member for Housing and Estate Renewal, authority to make payments of compensation as a result of any

infringement arising from the development and the recommendation 3.1.3, within the existing scheme of delegation.

- 3.1.5 Approves the appropriation of the land at Poynton Road (edged red in the plans attached at Appendix 1) from planning purposes back to housing purposes under Section 19 of the Housing Act 1985, after practical completion of the development on 31 December 2021.

4. Reasons for decisions

- 4.1. Poynton Road was approved by Cabinet on 9 July 2019 to be included in the Council housing delivery programme. This scheme has subsequently been granted planning consent and is ready to progress to construction. This report therefore marks the third, and final, Member led decision to develop these two sites.
- 4.2. Following a formal tender process, a contractor has been identified to undertake these works.
- 4.3. The appropriation of the site for planning purposes is required as it will allow the Council to use the powers contained in Section 203 to override easements and other rights of neighbouring properties and will prevent injunctions that could delay or prevent the Council's proposed development. Section 203 converts the right to seek an injunction into a right to compensation. The site will need to be appropriated back from planning purposes to housing purposes on completion of the development to enable the Council to use the land for housing and let two new Council homes at Council rent.
- 4.4. The new development at Poynton Road will also allow the Council to redevelop and secure the premise alleviating the anti-social behaviour currently attracted to the site and helping to improve security for the surrounding existing residents. In addition, the development will help support delivery of the Borough Plan, Priority 1: "Our vision is for a safe, stable and affordable home for everyone, whatever their circumstances".

5. Alternative options considered

- 5.1. It would be possible not to develop this site for housing purposes. However, this option was rejected as it does not support the Council's commitment to deliver a new generation of Council homes.
- 5.2. This opportunity was procured via a competitive tender from the Councils London Construction Programme (LCP) Dynamic Procurement System (DPS) for minor works, the recommended route for a contract of this value. An alternative option would have been to run a competitive tender via the Council's LCP Major Works Framework, but this option was rejected as this framework can only be utilised for works from £1m+.
- 5.3. The Council could continue with the scheme without appropriating the site for planning purposes, but this would risk the proposed development being delayed or stopped by potential third party claims. By utilising the powers under Section 203 of the Housing and Planning Act 2016 (HPA 2016), those who benefit from third party rights will not be able to seek an injunction. Making use of this power allows the Council to override these third rights and allows the third party to make a claim for compensation only. The Council recognises the potential rights of third parties and will pay compensation where a legal basis for such payments is established. The housing delivery team actively engaged with local residents about the development of these sites as they proceeded through the feasibility and design stages and any comments or objections raised were taken into consideration by Planning Committee in reaching its decision. For these reasons, this option was rejected.

- 5.4. The Council could decide not to appropriate the land for housing purposes upon practical completion of the building works. This option was rejected because it could prevent the Council from being able to offer up these homes for occupation as social housing thereby not supporting the delivery of much needed affordable homes.

6. Background information

Poynton Road development site

- 6.1. As shown in the plan of the site in Appendix 1, Poynton Road is located South of Lansdowne Road and to the East of Tottenham High Road in Tottenham Hale ward. The site currently consists of a vacant shop at 4-6 Poynton Road and the garden to these properties. The building is made up of two properties which were once retail units on the ground floor with residential accommodation above. The properties were last used as retail units back in 2014 and have since been derelict, occasionally being occupied by squatters and attracting anti-social behaviour. A structural assessment was carried out in 2019 which concluded that the properties were beyond repair. Therefore, the development plans consist of demolition and re-build proposals.
- 6.2. This site is Council-owned land held in the HRA.
- 6.3. On 7 July 2019, Cabinet approved the inclusion of Poynton Road into the Council's housing delivery programme in order to determine their feasibility and capacity for the delivery of new homes and then, if appropriate, their progression through to planning consent.
- 6.4. Designs have been developed that will deliver two three-bedroom Council homes for Council rent, suitable for occupation by a family.
- 6.5. A resident engagement event was held on the 8 October at the Civic Centre. The proposals were positively received by Members and local residents and no major concerns were raised. The scheme was submitted to planning in January 2020 and residents were formally consulted as part of this process.
- 6.6. Planning approval of the scheme was granted on 19 March 2020.

The Build Contract

- 6.7. This report is seeking final approval of the construction contract to enable the new build works to commence.
- 6.8. Poynton Road housing scheme has been designed up to stage 3 of the Royal Institute of British Architects (RIBA) Plan of Works 2019. Since planning approval has been granted, a contractor is now needed to undertake the new build works; it is currently anticipated that the contract period will be 12 months.
- 6.9. The construction tender went out to the market on the 17 March 2020 to a total of 53 suppliers with an original deadline of 21st April 2020.
- 6.10. The tender deadline was extended to the 26th May 2020. Due to the impact of COVID-19 on the tenderers resource and ability to get in contact with their supply chain this extension was granted.
- 6.11. In total 5 suppliers accepted the tender and 2 suppliers responded. However, one of the tenderers had to be disqualified on the basis that they did not respond to the quality questions making their bid non-compliant.

- 6.12. The recommended winning contractor, which is based locally in Enfield, was asked to respond to a 60% quality and 40% price assessment. Full tender sum analysis has been provided in Appendix 2, which is exempt due to the commercially sensitive nature of this information.
- 6.13. The quality assessment was conducted via a pre-agreed list of questions that were included as part of the Qualitative Delivery Proposals. Each question was offered a score between 0 (question not answered) and 5 (excellent) together with a weighted score. The quality assessment was reviewed by the Procurement Team to ensure that a high level of quality was demonstrated, i.e. total scores of at least 80% (16 out of 20).
- 6.14. Cost was evaluated independently by the Project Team's Cost Consultant to ensure value for money in line with current market trends.
- 6.15. The recommended contractor's total contract sum is £673,377.00. Considering the size, scope, complexity, and abnormalities specific to this project, the Project Cost Consultant has concluded that the tender submitted by the recommended contractor offers reasonable value for money in the current market.
- 6.16. The outcome of the quality and cost proposal is shown below.

Quality Proposal	Cost Proposal
Question 1 Proposed methodologies and sequence of working = 4/5	£673,377.00
Question 2 Relevant Experience & track record = 3/5	
Question 3 Key Personnel & overall team structure = 4/5	
Question 4 Social Value = 4/5	
Total qualitative score = 44%	

- 6.17. The recommended contractor's proposal demonstrated good quality across the four questions. It is also considered good value for money and the Cost Consultant for this project is satisfied with their pricing offered.
- 6.18. The contract is to be awarded on a fixed price basis. It includes new build works, site establishments, site enabling works, management costs and includes overheads and profits and there is a defects and liability period of 12 months.
- 6.19. The tender assumes signing of the contract and site possession by 24 September 2020, as the tender offer remains open for 13 weeks from the return date.
- 6.20. During this period of uncertainty due to COVID-19 it should be noted that there is a risk that the contractor may be reluctant to enter into a contract if they do not believe they can deliver on all the conditions of the contract such as start on site date or if they cannot obtain the material required for the works. Therefore, during this period, the project team is keeping this under review to ensure that both Council and Contractor are protected.
- 6.21. The Council was seeking to start construction works for the schemes in September 2020 with completion expected in September 2021. However, this programme will be dependent on COVID-19 developments which are likely to push the programme back. It is estimated that these schemes may now start on site in December 2020 instead, with completion in January 2022.

Appropriation of land

- 6.22. This report seeks approval to appropriate Poynton Road site (outlined in the plans attached at Appendix 1) for planning purposes pursuant to Section 122 of the Local

Government Act 1972 as it is no longer required for the purposes for which it is currently held. The site is no longer required to be used as a commercial unit; it is currently vacant and has been for the last 6 years and has therefore fallen into a state of dis-repair.

- 6.23. Historically the security to the site at Poynton Road has been poorly maintained and therefore the project has been subject to squatters who have since been evicted and the site properly boarded up. This has also attracted anti-social behaviour and caused security risks to existing residents, which the Council would like to alleviate.
- 6.24. The appropriation of the land and the subsequent development will enable the Council to secure the plot boundary which is necessary due to recent issues with squatters. In addition, the land and the subsequent development will enable the Council to implement the necessary security measures as the new homes have been designed to Secure by Design standards.
- 6.25. This report also seeks Cabinet approval to use the Council's powers under Section 203 of the HPA 2016 to override easements and other rights of neighbouring properties infringed upon by Poynton Road development. The types of rights that can be overridden by Section 203 of the HPA 2016 are any easements, liberty, privilege, right or advantage annexed to land and adversely affecting other land. An easement is a right of light, or right of way or interest in land which entitles a neighbouring landowner to enjoy such rights over the adjoining site. Any development which interferes with that right may entitle the owner of that right to seek an injunction preventing the development going ahead or damages for the effect on value of the right lost because of the interference. The Council recognises the potential rights of third parties and will pay compensation where a legal basis for such payments is established.
- 6.26. It is not believed that the potential infringement of the third-party rights outlined here over Poynton Road development site is a breach of human rights, being rights to private and family life. The engagement event on 8 October 2019 and the formal planning consultation process that took place, did not raise any concerns that there were possible infringements of third party rights, including rights of light. Furthermore, if an injunction is sought by a third party for breach of a right, then if successfully claimed, the right will be converted into a right of compensation for loss of that right.
- 6.27. Regarding the value of potential compensation for the loss of third-party rights of access and or enjoyment, having undertaken the necessary checks against neighbouring properties, none have easements in relation to the two sites. Furthermore, no neighbouring properties have come forward asserting any rights of access or enjoyment. Based on these circumstances, it is unlikely that there will be any claims, but the level of compensation is unquantifiable until such a claim is made although it is not likely to be so significant as to impact on the scheme's viability.

7. Contribution of Strategic Outcomes

- 7.1. The recommendations in this report will support the delivery of the Housing Priority in the new Borough Plan, which sets out in its first outcome that *"We will work together to deliver the new homes Haringey needs, especially new affordable homes"*. Within this outcome, the Borough Plan sets the aim to *"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"*.
- 7.2. In particular, the recommendations in this report are explicitly about delivering the aim *"to deliver 1,000 new council homes at council rents by 2022"*. The proposals in this report contribute directly to the strategic outcomes on new housing supply that are at the core of the aims of the Council as expressed in the Borough Plan.

8. Statutory Officers comments

Legal

Appropriation under Section 122 of the Local Government Act 1972

- 8.1. The Council 'holds' the two sites for housing purposes. To override any third-party rights affecting the two sites, the Council will need to appropriate each of the two sites for planning purposes. The Council may appropriate land from housing purposes to planning purposes under Section 122 of the Local Government Act 1972 and to engage Section 203 HPA 2016. Section 122 LGA 1972 provides that:
- "The council may appropriate for any purpose for which the council is authorised by statute to acquire land by agreement any land which belongs to it and is no longer required for the purpose for which it is held immediately before the appropriation."*
- 8.2. The key procedural points are as follows:
- a) The land must already belong to the council
 - b) The land must no longer be required for the purpose for which it is currently appropriated; and
 - c) The purpose for which the council is appropriating must be authorised by statute
- 8.3. Section 122 LGA 1972 provides that the Council may not appropriate land constituting or forming part of an 'open space' or land forming part of a common (unless it is common or fuel or field garden allotment of less than 250 square yards unless they first advertise their intention to do so under the section.
- 8.4. In applying the requirements (a) – (c) of Section 122 LGA 1972 set out above:
- a) the site is Council owned land;
 - b) the site is no longer required for housing purposes; and
 - c) the Council is seeking to appropriate the land for the statutory purpose of planning.
- 8.5. The site does not contain open space.

Section 203 of the Housing and Planning Act 2016

- 8.6. By appropriating the land for planning purposes under Section 122 of the LGA 1972, the Council is therefore able to engage the powers contained in Section 203 of the HPA 2016.
- 8.7. Section 203 states a person may carry out building or maintenance work even it involves (a) interfering with a relevant right or interest (b) breaching a restriction as to use of land. This applies to building work where: -
- a) there is planning consent,
 - b) the work is on land for the purpose for which the land was vested, acquired or appropriated for planning purposes as defined under section s.246(1) of the Town and Country Act 1990;
 - c) the authority could acquire the land compulsorily for the purpose of the building work.
- 8.8. Looking at the requirements of Section 203 above,
- a) planning permission has been granted for the development;
 - b) it is recommended in 3.1.2 of this report that the land be appropriated for planning purposes under the Section 122 of the LGA 1972;
 - c) the Council could acquire the land compulsorily for the purposes of the building work. Section 226(1) of the Town and Country Planning Act 1990 contains the compulsory purchase powers of the Council where *'the authority think that the acquisition will facilitate the carrying out the development, re-development on or in relation to the land' or 'required for a purpose which is necessary to achieve the proper planning of an area in which the land is situated'*. This requirement is satisfied as the Council considers that the development will lead to an improvement in the economic, social or environmental wellbeing of the areas as outlined in this report.
- 8.9. With regards to recommendations (3.1.2) and (3.1.4) the Council will be seeking to

appropriate the Poynton Road site following practical completion of the developments back for housing purposes into the HRA. Recommendations (3.1.5) may take place under Section 19 (1) of the Housing Act 1985 which states a local housing authority may appropriate for housing purposes any land for the time being vested in them and at their disposal. This appropriation is necessary as the new build units will be used for social housing by the Council and therefore must be held in the HRA.

- 8.10. The contract which this report relates to has been procured under the Council's London Construction Programme DPS for Minor Works.
- 8.11. The DPS was procured in accordance with the Public Contracts Regulations 2015 (as amended).
- 8.12. The Assistant Director of Corporate Governance sees no legal reasons preventing Cabinet from approving the recommendations in the report.

Procurement

- 8.13. Strategic Procurement notes the update on the Housing Delivery Programme and recommendations within section 3.1 (3.1.2-3.1.5) of this report; however, comments are not applicable for property and land transactions as they sit outside of the Procurement Contract Regulations.
- 8.14. Strategic Procurement supports the award of this contract in accordance with clause 9.04.1 of the Contract Standing Orders as the recommended contractor's bid emerged as the most economically advantageous tender at the end of competition conducted on the Council Dynamic Purchasing System for minor works.

Finance

- 8.15. The scheme involves demolition and rebuild of a dilapidated two 3 bed building that has attracted unsavoury characters and has recorded incidence of squatting and anti-social behaviour.
- 8.16. The total cost of construction contract is £673,377.00 and this scheme is contained in the new build HRA financial plan.
- 8.17. Further finance comments are contained in the exempt report.

Equality

- 8.18. 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.
- 8.19. 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.
- 8.20. The proposed decision relates to new build works to provide two new Council rented homes at Poynton Road. The decision will increase the supply of homes which are genuinely affordable to local residents. This is likely to have a positive impact on individuals in temporary accommodation as well as those who are vulnerable to homelessness. Data held by the council suggests that women, young people, and BAME communities are over-represented among those living in temporary accommodation. Furthermore, individuals with these protected characteristics, as well

as those who identify as LGBT+ and individuals with disabilities are known to be vulnerable to homelessness, 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.

- 8.21. As an organisation carrying out a public function on behalf of a public body, the contractor will be obliged to have due regard for the need to achieve the three aims of the Public Sector Equality Duty as stated above.

9. Use of appendices

Appendix 1 – Plan - Red line Poynton Road.

Appendix 2 - Exempt – financial information

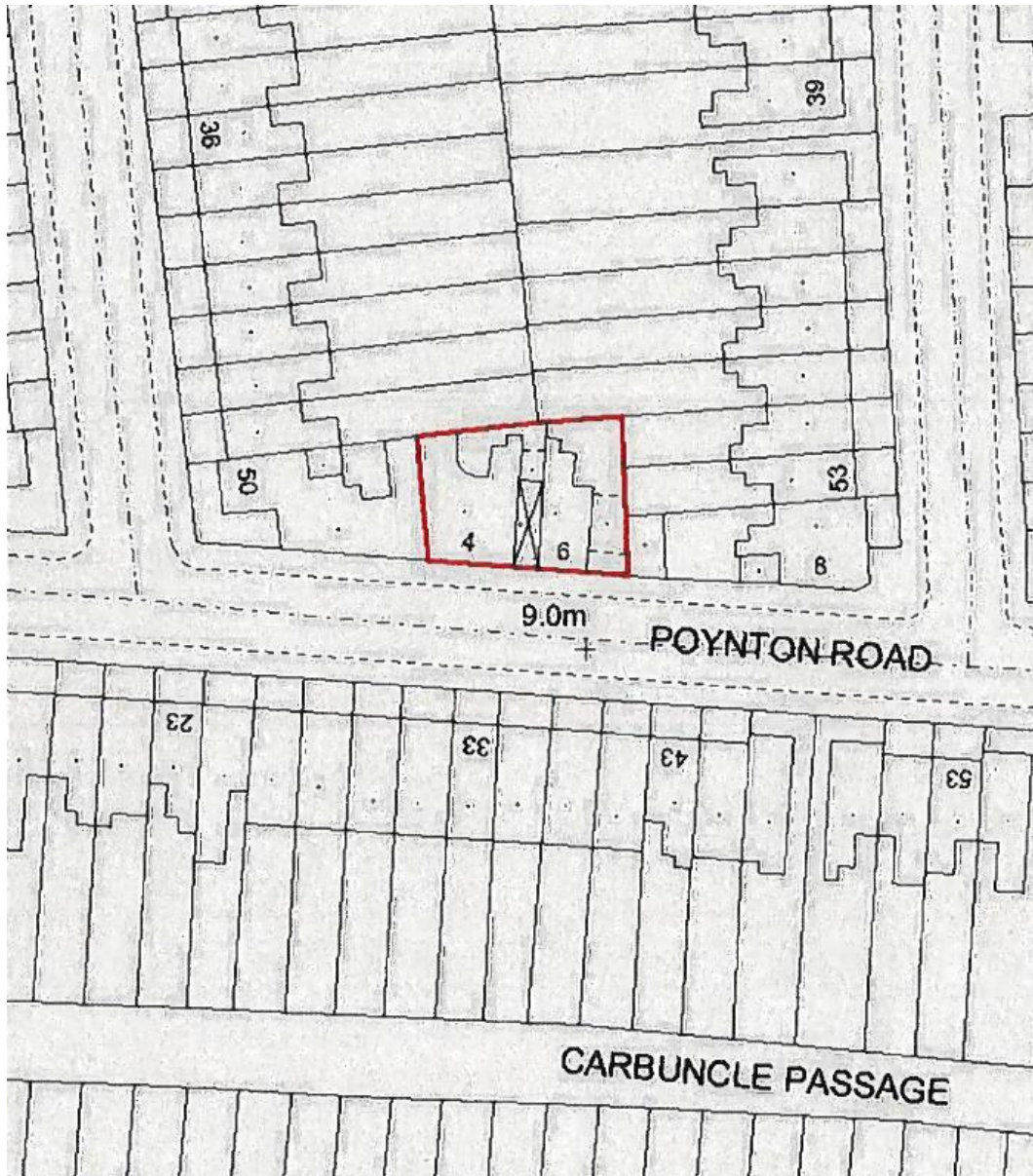
10. Local Government (Access to Information) Act 1985

- 10.1. Appendix 3 is NOT FOR PUBLICATION by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 in that they contain information relating to the financial or business affairs of any particular person (including the authority holding that information).

Appendix 1

Site Red Line Boundary – Poynton Road

The plan below sets out the red line boundary for Poynton Road development site. This runs up against the pavement along Poynton Road between properties number 4-6. This then extends to the back of the premise, running up against all adjoining owner boundaries.



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Report for: Cabinet 15 September 2020

Title: Imperial Wharf Estate – External Major Works

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

Lead Officer: Lee Whitby, Capital Works Delivery Manager, Homes for Haringey

Ward(s) affected: Springfield Hackney

Report for Key/

Non Key Decision: Key decision

1 Describe the issue under consideration

- 1.1 This report requests Cabinet approval for the award of a contract to contractor A to carry out external major works on the Imperial Wharf Estate. This will be for the sum of £4,200,594.50 and once the works are completed, will bring the homes on the estate to up to the Decent Homes Standard.
- 1.2 The report also requests Cabinet approval for the issue of a letter of intent to the preferred contractor. This will be for an amount up to, but not exceeding, £420,059.45. This represents 10% of the contract sum.
- 1.3 It is further recommended that Cabinet approves the professional fees of £323,277.75. which represents 7.7% of the contract sum.
- 1.4 Details of the successful tenderer are outlined in appendix A (exempt information) of the report.

2 Cabinet Member introduction

- 2.1 The proposed works to Imperial Wharf will bring all homes on the estate up to the full Decent Homes Standard as well as ensure compliance with current fire and building regulations. The overall project will contribute to helping to achieve the Borough Plan objectives for housing which include delivering Decent Homes, ensuring all homes are safe and improving resident satisfaction, as set out in more detail in section 10 of the report.
- 2.2 In addition, following extensive consultation with residents, residents will benefit from an improved estate environment that includes designing out crime measures to tackle anti-social behaviour. The aim for this project is to achieve the Silver Award which is a Police initiative that recognises physical security standards have been incorporated into works to prevent crime and anti-social behaviour. The Designing Out Crime Team will attend site to inspect and sign off each block and on successful completion of the works, the Imperial Estate will achieve the Silver Award. The Award will be presented by the Metropolitan Police Designing Out Crime Officer.

3 Recommendations

- 3.1 Pursuant to the Council's Contract Standing Order (CSO) 9.07.1(d), for Cabinet to approve the award of a contract of £4,200,594.50 to the preferred contractor identified in exempt Appendix A for the installation of flat roof covering, windows, resident and main entrance communal doors, external brickwork repairs, fire protection works, redevelopment of children play area and associated estate improvements. This will incorporate the communal internal and external areas of the Imperial Wharf Estate as follows: 228 -270, 304-346 & 378-442 Craven Park Road, 1,2,3,5,6,7,8, 32-51 Maple Close.
- 3.2 For Cabinet to approve the issue of a letter of intent for an amount of up to, but not exceeding £420,059.45, which represents 10% of the contract sum.
- 3.3 For Cabinet to approve the total professional fees of £323,277.75, which represents 7.7% of the contract sum.
- 3.4 For Cabinet to note the total project costs of £4,523,872.25.

4 Reasons for decision

- 4.1 Homes for Haringey requires Cabinet approval to award the contract for the installation of flat roof covering, windows and rear door replacement, resident front entrance doors and main entrance communal doors, external brickwork and concrete repairs, fire protection works, drainage repairs, internal and external decorations, emergency lighting, bins store and recycling storage, resurface walkway and upstands, replacement of paving to identified areas redevelopment of the children's play area, landscaping and associated estate improvements. This will incorporate the communal and external areas of the Imperial Wharf Estate. This will enable essential safety works to commence and the estate to be brought up to the Decent Homes Standard.
- 4.2 The tender process was carried out in accordance with the framework requirements that incorporate price and quality. The successful compliant bidder scored the highest in relation to these criteria in the associated lot 1.1B.

5 Alternative options considered

- 5.1 An alternative option would be for Homes for Haringey to use third party industry frameworks or an OJEU compliant tender process to deliver the construction works to the Imperial Wharf Estate. Homes for Haringey sought support and advice from Haringey Strategic Procurement and determined the London Construction Programme framework as being the optimum route to the market. This was due to the speed of access to quality-checked contractors and focus on companies that focus their resources in the local area.

- 5.2 A do-nothing option would mean the Council is not able to deliver external capital investment works to bring the estate up to the Decent Homes Standard, in accordance with the Asset Management Strategy 2018-23.

6 Background information

- 6.1 Hackney Council own the land for the properties on Imperial Wharf Estate. Craven Park Road and Maple Close form part of Imperial Wharf Estate. The properties listed in 3.1 of this report are owned and managed by Haringey Council. This is the result of a change to the borough boundary between Haringey Council and Hackney Council following a review by the Local Government Boundary Commission for England, which was enacted in 1994.
- 6.2 Imperial Wharf Estate was taken out of the Decent Homes programme, pending consideration of alternative options for meeting the investment needs of the estate. This included potential transfer to a Registered Social Landlord or Redevelopment. During this period, essential repairs and maintenance works only were undertaken to the estate. When none of the aforementioned proved viable, the Council requested Homes for Haringey put the estate back into the programme to receive the full Decent Homes Standard of works that are applicable to the rest of the stock in the borough.
- 6.3 Homes for Haringey commissioned consultants Ridge and Partners LLP, to carry out intrusive condition surveys to identify all condition needs for each block on the estate. It was determined that the components listed in section 4.1 of this report are beyond economical repair.
- 6.4 The residents have raised concerns regarding antisocial behaviour around the estate and expressed the need to feel safe in their homes.
- 6.5 In order to address the issue, Homes for Haringey arranged for a site walkabout with the Metropolitan Police Designing Out Crime Team on 29 November 2019. They have provided their recommendations to help achieve a safe environment for the residents on the estate.
- 6.6 One of the recommendations is to reduce the size of the children's play area and introduce a Multi-Use Games Area (MUGA) next to the play area to allow older siblings to participate and monitor younger siblings.
- 6.7 On completion of the refurbishment works, all the recommendations of the Metropolitan Police will be checked and signed off by the Designing Out Crime Team. This will lead to 'Silver Accreditation' for the Imperial Wharf Estate. This is a Police initiative which recognises that physical security standards have been incorporated into works to prevent crime and anti-social behaviour.
- 6.8 As the Landlord, the Council has a statutory and legislative duty to maintain the housing stock to a good state of repair. Therefore, to undertake these works would help to resolve the concerns raised regarding the lack of investment needed to achieve the required Decent Homes Standard for the Imperial Wharf Estate.

6.9 The project details are as follows:-

Number of dwellings in project	135 units
Anticipated start on site	December 2020
Anticipated completion	December 2021
Contractor	Details in Appendix A (exempt report)

6.10 The projects under consideration will be managed, designed and cost managed by Ridge and Partners and Homes for Haringey.

6.11 There has been a delay in progressing the project in respect of the original planned programme. This is because the original scope of works was expanded to include estate improvement works, following consultation with Ward Members and the Resident's Association.

6.12 Tenders were subsequently invited in April 2020.

7 Consultation

7.1 Residents and key stakeholders, including Ward Members, have been consulted about these works. Letters were sent to all the affected residents on 30 January 2019 and 21 February 2019.

7.2 The project team (Homes for Haringey and Ridge and Partners) met with the Imperial Wharf Resident's Association and the Metropolitan Police Designing Out Crime Team on 29 November 2019. Directly after the meeting, Homes for Haringey carried out a site walkabout with the attendees of the meeting.

7.3 A follow up meeting with Stakeholders was held on 17 April 2019 to report on progress. The meeting discussed the proposed design, the project timetable and the next course of action.

7.4 The project team held a meeting with the Resident's Association on 13 January 2020. They were advised on the proposed plans and delivery process which further outlined the project timetable, proposed design and the next steps.

7.5 A follow up consultation meeting was held on 12 February 2020 which consisted of two drop-in sessions.

7.7 A letter was subsequently issued to residents that did not attend the meetings to update them on progress with delivery of the proposed works. All meetings and letters were supported by a Turkish interpreter/ translator because this is the most spoken second language on the estate.

7.8 The drop-in session arranged on 19 March 2020 was cancelled due to COVID-19. All meetings and letters were supported by a Turkish

interpreter/translator as this is the most commonly spoken second language on the estate

8 Leasehold implications

- 8.1 There are 38 leasehold properties affected by the works described in this report.
- 8.2 Under the terms of their lease, the lessee is required to make a contribution towards the cost of maintaining in good condition the main structure, the common parts and common services of the building. Such contributions are normally recovered by the freeholder through the lessees' service charge account.
- 8.3 In accordance with the Service Charges (Consultation Requirements) (England) Regulations 2003, under schedule 4 Part 2, the statutory Notice of Intention to do Works was issued on 30 July 2020 inviting observations on the works and nomination of an alternative contractor by 1 September 2020. No observations were made, and no alternative contractor was nominated.
- 8.4 The statutory Notice of Estimates was issued on 30 July 2020 inviting observations on the estimates by 1 September 2020. A Schedule of observations made, and officer responses, appears at Appendix C.
- 8.5 The total amount estimated to be recovered £944,518.11.
- 8.6 It is acknowledged that the contribution required will be of concern to the lessees and in view of this, Homes for Haringey's Leasehold Services team have agreed to look into the major works payment options.

9 Conservation areas

- 9.1 None of the properties in this project are within conservation areas.

10 Contribution to strategic outcomes

- 10.1 This project will help to achieve the Borough Plan Outcome 3: 'we will work together to drive up the quality of housing for everyone'. This will include contributing to delivering the following objectives: -
- 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.
 - Ensure safety in housing of all tenures across the borough, responding to any new regulations as they emerge.

Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)

11 Finance

11.1 This scheme is part of the wider external works programme scheduled for 2020/21. The External Works Programme budget was approved by Full Council in February 2020.

11.2 The cost of this scheme, including professional fees, is estimated at £4.52m and projected to be spent as shown below: -

Financial year	Works	Fees	Total
Up to 31/03/2021	£1,000,000	£90,000	£1,090,000
2021/2022	£3,200,594	£233,277	£3,433,871
Total	£4,200,594	£323,277	£4,523,871

11.3 The projected expenditures of £1.09m in 2020/21 and £3.43m in 2021/22 are all contained in the Capital Works Programme 2020/21 budget and 2020/21-25 MTFS.

11.4 The named contractor was selected following a tender and evaluation process based on price (60%) and quality (40%).

11.5 It is estimated that a total of £0.945m will be recovered from leaseholders as their contribution to the cost of the works.

12 Procurement

12.1 Pursuant to the Council's Contract Standing Order (CSO) 9.07.1 (d). Strategic Procurement support this award through the use of London Construction Programme Major Works framework under housing lot 1.1B.

12.2 This award is in compliance with clause 7.01b of the Contract Standing Orders.

13 Legal

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

13.2 The terms of the Council's standard right to buy lease permit recovery of a proportion of the cost of these works from leaseholders, subject to compliance with the consultation requirements set out in the Landlord and Tenant Act 1985 and the Service Charges (Consultation Requirements) (England) Regulations 2003 ("the statutory provisions").

- 13.3 The liability of those of the leaseholders who purchased on the terms of the Council's older right to buy lease is limited (with exceptions) to contributions to the cost of those works broadly constituting repair; those under the current form of lease are required also to pay a contribution towards improvements.
- 13.4 The statutory provisions set out a two-stage process for consultation with leaseholders, the first setting out the proposed works and inviting comments thereon and nomination of a contractor from whom to seek an estimate, and the second, after obtaining estimates, setting out estimates and inviting comments; in each case the leaseholder is to be given a minimum of 30 days to respond. The Council must have regard to any comments made, and obtain an estimate from a nominated contractor if one (or more) is nominated.
- 13.5 Where the Council decides to award the contract to a contractor who did not submit the lowest estimate, it must within 21 days of entering into the contract serve a further notice on leaseholders stating its reasons for awarding the contract, and summarising any observations received at the second stage of consultation and its response to them.
- 13.6 Details of the Council's compliance with those provisions are set out in the body of this report under "Leasehold Implications". Legal Services were consulted on and approved the form of the notices served.
- 13.7 Strategic Procurement have confirmed the proposed award of contract is in accordance with the rules of the LCP Major Works Framework.
- 13.8 The Assistant Director of Corporate Governance sees no legal reasons preventing Cabinet from approving the recommendations in the report.

14 Equality

- 14.1 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.
- 14.2 The three parts of the duty apply to the following protected characteristics: Age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.
- 14.3 The decision will primarily impact residents living in properties managed by Homes for Haringey, among whom women, people with disabilities, and BAME people are overrepresented. There is no indication that this decision

will result in any foreseeable negative impacts on any individual or group that shares the protected characteristics.

- 14.4 As a body carrying out a public function on behalf of a public authority, the contractor will be required to have due regard for the need to achieve the three aims of the Public Sector Equality Duty, noted above. Arrangements will be in place to monitor the performance of the contractor and ensure that any reasonably possible measures are taken to address any issues that may occur and may have a disproportionate negative impact on any groups who share the protected characteristics.

15 Use of Appendices

15.1 Appendix A: Exempt information.

15.2 Appendix B1-4: Imperial Wharf Estate map.

15.3 Appendix C: Summary of observations received from leaseholders.

16. Local Government (Access to Information) Act 1985

16.1 Asset Management Strategy 2018-23

<https://www.homesforharingey.org/repairs-and-maintenance/major-works>

16.2 In February 2018 Cabinet agreed to appoint Ridge and Partners LLP as multi-disciplinary professional consultants

Award of contract for multi-disciplinary professional services

<http://www.minutes.haringey.gov.uk/documents/s99594/>

These are the notes referred to on the following official copy

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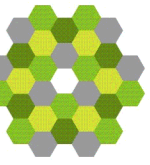
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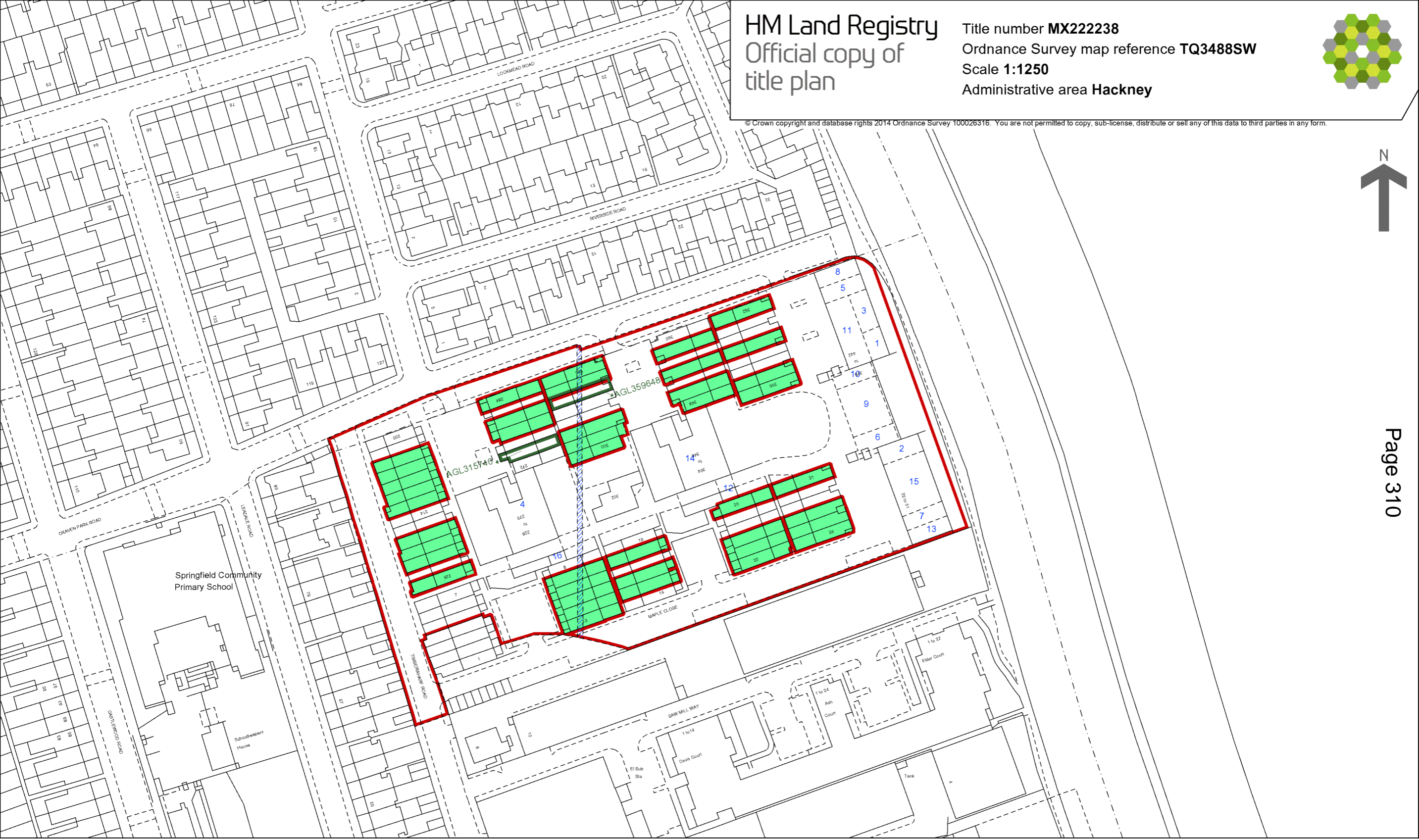
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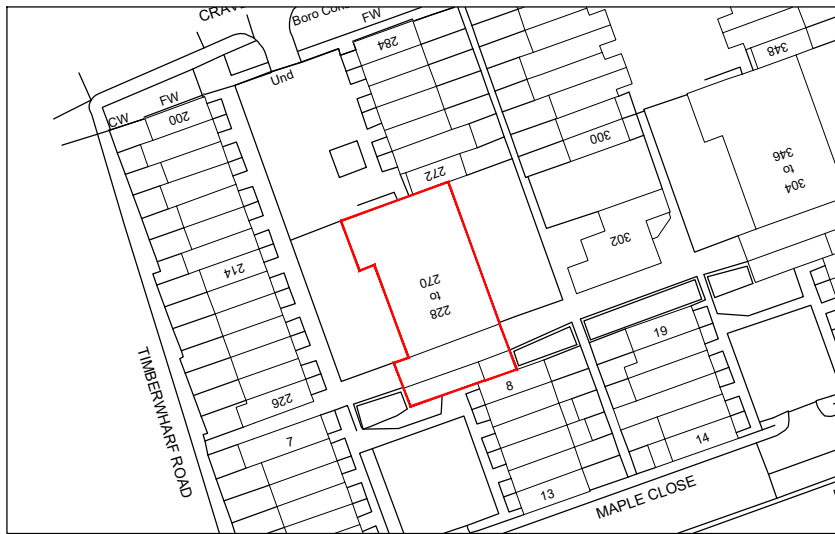
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Title number **MX222238**
Ordnance Survey map reference **TQ3488SW**
Scale **1:1250**
Administrative area **Hackney**



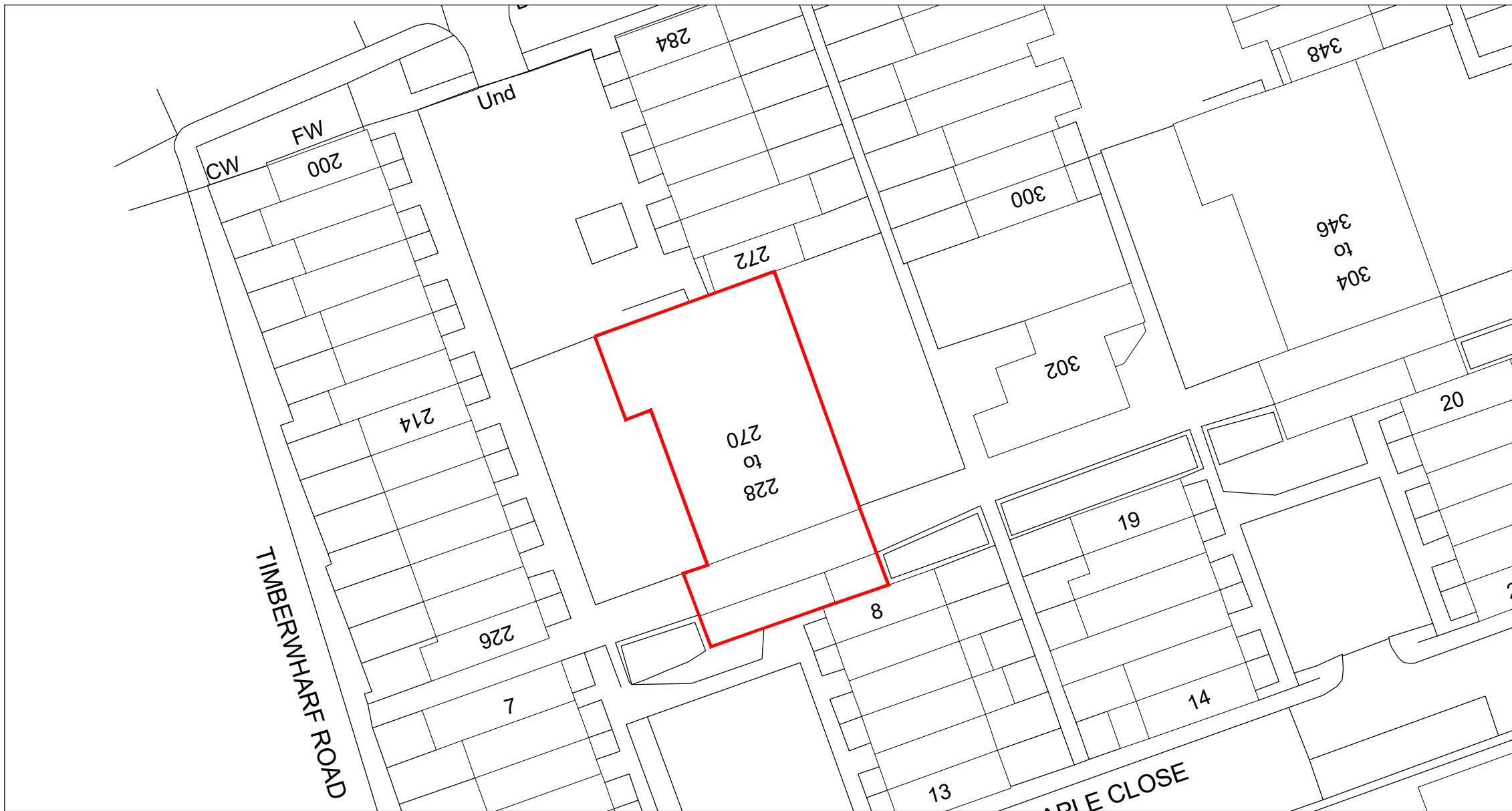
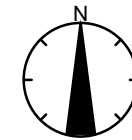
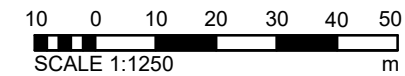
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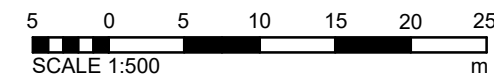
LOCATION PLAN

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SITE PLAN

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BUILDING OUTLINE



-	PLANNING ISSUE	27/09/19	TT	CT
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REV	DESCRIPTION	DATE	BY	CHKD
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ORIGINATOR:

RIDGE

PROPERTY & CONSTRUCTION CONSULTANTS

3 VALENTINE PLACE
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SE1 8QH

TEL: 020 7593 3400
FAX: 01993 815001

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CLIENT:

HOMES FOR HARINGEY

CONTRACTOR CLIENT:

TBC

PROJECT:

228-270 CRAVEN PARK ROAD
LONDON
N15 6 AE

TITLE:

SITE AND LOCATION PLAN

DRAWN BY:	TT	SCALE:	Indicated @ A3
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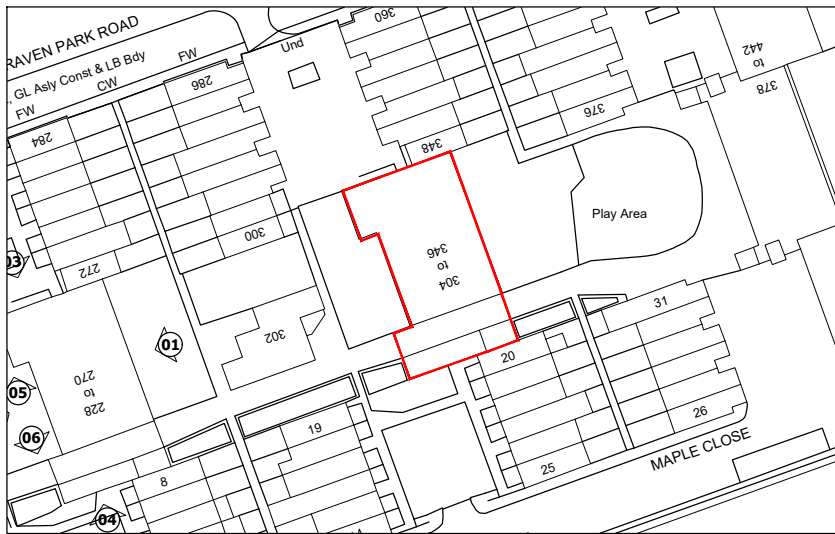
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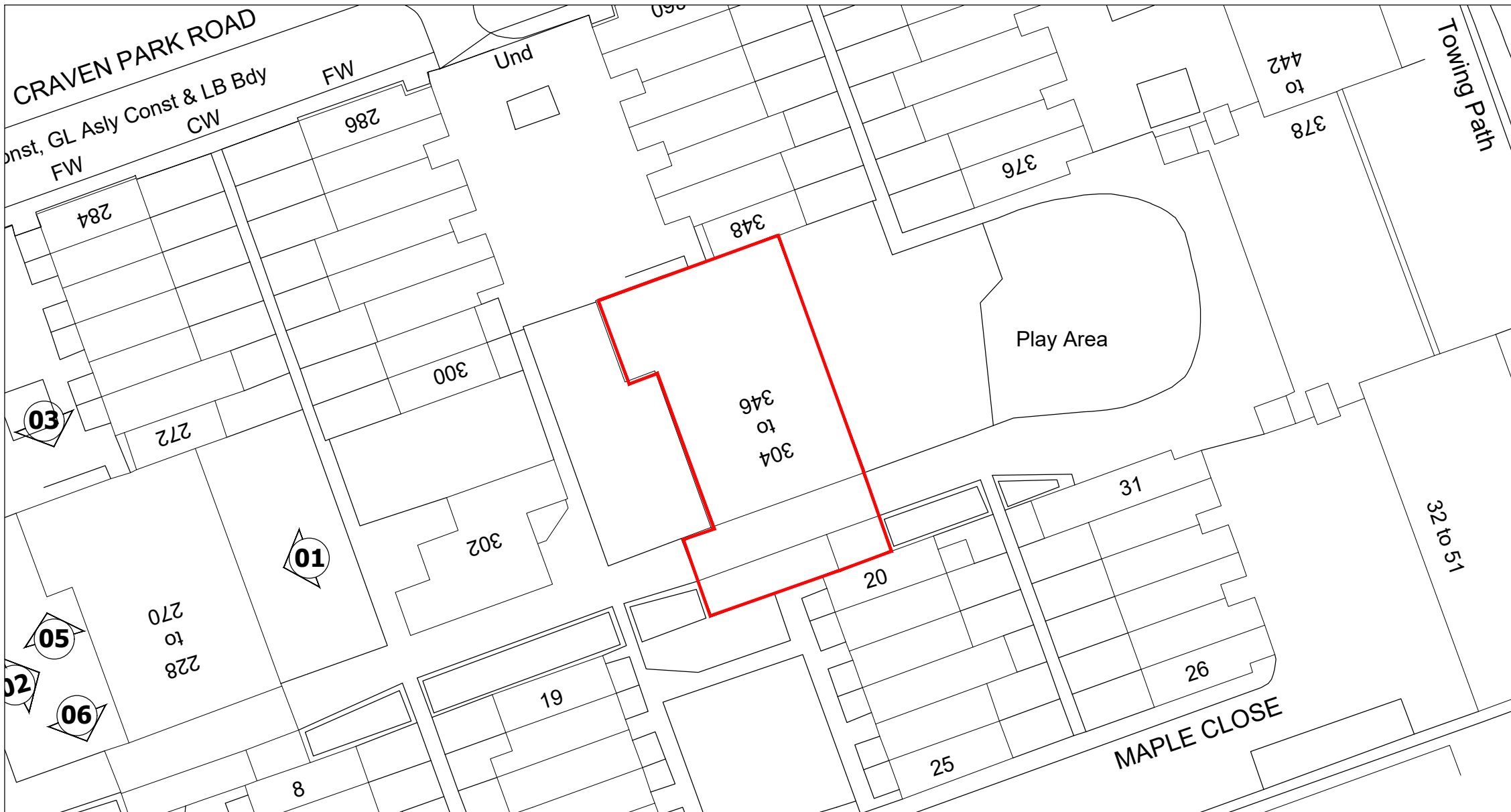
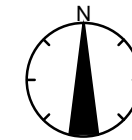
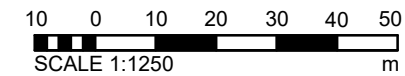
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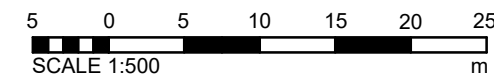
LOCATION PLAN

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SITE PLAN

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ORIGINATOR:

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3 VALENTINE PLACE LONDON SE1 8QH
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CLIENT:

HOMES FOR HARINGEY

CONTRACTOR CLIENT:

TBC

PROJECT:

304-346 CRAVEN PARK ROAD
LONDON
N15 6 AN

TITLE:

SITE AND LOCATION PLAN

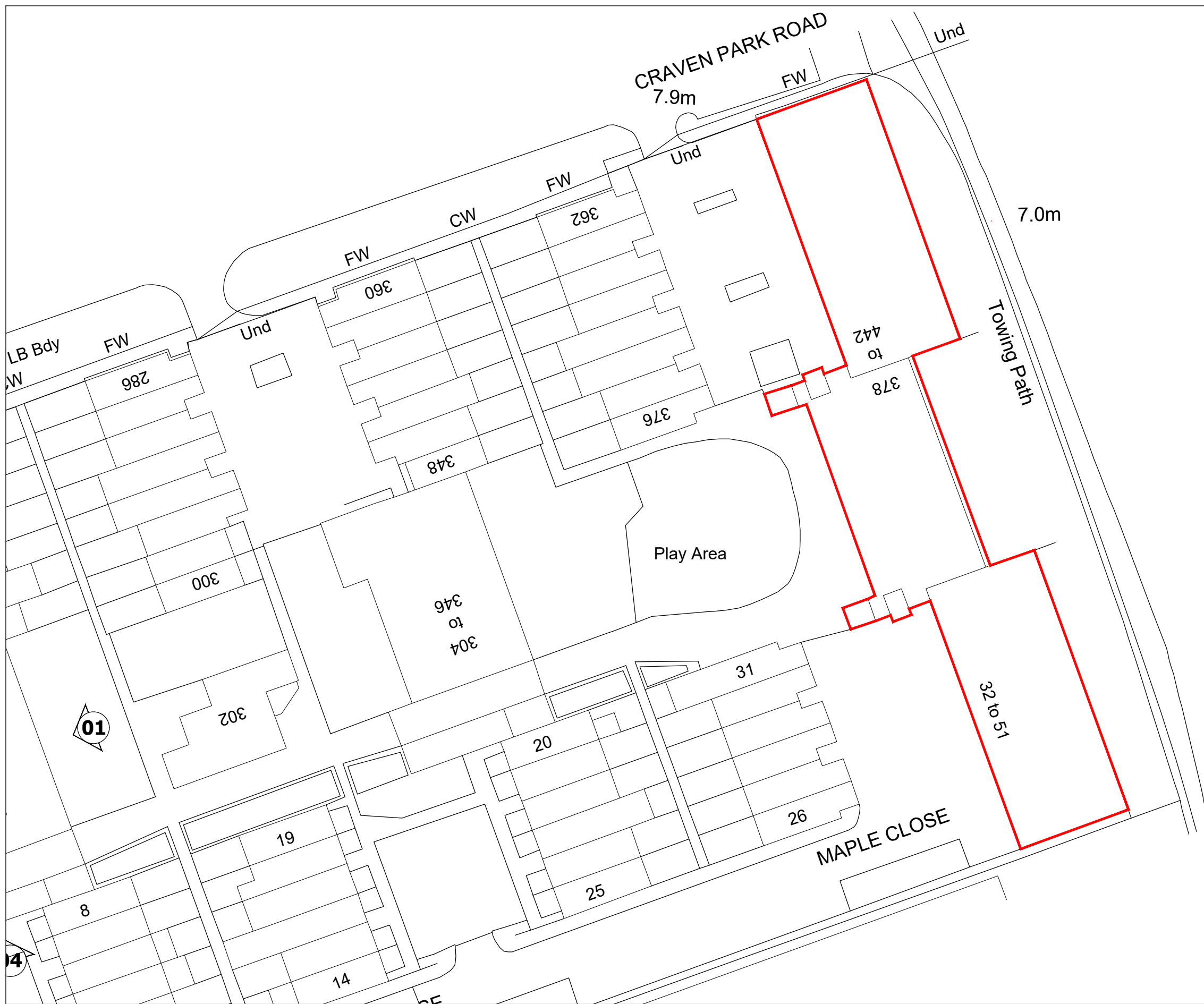
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CHECKED BY:	CT	DATE:	27/09/2019

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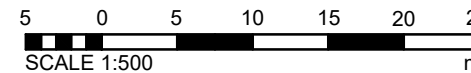
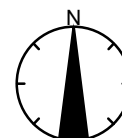
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SITE PLAN

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-	PLANNING ISSUE	27/09/19	TT	CT
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ORIGINATOR:

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3 VALENTINE PLACE TEL: 020 7593 3400
 LONDON FAX: 01993 815001
 SE1 8QH WWW.RIDGE.CO.UK

CLIENT:
HOMES FOR HARINGEY

CONTRACTOR CLIENT:
TBC

PROJECT:
**32-51 MAPLE CLOSE N16 6DF &
 378-442 CRAVEN PARK ROAD
 N15 6AG**

TITLE:
SITE PLAN

DRAWN BY: TT	SCALE: Indicated @ A3
CHECKED BY: CT	DATE: 27/09/2019

STATUS: **PLANNING**

DRAWING No: 5007691-RDG-XX-EL-B-0131

JOB No:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
500769	RDG	XX	ST	EL	B	0131	-

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Appendix C

SUMMARY OF OBSERVATIONS MADE IN RESPONSE TO NOTICE OF INTENTION DATED 27.09.2019:

Observations in relation to the following was received from 2 leaseholders at Craven Park Road;

- **Where is the Asbestos located?**

Response – *We cannot confirm the precise location at this point, the actual location will be confirmed to you following the results of the Asbestos Refurbishment Survey Report which will be undertaken by the contractor prior to any works commencing site.*

*If asbestos is found in relation to the works to your block this will need to be removed. **If no asbestos is found there will be no cost incurred for the removal.***

- **Electrical Installation – Where?**

Response – *Following the results of the feasibility report the testing of the existing electrical installations has been specified to the communal area of your block.*

- **Replacement of front entrance door – I have received permission from the Landlord to replace my door**

Response - *We must as the Landlord demonstrate that the fire doors have primary test data. (Fire certificate). *If the door is found to be non-compliant we need to replace it.**

- **Window Renewal - I have received permission from the Landlord to replace my door**

Response - *Where leaseholders have obtained permission to replace their windows, these may have to be inspected to determine their status. Decisions on these will be taken on a case by case basis*

- **External Estate Works – How does this vary from Brick work and concrete repairs to External Elevations?**

Response – *External and Estate Works include the installation of new bin stores, a new playground, and soft landscaping improvements*

- ***I am subletting my property, what is the maximum time for me to pay?***

Response - *As you have stated because you are subletting the property, the maximum allowable time allowed to pay will be 36 months when the invoice is processed.*

The Payment options form has been included to give leaseholders an idea of what options are available to enable them plan ahead prior to receiving the invoice.

When the billing for the works is processed you will be again provided with Payment Options for you to determine how you wish to pay. I must emphasise at this point that for the windows and doors already replaced an inspection of these will need to be carried out to determine if their current state. This will be done on a case-by-case basis with properties in this category

- **Does the work include the replacement of my windows and doors?**

Response – *The windows and doors to your flat will be replaced.*

- **Will the internal area of my flat be decorated?**

Response – *Decoration will be carried out to the communal areas only*

- **The Door Entry System was replaced a few years ago will this be done again?**

Response – *No works will be carried out to the Communal Door Entry System or main entrance door*

- **What are Walkway upstands?**

Response - *The Walkway upstands are the raised concrete barriers between the pathways and the areas of vegetation*

- **What is a Reception System?**

Response - *The reception system is in relation to the proposed upgrade of the communal television installation*

- **What is a mechanical extract fan and why do we need it? Are these for inside the properties and will we be getting one in ours?**

Response - *Mechanical extract fans are required to the kitchen and bathroom areas to improve the ventilation.*

- **Why is an Asbestos report needed?**

Response - *A sample refurbishment asbestos survey is required to be undertaken as it is a legal requirement. If asbestos is found in relation to the works this will need to be removed. If no asbestos is found there will be no cost incurred for the removal.*

- **Will my tenant need to be moved out during the works?**

Response – It will not be necessary for your tenant to move out during the works.

- **What are the proposed works for the external facia of the building?**

Response – The external works include repairing the parapet wall, renewal of defective brickwork, concrete repairs, repointing and cleaning.

- **When will the works start?**

Response – Works are scheduled to commence December 2020.

- **How long will the work take?**

Response – The contract period is 52 weeks

- **Will the costs mentioned in the service charges for this year and next year be removed as many of the mentioned appear to be charged twice?**

Response - The list of items within the Section 20 notice relate to one-off works. these are not being double charged as they don't fall under the Day to Day Service Charge – the services provided under the day to day costs include cleaning, lighting, grounds maintenance, building insurance, TV aerials, Communal entry system, communal tanks & pumps, management fee, day to day repairs and minor works

- **Will the council be using the sinking fund we pay into towards these costs and if not, why not? Can you advise how much is in the sinking fund?**

Response - Your property was purchased in 2015 and you currently pay towards a sinking fund. When the invoicing for the works are processed, the amount applicable for you to pay will take into account what you have paid into the sinking fund

- **You mention no observations were made in point 5 (summary of the observations on the proposed works). I raised the point above re the door entry system. Why was this not noted?**

Response - The first notice for the proposed works was sent to you on 27 September 2019 advising that there is a 30 day observation period to raise formal observations/queries and this expired 30 October 2019. I am unaware that you notified Leasehold Services with any written or email query

- **I rent my flat out but I cannot repay these costs over 36 months. I cannot afford to. What happens in this instance? Can I apply for the no-interest loan over 6 years instead if I am refused 2 high street bank loans? The rent I make on the flat will not cover the mortgage, service fee, sinking fund and the cost of these repairs. As a result, can I apply for the hardship capping as a leaseholder?**

Response - *We are unable to offer extended payment options to leaseholders where it is not their principle home. I would suggest approaching your Mortgage Lender in the first instance to see if they are able to pay the invoice on their behalf and/or raise funds or release equity. As you have mentioned you can also try to apply for a high street bank loan. With regards to hardship capping this relates to qualifying leaseholders only. Again as you do not occupy the property as your principle home you therefore do not qualify*

- **If the sinking fund and service charges were removed, the money I make on the flat could be paid towards these costs and could be paid in 3 years (profit will be GBP12 a month only). If the charges still apply at the current value I will be in serious debt?**

Response - *The notice you have received is an estimate for the proposed works, when the invoicing is processed, Leasehold Services will calculate how much you have paid into the sinking fund and offset this amount against your proportion of cost*

- **What is the management fee?**

Response - *The management fee charged in the estimated calculation is the Leasehold Services management fee, which is charged at 7.5% of the leaseholders' proportion of block cost, with a minimum charge of £50 and a maximum charge of £500. This management fee covers the cost of issuing Section 20 Notices, dealing with consultation, calculating leaseholder apportionment, collating and raising the leaseholder charge and income recovery*

- **What is the calculation of GBP1,289,797.83/141 x 3? Do 141 people own properties in the estate and how many properties are on the estate?**

Response - *The Appendix sent with the Section 20 notice provides an building cost to your building which is defined as CRAVEN PARK 378-442 (EVEN) / MAPLE CLOSE 32-51, a total of 54 units. The estimated cost of works to your block is £1,289,797.83*

- **Are the council contributing towards the cost of these works?**

Response - *Leaseholders will be invoiced for a proportional cost of the works and the council will absorb the costs for the tenanted properties*

Report for: Cabinet 15 September 2020

Title: Turner Avenue Estate – External Major Works

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

Lead Officer: Lee Whitby, Capital Works Delivery Manager, Homes for Haringey

Ward(s) affected: North Tottenham

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

1 Describe the issue under consideration

- 1.1 This report requests Cabinet approval for the award of a contract to contractor A to carry out external major works on the Turner Avenue Estate. This will be for the sum of £2,608,320.63 and once the works are completed, will bring the homes on the estate to up to the Decent Homes Standard.
- 1.2 The report also requests Cabinet approval for the issue of a letter of intent to the preferred contractor. This will be for an amount up to, but not exceeding, £260,832.63. This represents 10% of the contract sum.
- 1.3 It is further recommended that Cabinet approves the professional fees of £216,229.78 which represents 8.29% of the contract sum.
- 1.4 Details of the successful tenderer are outlined in appendix A (exempt information) of the report.

2 Cabinet Member introduction

- 2.1 The proposed works to Turner Avenue will bring all homes on the estate up to the full Decent Homes Standard as well as ensure compliance with current fire and building regulations. The overall project will contribute to helping to achieve the Borough Plan objectives for housing which include delivering Decent Homes, ensuring all homes are safe and improving resident satisfaction, as set out in more detail in section 10 of the report.
- 2.2 In addition, following extensive consultation with residents, residents will benefit from an improved estate environment that includes designing out crime measures to tackle anti-social behaviour. The aim for this project is to achieve the Silver Award which is a Police initiative that recognises physical security standards have been incorporated into works to prevent crime and anti-social behaviour. The Designing Out Crime Team will attend site to inspect and sign off each block and on successful completion of the works, the Turner Avenue Estate will achieve the Silver Award. The Award will be presented by the Metropolitan Police Designing Out Crime Officer.

3 Recommendations

- 3.1 Pursuant to the Council's Contract Standing Order (CSO) 9.07.1(d), for Cabinet to approve the award of a contract to the preferred contractor identified in exempt Appendix A for the installation of flat roof covering, windows, resident and main entrance communal doors, external brickwork and concrete repairs, fire protection works, drainage repairs, communal internal and external decoration, emergency lighting and boundary walls to the Turner Avenue Estate. This will be for the sum of £2,608,320.63.
- 3.2 For Cabinet to approve the issue of a letter of intent for an amount of up to, but not exceeding £260,832.63, which represents 10% of the contract sum.
- 3.3 For Cabinet to approve the total professional fees of £216,229.78 which represents 8.29% of the contract sum.
- 3.4 For Cabinet to note the total project costs of £2,824,550.41.

4 Reasons for decision

- 4.1 Homes for Haringey requires Cabinet approval to award the contract for the installation of flat roof covering, windows, resident and main entrance communal doors, external brickwork and concrete repairs, fire protection works, drainage repairs, communal internal and external decorations, emergency lighting and boundary walls to the Turner Avenue Estate. This will enable essential safety works to commence and for properties to be brought up to the Decent Homes Standard. This is following a tender process undertaken in conjunction with Haringey Council's Procurement team via the London Construction Programme (London Construction Programme) framework and processes.
- 4.2 The tender process was carried out in accordance with the framework requirements that incorporate price and quality. The successful compliant bidder scored the highest in relation to these criteria in the associated lot 1.1B.

5 Alternative options considered

- 5.1 An alternative option would be for Homes for Haringey to use third party industry frameworks or an OJEU compliant tender process to deliver the construction works to the Turner Avenue Estate. Homes for Haringey sought support and advice from Haringey Strategic Procurement and determined the London Construction Programme framework as being the optimum route to the market. This was due to the speed of access to quality-checked contractors and focus on companies that concentrate their resources in the local area.
- 5.2 A do-nothing option would mean the Council is not able to deliver external capital investment works to bring the estate up to the Decent Homes Standard, in accordance with the Asset Management Strategy 2018-23.

6 Background information

- 6.1 Turner Avenue Estate was taken out of the Decent Homes programme, pending consideration of alternative options for meeting the investment needs of the estate. This included a potential transfer to a Registered Social Landlord or redevelopment. During this period, essential repairs and maintenance works only were undertaken to the estate. When none of the aforementioned proved viable, the Council requested Homes for Haringey put the estate back into the programme to receive the full Decent Homes Standard of works that are applicable to the rest of the stock in the borough.
- 6.2 Homes for Haringey commissioned consultants Ridge and Partners LLP, to carry out intrusive condition surveys to identify all condition needs for each block on the estate, prioritising the worst affected. It was determined that the components listed in section 4.1 of this report were beyond economical repair.
- 6.3 The residents have raised concerns regarding antisocial behaviour around the estate and expressed the need to feel safe in their home.
- 6.4 In order to address the issue, Homes for Haringey arranged for a site walkabout with the Metropolitan Police Designing Out Crime Team on 2 October 2019. They have provided their recommendations to help achieve a safe environment for residents on the estate.
- 6.5 One of the recommendations is to move the communal door to the front of the lobby which will block the current recessed entrance. This will also help to discourage loitering and potential antisocial behaviour within the recessed area. All communal doors are to be replaced with a Loss Prevention Standard accredited door. (LPS1175SR2 accredited).
- 6.6 On completion of the refurbishment works, all the recommendations of the Metropolitan Police will be checked and signed off by their Designing Out Crime Team. This will lead to Silver Accreditation for the Turner Avenue Estate. This is a Police initiative which recognises that physical security standards have been incorporated into works to prevent crime and anti-social behaviour.
- 6.7 As the Landlord, the Council has a statutory and legislative duty to maintain the housing stock to a good state of repair. Therefore, to undertake these works would help to resolve the concerns raised regarding the lack of investment needed to achieve the required Decent Homes Standard for the Turner Avenue Estate.
- 6.8 The project details are as follows: -

Number of dwellings in project	70 units
Anticipated start on site	December 2020

Anticipated completion	December 2021
Contractor	Details in Appendix A (exempt report)

- 6.9 **The** projects under consideration will be managed, designed and cost managed by Ridge and Partners and Homes for Haringey.
- 6.10 There has been a delay in progressing the project to the original planned programme. This is because the original scope of works was expanded to include estate improvement works, following consultation with Ward Members and the Resident's Association.
- 6.11 Additional consultation was required in relation to the estate improvement design proposals, which were presented to Ward Members, the Resident's Association and Leaseholders on 8 December 2019.
- 6.12 Tenders were subsequently invited in January 2020.

7 Consultation

- 7.1 Residents and key stakeholders, including Ward Members, have been consulted about these works. Letters were sent to all the affected residents in January 2019. The project team met informally with the residents on the estate, on 21 February 2019.
- 7.2 The project team (Homes for Haringey and Ridge and Partners) met with the Turner Avenue Resident's Association, Ward Members and other Homes for Haringey teams, (Estate Services and Tenancy Management) on 28 February 2019. Following the meeting, the project team carried out a site walkabout with the attendees of the meeting.
- 7.3 A follow up meeting with Stakeholders was held on 9 July 2019 and on 9 January 2020 to report on progress. The meetings discussed the proposed design, the project timetable and the next course of action.
- 7.4 The project team held a formal meeting with residents on 23 January 2020. Residents were advised on the proposed plans and delivery process which further outlined the project timetable, intended design and the next steps.
- 7.5 A follow up consultation meeting was held on 6 February 2020 which consisted of two drop-in sessions.
- 7.6 A letter was subsequently issued to residents who did not attend the meetings to update them on the progress with delivery of the proposed works.
- 7.7 The drop-in session arranged on 19 March 2020 was cancelled in line with COVID -19 guidelines. All meetings and letters were supported by a Turkish interpreter/translator as this is the most spoken second language on the estate.

8 Leasehold implications

- 8.1 There are 29 leaseholders living in the properties affected by the works described in this report.
- 8.2 Under the terms of their lease, the lessee is required to make a contribution towards the cost of maintaining in good condition the main structure, the common parts and common services of the building. Such contributions are normally recovered by the freeholder through the lessees' service charge account.
- 8.3 In accordance with the Service Charges (Consultation Requirements) (England) Regulations 2003, under schedule 4 part 2, the statutory Notice of Intention to do works was issued on 4.9.2019 inviting observations as to the works or nomination of alternative contractors by 05.10.2019. No Observations nor nominations were received.
- 8.4 The statutory Notice of Estimates was issued on 20 July 2020 inviting observations by 21 August 2020. Observations were received and a summary of the observations and officer responses appears at Appendix C.
- 8.5 The total amount estimated to be recovered is £1,072,606.78.
- 8.6 It is acknowledged that the contribution required will be of concern to the lessee and in view of this, Homes for Haringey's Leasehold Services team have agreed to look into the major works payment options.

9 Conservation areas

- 9.1 None of the properties in this project are within conservation areas.

10 Contribution to strategic outcomes

- 10.1 This project will help to achieve the Borough Plan Outcome 3: 'We will work together to drive up the quality of housing for everyone'. This will include contributing to delivering the following objectives: -
- 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.
 - Ensure safety in housing of all tenures across the borough, responding to any new regulations as they emerge.

Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)

11 Finance

11.1 This scheme is part of the wider external works programme scheduled for 2020/21. The External Works Programme budget was approved by Full Council in February 2020.

11.2 The total cost of this scheme, including professional fees, is estimated at £2.8m and projected to be spent as shown below: -

Financial year	Works	Fees	Total
Up to 31/03/2021	£900,000	£70,000	£970,000
2021/2022	£1,708,320	£146,229	£1,854,549
Total	£2,608,320	£216,229	£2,824,549

11.3 The projected expenditures of £0.97m in 2020/21 and £1.85m in 2021/22 are all contained in the Capital works programme 2020/21 budget and 2020/21-25 MTFS.

11.4 The named contractor was selected following a tender and evaluation process based on price (60%) and quality (40%).

11.5 It is estimated that a total of £1.1m will be recovered from leaseholders as their contribution to the cost of the works.

12 Procurement

12.1 Strategic Procurement supported this tender and agreed the use of London Construction Programme Major Works framework under housing lot 1.1B.

12.2 This award is in compliance with clause 7.01b of the Contract Standing Orders.

13 Legal

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

13.2 The terms of the Council's standard right to buy lease permit recovery of a proportion of the cost of these works from leaseholders, subject to compliance with the consultation requirements set out in the Landlord and Tenant Act 1985 and the Service Charges (Consultation Requirements) (England) Regulations 2003 ("the statutory provisions").

13.3 The liability of those of the leaseholders who purchased on the terms of the Council's older right to buy lease is limited (with exceptions) to contributions to the cost of those works broadly constituting repair; those under the current form of lease are required also to pay a contribution towards improvements.

13.4 The statutory provisions set out a two-stage process for consultation with leaseholders, the first setting out the proposed works and inviting comments

thereon and nomination of a contractor from whom to seek an estimate, and the second, after obtaining estimates, setting out estimates and inviting comments; in each case the leaseholder is to be given a minimum of 30 days to respond. The Council must have regard to any comments made, and obtain an estimate from a nominated contractor if one (or more) is nominated.

- 13.5 Where the Council decides to award the contract to a contractor who did not submit the lowest estimate, it must within 21 days of entering into the contract serve a further notice on leaseholders stating its reasons for awarding the contract, and summarising any observations received at the second stage of consultation and its response to them.
- 13.6 Details of the Council's compliance with those provisions are set out in the body of this report under "Leasehold Implications". Legal Services were consulted on and approved the form of the notices served
- 13.7 Strategic Procurement have confirmed the proposed award is in accordance with the rules of the LCP Major Works Framework.
- 13.8 The Assistant Director of Corporate Governance sees no legal reasons preventing Cabinet from approving the recommendations in the report.

14 Equality

- 14.1 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.
- 14.2 The three parts of the duty apply to the following protected characteristics: Age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.
- 14.3 The decision will primarily impact residents living in properties managed by Homes for Haringey, among whom women, people with disabilities and BAME people are overrepresented. There is no indication that this decision will result in any foreseeable negative impacts on any individual or group that shares the protected characteristics.
- 14.4 As a body carrying out a public function on behalf of a public authority, the contractor will be required to have due regard for the need to achieve the three aims of the Public Sector Equality Duty, noted above. Arrangements will be in place to monitor the performance of the contractor and ensure that any reasonably possible measures are taken to address any issues that

may occur and may have a disproportionate negative impact on any groups who share the protected characteristics.

15 Use of Appendices

15.1 Appendix A: Part A Exempt information.

15.2 Appendix B: Turner Avenue Estate map.

15.3 Appendix C: Summary of observations received from leaseholders

16. Local Government (Access to Information) Act 1985

16.1 Asset Management Strategy 2018-23

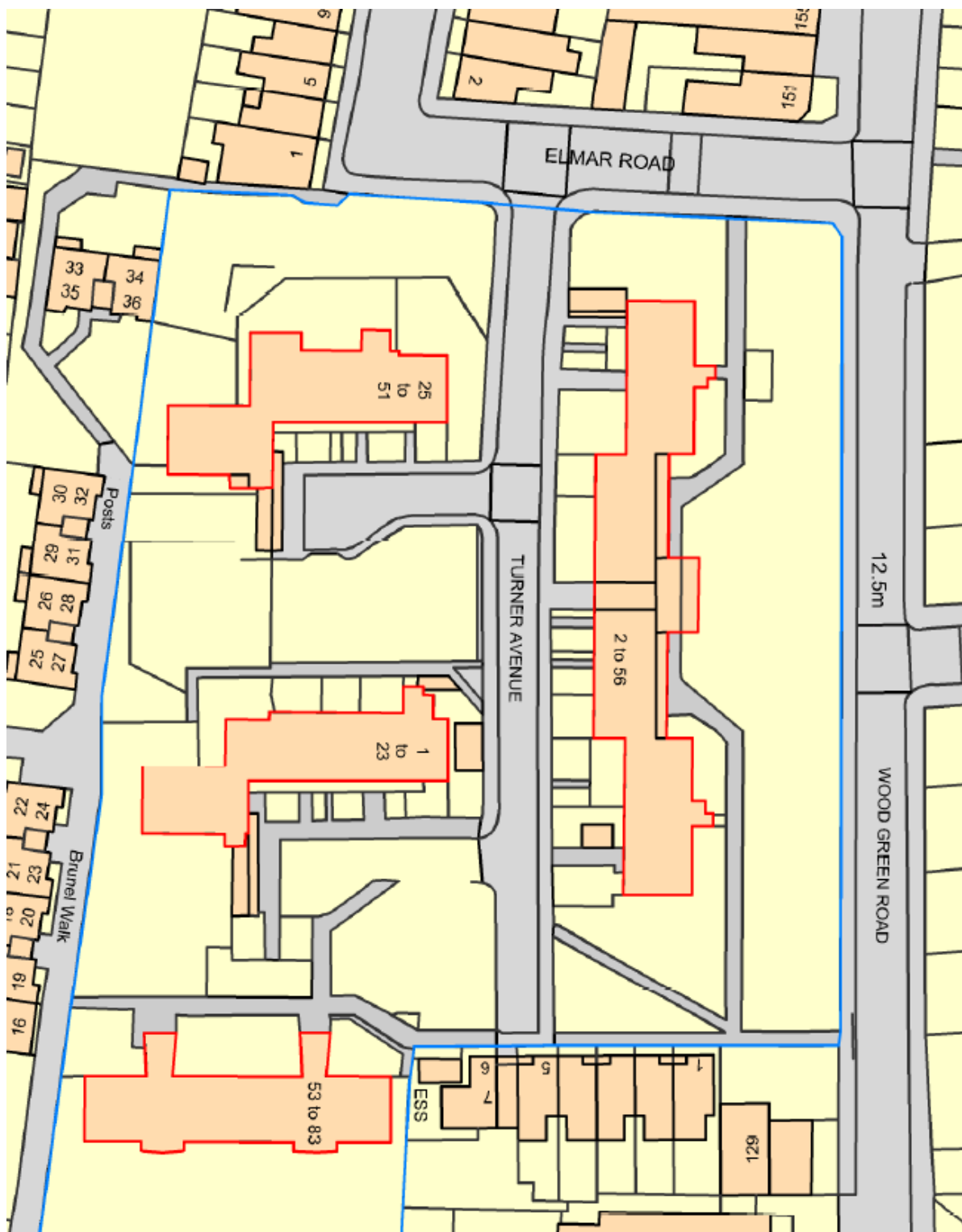
<https://www.homesforharingey.org/repairs-and-maintenance/major-works>

16.2 In February 2018 Cabinet agreed to appoint Ridge and Partners LLP as multi-disciplinary professional consultants.

Award of contract for multi-disciplinary professional services

<http://www.minutes.haringey.gov.uk/documents/s99594/>

Appendix B: Site map - Turner Avenue estate



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Appendix C

SUMMARY OF OBSERVATIONS MADE IN RESPONSE TO NOTICE OF INTENTION DATED 04.09.2020:

Observations in relation to the following was received from ten leaseholders on Turner Avenue Estate;

- Given the duty of care Homes for Haringey owes to the private leaseholders under the provisions of the lease but also the wider duty you owe to the residents of the borough, this is an issue that Homes for Haringey will need to address very seriously. You will note that a number of the residents of the Estate are considered 'high risk' of COVID and many are from a black and ethnic minority background – given we are in the midst of a pandemic, which has a disproportionate effect on these categories of people, the possibility of having contractors accessing all parts of the building in the near future is a very serious concern. Please provide your evidence-based rationale on the health and distress of residents this respect.

Response - - With respect of the ongoing Covid-19 situation, we do acknowledge the associated risks. It is important we continually monitor each project for progress of works and Covid-19 symptoms, both from residents and any site staff or operatives. This will be done in conjunction with the Government advice and status. This specific project was tendered pre-Covid-19, however the contractor will still be required to incorporate the advice of CLC Site Operating Procedures Guidance V5, as well as Public Health England [PHE] Guidelines with specific reference to 'working safely in other people's homes, guidance for employers, employees and the self-employed'.

The Contractor will be responsible for communicating with residents to arrange access. We would anticipate a detailed strategy for managing and liaison for Covid-19 will be issued prior to commencement on site. We cannot confirm precise arrangements at this time, but we would anticipate the following;

There will be no internal access to resident's property before contacting them for an update on their current health status. The Contractor will seek to work with each household to ensure no undue risk is placed on any resident or site operative.

The contractor will communicate with households prior to arrival, and on arrival, to ensure the household understands the social distancing and hygiene measures that should be followed once work has commenced.

A 2m distance should be kept from those working, if possible. Households will be asked to leave all internal doors open to minimise contact with door handles.

There will be a limited number of workers within a confined space to maintain social distancing. The same workers will be allocated to a household where jobs are repetitive.

- Government Funding for estate works provide the total government funding for the proposed works.

Response - *We are not aware of the funding referred too for estate works. The External Major Works proposed for Turner Avenue Estate are being funded by the Council.*

- To provide a response to the poverty-inducement of the works on leaseholders

Response - *Please be advised that the notice received are estimates. At this particular point it is difficult to determine the volume of the element of works to be carried out to each building until works commence on site and are completed. The invoicing will determine the financial contribution of each leaseholder. Attached for your perusal is the Payment Options on offer.*

- Should it be considered that some of the work is essential, why have all the major works been put together in a single plan? It is the extent of the works and the sum attributable to the work that makes this situation so difficult for private leaseholders

Response – *The works being proposed are essential works. Turner Avenue Estate was taken out of the Decent Homes programme pending consideration of alternative options for meeting the investment needs of the estate. This included a potential transfer to a Registered Social Landlord or redevelopment. During this period, essential repairs and maintenance works only were undertaken to the estate.*

- Please provide your evidence-based rationale for cancelling minor works, except for emergencies, but continuing with major works at his present time

Response - *The works advised in the notice sent to leaseholders are not carried out under Day to Day Repairs. If the number that has been contacted is the Repairs number during the COVID period this will most likely be the message in terms of repairs that can be carried out*

- The majority of the items listed appear obligations of the Freeholder and not part of Leaseholder obligations, as a result it appears that they should not be billed to Leaseholders in this major work estimate

Response - *The works identified in the Notice come under the external and/or communal parts of the building which the freeholder has responsibility for and which they need to maintain. As such as per the terms of the lease the costs of these works can be charged to leaseholders who will pay a proportional cost*

- Indeed, some of the work detailed is maintenance work already covered by the service charges so there appears to be an element of double billing. Examples include, but are not exclusive of, playground upkeep, upkeep of gardens, internal decorations, pointing and balcony maintenance

Response - *I am not aware of any of the works in the Notice which are chargeable under the day to day service charge. These are one-off works and this is not double-billing. The estate works in the play area relate to replacement and upgrading of obsolete equipment in the play area. The charge for this in the day to day service charge will only relate to its maintenance. The internal decorations refer to internal communal decorations which is the communal area within the building. Pointing & balcony maintenance are not part of the day to day charge*

- We have already requested (see Appendix 1) a full inventory and details of all maintenance work covered by services charges over the last two-years, as well as copies of the tenders (see Appendix 2), and full rationale of

Response - *If individual leaseholders require a breakdown of the day to day repairs to the building these can be provided on request. There are 4 blocks in Turner Avenue and these are 1-23 (odd), 25-51, 2-56 (even) and 53-83 (odd). Day to Day repairs to each of these blocks will differ and request by any leaseholder for these charges will be provided individually to them.*

- **After following up on 20 August 2020, we were informed that “Leasehold Services has requested for the tenders to be made available for you to view and they will either contact you directly or via me. I have mentioned to Leasehold Services that your response time will need to be extended in order for you to allow you sufficient time to view the documents etc” (Appendix 3). Please provide all this above-outlined information so we can respond to this aspect of the Notification of Estimates**

Response - *The Leasehold services team met with the leaseholder at 65 Turner Avenue recently and the tenders has been sent to them by email*

- As we ascertain there has been a gross lack of maintenance works (except for mowing of the lawn space) as per the responsibility of the Freeholder outlined in our leases under clause 5 or 3 (depending on the lease), we suggest that Homes for Haringey has run down the estate over decades and is in breach of the lease and, thus, should not charge leaseholders for several

of the works outlined in the major work estimate (including, but not exclusive of, building work items 6, 7, 9,10, 11, 12, 13, 14, 15 and Estate work items: 2, 3, 9, 10)

Response - *The items of works identified as you have listed above have been identified by the Asset Management Team to be done to bring the buildings within the estate up to the required standard. Not to carry out these works would amount to neglect of duty and our responsibilities to our residents.*

- We understand that there may be possible need for the roofing on some blocks to be reviewed and considered for repairs. As such, we require viewing of the detailed assessment(s) documentation that has been completed in order to determine this major works estimate and any other assessments completed in this respect over the past five years

Response- *the flat roofing works, the roof is beyond repair and at the end of its serviceable life, therefore full recovering is planned.*

As part of the development of our technical proposals, the roof area have been surveyed by a specialist and core samples taken of the existing flat roof build up. It was determined the existing insulation is very poor.

The flat roofs have been patch repaired several times. A new roof covering, along with double glazed windows, will greatly improve the thermal efficiency of the buildings and allow a reduction in energy costs.

Please see attached copy of the roof survey reports and condition survey

- Replacement windows have been included on the Notification of Estimates, notwithstanding that some of the windows have already been replaced, the relevant Leaseholders having sought and obtained your express written consent under clause 4(13) or 2(13) of our leases. This means that some Leaseholders have covered the administrative cost for the provision of Homes for Haringey's consent, acted entirely in accordance with the provisions of the lease and are now being required to pay twice for the same work

Response - *Where leaseholders have obtained permission to replace their windows, these may have to be inspected to determine their status. Decisions on these will be taken on a case by case basis*

- We understand that there have been no changes in fire risk or safety requirements for windows determined by the government that would affect Turner Avenue Estate. Furthermore, for Leaseholders who have obtained replacement windows, there is no evidence of fire or safety assessments done on the windows nor information requested to the leaseholders on the construction of the replacement windows in order to make any up-to-date safety assessments, and your letter dated 16 June 2020 (Appendix 4) states that changing for replacement windows will be done on a "case-by-case basis". Yet we have all been charged for new windows. Therefore, please

explain your evidence-based rationale and the cost-benefit analysis on Leaseholders in this respect

Response - *Please be aware that the cost on the notice is an estimate. Where permission has obtained the windows are still required to be inspected to determine if they meet fire safety requirements and as you alluded to above, these will be taken on a case-by-case basis*

- Please outline all changes to government safety requirements in both respects that warrants another fire and asbestos assessment to be done so soon after the previous

Response - Fire Safety: *We are responsible for assessing all internal common parts owned by Haringey as the landlord. The frequency of our assessments is subject to the requirements of the Regulatory Reform (Fire Safety) Order 2005. Re-inspections are carried out between 1-3 years depending on the risk rating, and within a tolerance of + or – 1 month of the anniversary date. The review dates are a recommendation and not a legal requirement.*

Asbestos: *We are responsible for assessing all common parts owned by Haringey as the landlord. The frequency of our assessments depends on if asbestos materials are present and the type of materials they are. The frequency ranges between 1-3 years. Review dates are a recommendation and not a legal requirement. If works are planned before the recommended review date, the latest data will be reviewed and a new 'site specific' survey may be carried out to safeguard workers, under the Control of Asbestos Regulations 2012, the Health & Safety at Work, etc Act 1974, and the Management of Health & Safety at Work Regulations 1999.*

A copy of the Fire Risk Assessment done in 2019 will be emailed to you. We did not do an asbestos survey in 2019, so a copy of the latest one, done in 2020 will be provided.

Dates of Fire Risk Assessments in last 10 years: 18/06/2019, 09/06/2016, 23/07/2013, 14/06/2011

Dates of Asbestos surveys in last 10 years: 20/01/2020, 04/11/2016

- We are of the understanding that the assessment for these quotes were done over eight-months ago. As such, we challenge the validity of the costing as the cost of building works fluctuates frequently in normal times. Given this and the global pandemic and recession meaning we are in unprecedented times socio-economically, we suggest that these estimated costings are no longer valid.

Response - *We realise in the works would be delayed in the wake of COVID 19 and as such we requested for all of the tenderers to extend the validity period to December 2020.*

- .Next Steps

In order for Leaseholders to adequately compose a response to this Notification of Estimates, please note that a series of queries was emailed to Homes for Haringey (Appendix 1), but we have neither received acknowledgment of this request nor a formal response to it

Response - *Unfortunately, we are not aware of any other observation received as a group after the issue of the current notice. Individual leaseholders are free to contact the Leasehold Services Team directly if they have observations regarding the proposed works.*

- As a result of this, and all the above, we demand that these works are halted and a updated review is held in conjunction with Turner Avenue Estate residents to determine the best way to move forward so that we – together – can improve the estate without plunging Leaseholders into deep poverty for the remainder of their lives.

Response - *Please refer to the reply in item 1.3*

MINUTES OF MEETING URGENT DECISIONS HELD ON MONDAY, 27TH JULY, 2020, 10:00 AM.

PRESENT:

Councillor Emine Ibrahim, Cabinet Member for Housing & Estate Renewal

36. APOLOGIES FOR ABSENCE

There were no apologies for absence.

37. DECLARATIONS OF INTEREST

None

38. ROUGH SLEEPING DISCRETION POLICY

The Cabinet Member considered a report which sought approval to adopt a discretionary policy for ongoing provision of accommodation for people who are rough sleeping. This followed the Council's provision of emergency accommodation for rough sleepers in response to the COVID-19 pandemic.

The Cabinet Member welcomed the continued support being offered to rough sleepers in the borough and acknowledged the need for a policy to be in place to ensure those people had continued access to accommodation. The Cabinet Member highlighted the fact that all of the people who had been accommodated up until now, including those with No Recourse to Public Funds, would continue to be accommodated through the Discretion Policy until they were in more secure accommodation. The Cabinet Member set out that nobody would be asked to return to the streets and that anyone who approached the Council in future that was vulnerable to COVID-19 would be provided with emergency accommodation, irrespective of their immigration status.

RESOLVED

That the Cabinet Member:

- I. Agreed to the adoption of the Rough Sleeping Discretion Policy attached at Appendix one of the report.
- II. Delegated authority to the Director of Housing, Regeneration and Planning, in consultation with the Cabinet Member for Housing and Estate Renewal, to amend this policy to give effect to changes in legislation or statutory guidance, or directives or requests of a similar character issued by Government.
- III. Agreed that this policy would terminate on 30 September 2020, unless terminated earlier or extended beyond this date by Cabinet/Cabinet Member decision.

Reasons for decision

From 26 March 2020, in the context of the spread of Covid-19, the risks of contracting it and the government imposed lockdown, the Council has provided accommodation to a number of people whom it does not owe a duty to accommodate, exercising discretionary powers. As external factors and conditions change, and as directed by MHCLG, the Council is amending its approach to accommodating people who are rough sleeping to ensure that the most vulnerable continue to be accommodated.

Alternative options considered

The first alternative option was to continue with the approach that has been taken since 26 March 2020, i.e. to offer accommodation to anyone in the borough rough sleeping, or at risk of rough sleeping. The reason this option was not recommended was that local authorities have been directed by MHCLG to adopt locally appropriate policies, and the cost of continuing to provide emergency accommodation and welfare support to everyone rough sleeping, or at risk of rough sleeping is projected to cost over £6.8m for a single year, an unplanned and unsustainable cost to the General Fund without additional dedicated funding. Although new funding has been announced by MHCLG it has not been sufficiently detailed to allow the Council to continue with the current approach and given the overall size of the funding pot is £105m to meet the national cost, Haringey’s allocation is likely to be insufficient to cover the full cost.

The second alternative option was to return to the approach taken prior to 26 March 2020, i.e. to offer accommodation only to those to whom the Council owed a homelessness duty. The reason this option was not recommended is that this would mean that a number of at-risk people would not be provided with accommodation, and it is likely that they would be disproportionately negatively affected by sleeping rough in the context of the Covid-19 pandemic; additionally it is not in line with the changes to the Homelessness Code of Guidance.

CHAIR:

Signed by Chair

Date

II

MINUTES OF MEETING URGENT DECISIONS HELD ON MONDAY, 10TH AUGUST, 2020, 10.00 - 10.10 AM

PRESENT:

Councillors: Sarah James (Chair)

39. APOLOGIES FOR ABSENCE

There were no apologies for absence.

40. DECLARATIONS OF INTEREST

None.

41. COVID-19 LOCAL OUTBREAK MANAGEMENT PLAN FOR HARINGEY

The Cabinet Member considered a report with sought approval of the COVID-19 Local Outbreak Management Plan for Haringey. This plan would play a vital part in preventing new outbreaks of COVID-19, and reducing the impact of any outbreaks that do occur.

RESOLVED to

- i. approve the COVID-19 Local Outbreak Management Plan at appendix 1;
- ii. agree to delegate authority to the Director of Public Health in consultation with the Cabinet portfolio holder to make any amendments to the plan required due to the changing nature of the Pandemic and the level of local response needed; and
- iii. note allocation of Haringey's COVID-19 Test and Trace support grant of £1.862m which is to be used to prevent, mitigate and management of outbreaks of COVID-19 in Haringey and support the delivery of the Local Outbreak Management Plan.

Reasons for decision

- a. All local authorities in England are required to develop and implement a COVID-19 Local Outbreak Management Plan. It was a requirement that each plan be submitted to the Department of Health and Social Care by the end of June 2020. Haringey Council submitted a draft plan as there was recognition that the development of the plan was an iterative process and the situation was fluid.
- b. In addition, all local authorities in England have been awarded a COVID-19 test and trace service support grant. The purpose of the grant is to support local authorities in England towards expenditure lawfully incurred in relation to the

mitigation against and management of local outbreaks of COVID-19. The grant for Haringey is £1.862m.

Alternative options considered

None were considered as all Local Authorities are requested by Government to have a COVID-19 Local Outbreak Management Plan.

CHAIR: Councillor Sarah James

Signed by Chair

Date

MINUTES OF MEETING CABINET MEMBER SIGNING HELD ON MONDAY, 24TH AUGUST, 2020, 4.00 - 4.05 PM

PRESENT:

Councillors: Emine Ibrahim

11. APOLOGIES FOR ABSENCE

There were no apologies for absence.

12. DECLARATIONS OF INTEREST

None.

13. COVID 19 TEMPORARY ACCOMMODATION - DEVELOPMENT OF ERMINE ROAD SITE - CONSTRUCTION CONTRACT AWARD

The Cabinet Member for Housing and Estate Renewal considered the report which sought approval to award a contract to Hill Partnerships Limited as the main contractor, under Public Contract Regulations (PCR) 2015, Regulation 32(2)(c) (negotiation without prior notification), to develop the Ermine Road site to provide accommodation for 39 people currently housed in emergency accommodation and office accommodation for support staff. The use of a direct award was considered expedient as tendering works would add significant delays to establishing the accommodation. Soft market testing of similar accommodation has been undertaken and the cost of the Hill Partnerships units is consistent with those provided by other suppliers. However, there was added value which was described in Part B of the report that set out value for money compared to another provider. The use of one supplier would also provide consistency of appearance for the development which is one of the stipulations of Planning Officers at a Pre-app meeting.

The Cabinet Member RESOLVED

- i. To approve an award of contract (up to the value stated in Part B of this report) to Hill Partnerships Limited (Hill Partnerships) as the main contractor, to develop Ermine Road site including the provision of 39 modular single person accommodation units and 1 office unit, as allowed under Regulation 32(2)(c) of the Public Contract Regulations and Council's Contract Standing Orders (CSO) 9.07.1d (all contracts valued at £500k or more may only be awarded by Cabinet) and CSO 9.01.2 g) (negotiated procedure without prior publication of an advertisement where Regulation 32 of the Public Contract Regulations are made out) to the contract sum as set out in Part B.

- ii. To delegate authority to the Director of Housing, Regeneration and Planning to approve any subsequent variations which may be required during construction provided that the contract figure does not exceed £3,050,000

Reasons for decision

The decision is required in order to urgently reduce the risk of the Council being unable to provide accommodation for 39 homeless people. Additional information is set out in Part B of the report. As stated in section 1 there is a risk that the current contracts for hotel accommodation may be withdrawn as the economy opens up leaving the possibility that there is no accommodation available for the people identified to occupy this modular accommodation.

The direct award of Hill Partnerships as Principal Contractor will help facilitate a speedy delivery of the project and provide a consistency of module being provided which is a requirement of the end user and planners.

Hill Partnership manufacture these units and are experienced in installing the units. They are able to provide the units within the required timescales, enabling the site to be handed over by the end of December 2020 (subject to planning).

Using a single contractor will mitigate any issues with warranties and liabilities, should they arise.

The project is to be awarded on a single stage Design and Build contract which will be priced as an 'all risk' contract. The defects liability period (rectification period) is 12 months. The contract is to be awarded on a fixed price basis. Further info is set out in Part B of the report.

The contract figure will include all construction costs, site establishment and management costs, contractors overhead and profit.

The project will help the Council fulfil its' Part 7 duties, homeless provision, under the Housing Act 1996.

Alternative options considered

Do Nothing - This was considered but rejected on the grounds that the current arrangements for providing accommodation for homeless people is not sustainable and the level of provision cannot be guaranteed. It is also likely that the current level of provision will reduce as the economy 'opens up' and hotels etc. market themselves to commercial customers.

Undertake a competition - The urgency of the requirement led to the decision not to tender the works, as this would add additional time, coupled with the fact that information derived from soft market testing has shown that the use of Hill Partnerships offers value for money.

Other options discussed in Part B of the report.

CHAIR:

Signed by Chair

Date

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MINUTES OF MEETING URGENT DECISIONS HELD ON FRIDAY, 28TH AUGUST, 2020, 10.00 AM

PRESENT:

Councillors: Matt White

ALSO ATTENDING:

42. APOLOGIES FOR ABSENCE

There were no apologies for absence.

43. DECLARATIONS OF INTEREST

None.

44. LEISURE PROVISION BY FUSION AND SUPPORT IN RESPECT TO THE RESTART OF THE FUSION BUSINESS

The Cabinet Member for Corporate and Civic Services considered a report which set out the case for not agreeing to a request made by Fusion to enter into a Sharing Agreement with NatWest bank so that its security could be on an equal basis with that of the Council at New River. Although not agreeing to the request may have implications for Fusion, it was decided that on balance, the Council needed to protect its financial interest in the New River Sports Ground.

The Cabinet Member **RESOLVED** that the Council would not agree to Fusion's request to allow NatWest to take a security against the New River Lease.

Reasons for decision

The market and financial models for local authority leisure provision have been severely impacted by the Covid-19 pandemic. The Council has a favourable contract with Fusion and whilst performance was reducing prior to lockdown the current restart of the operation provides an opportunity to reset and start afresh.

The Council would not normally agree to Fusion's request for the Council to share its security against the New River Lease.

As a result of the Council's decision Fusion may then choose to hand back the New River lease.

If Fusion do hand back the New River Lease a report setting out the options available to the Council will be presented to members within the next 8 weeks.

It is anticipated, at this time, that additional resources may be required under any proposed new operating model.

Alternative options considered

An alternative option would be for the Council to agree to the Shared Security arrangement proposed by Fusion.

CHAIR:

Signed by Chair

Date

MINUTES OF MEETING URGENT DECISIONS HELD ON FRIDAY, 4TH SEPTEMBER, 2020, 9AM

PRESENT:

Councillor: Matt White – Cabinet Member for Corporate and Civic Services

ALSO ATTENDING: Gavin Douglas and Ayshe Simsek

45. APOLOGIES FOR ABSENCE

There were no apologies for absence.

46. DECLARATIONS OF INTEREST

There were no declarations of interest.

47. INTER AUTHORITY PAN LONDON TEMPORARY MORTUARY PROVISION

The Cabinet Member for Corporate and Civic Services considered the report which sought agreement to enter into a pan London inter-authority agreement for temporary mortuary facilities as part of the plan for a potential Covid 19 second surge.

Further to considering the exempt appendices at item 4,

RESOLVED

- i) That the Council enter into a legal inter-authority pan London agreement as detailed in exempt Appendix 2 for temporary mortuary (storage) facilities and services between all London Boroughs until March 2021, and to delegate authority to the Director of Environment and Neighbourhoods to approve the final agreement; and
- ii) for Westminster City Council to be the lead authority for contractual services required; and
- iii) for London Borough of Camden to hold and administer the finances into a Sink Fund; and
- iv) Payments be made as required to the Sink Fund for Haringey's contribution of cost, with the first payment of £485,964 to be made by 4th September 2020.

Reasons for decision

Modelling based on Government data has been carried out planning for a second surge of Covid-19 deaths and estimates the required storage capacity in temporary mortuary facilities needed within London.

This modelling has taken into account the existing provision of storage at Hospitals, Private Funeral Directors and Public Mortuaries and, depending on a number of arrangements and circumstances, concludes that there is a need to plan for an increased capacity at the peak of a potential second surge across London. This modelling takes account of all excess deaths.

As a result of this need, the Leaders of City of Westminster and the London Borough of Camden have requested that pan London storage facilities are set up to manage this demand. See Appendix 1. Such an arrangement was carried out in wave 1 as part of Emergency planning.

A legal agreement has been drafted for all boroughs to consider for Westminster City Council to enter into the necessary contractual arrangements for pan-London temporary mortuary provision and undertake the mortality management function, and for London Borough of Camden to hold and administer the sinking fund, thus taking responsibility for ensuring finances are secured. See exempt Appendix 2.

Alternative options considered

The urgent request for the pan London agreement follows on from the wave 1 management of mortality across London. Coronial jurisdictions areas (in our case Brent, Harrow, Enfield and Barnet) had been asked to consider what local arrangements could be made to support the mortality storage needs across London. The need identified from modelling has already taken account jurisdiction storage and plans that have been implemented by September 2020. This included the proposed use of MHCLG portacabins for storage, which Haringey has already responded to and installed a portacabin onsite at Tottenham Mortuary. Site location is very sensitive, meaning there are very few suitable options. All other options are smaller and local, and are still at the feasibility stage, requiring detailed planning before they can be considered. These local options include:

Marsh Lane N17

The Marsh Lane Tottenham site used in Wave 1 for a temporary structure is no longer available and has therefore been ruled out.

Old Finchley Mortuary site

Some feasibility has been carried out at Finchley Mortuary site, but substantial groundwork needs to be carried out before it can be used, and there are serious logistical issues regarding access to the site. It is possible that this site can be used for a more local need, but at present this is not a viable option in the short term.

Private Funeral Director

There is only one private Funeral Director locally we are aware of who is offering substantial allocation for storage space. This may be a useful additional consideration, particularly to support any local needs on top of the pan London agreement. There is a requirement for a one-year contract, and transport costs would have to be included. This option does not give a pan London approach which is likely to have additional benefits in providing improved dignity and respect to the deceased and support to their families. If Haringey were to pursue this as a standalone provision there would be considerable governance, family liaison, transportation and logistical tracking requirements to be implemented. Whilst there is some expertise there is a risk that resources within existing mortuary structures (e.g. Tottenham) would be at risk of being over stretched.

48. EXEMPT APPENDICES

As per item 47.

CHAIR:

Signed by Chair

Date

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Report for: Cabinet 15 September 2020

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 Housing, Regeneration and Planning

Significant decisions - Delegated Action - For Reporting to Cabinet on 15th September 2020

◆ denotes background papers are Exempt.

No	Date approved by Director	Title	Decision
1.	01.06.2020	The acquisition of properties under the Council's Right to Buy acquisition programme for lease to the Haringey CBS, N17 ◆	Acquisition of Property as part of Council's Right to Buy acquisition programme at N17 ◆
2.	01.06.2020	The acquisition of properties under the Council's Right to Buy acquisition programme for lease to the Haringey CBS, N17 ◆	Acquisition of Property as part of Council's Right to Buy acquisition programme at N17 ◆
3.	01.06.2020	The acquisition of properties under the Council's Right to Buy acquisition programme for lease to the Haringey CBS, N17 ◆	Acquisition of Property as part of Council's Right to Buy acquisition programme at N17 ◆
4.	01.06.2020	The acquisition of properties under the Council's Right to Buy acquisition programme for lease to the Haringey CBS, N22 ◆	Acquisition of Property as part of Council's Right to Buy acquisition programme at N22 ◆
5.	08.06.2020	Ending the Initial Period for Northold Tenants	Approval to end the Initial Period in the Broadwater Farm Rehousing and Payments Policy, section 2.1.1 for Northold Tenants
6.	17.06.2020	The acquisition of property to assist with the delivery of wider regeneration objectives, N17 ◆	Acquisition of Property to assist with the delivery of wider regeneration objectives, N17 ◆
7.	11.06.2020	Grant easements to Eastern Power Networks for electricity cables over council land and the surrender of existing lease at the electricity substation	Easements and surrender of existing lease agreed

DIRECTOR OF Housing, Regeneration and Planning

Significant decisions - Delegated Action - For Reporting to Cabinet on 15th September 2020

◆ denotes background papers are Exempt.

No	Date approved by Director	Title	Decision
8.	18.06.2020	The acquisition of properties under the Council's Right to Buy acquisition programme for lease to the Haringey CBS, N15 ◆	Acquisition of Property as part of Council's Right to Buy acquisition programme at N15 ◆
9.	23.06.2020	The acquisition of property to assist with the delivery of wider regeneration objectives, N17 ◆	Acquisition of Property to assist with the delivery of wider regeneration objectives, N17 ◆
10.	08.07.2020	The acquisition of property for lease to the Haringey CBS using S106 Affordable Housing contributions, N17 ◆	Acquisition of Property for housing purposes using S106 Affordable Housing Contributions at N17 ◆
11.	08.07.2020	The acquisition of property for lease to the Haringey CBS using S106 Affordable Housing contributions, N17 ◆	Acquisition of Property for housing purposes using S106 Affordable Housing Contributions at N17 ◆
12.	08.07.2020	The acquisition of property for lease to the Haringey CBS using S106 Affordable Housing contributions, N17 ◆	Acquisition of Property for housing purposes using S106 Affordable Housing Contributions at N17 ◆
13.	08.07.2020	The acquisition of property for lease to the Haringey CBS using S106 Affordable Housing contributions, N17 ◆	Acquisition of Property for housing purposes using S106 Affordable Housing Contributions at N17 ◆
14.	08.07.2020	The acquisition of property for lease to the Haringey CBS using S106 Affordable Housing contributions, N17 ◆	Acquisition of Property for housing purposes using S106 Affordable Housing Contributions at N17 ◆

DIRECTOR OF Housing, Regeneration and Planning

Significant decisions - Delegated Action - For Reporting to Cabinet on 15th September 2020

◆ denotes background papers are Exempt.

No	Date approved by Director	Title	Decision
15.	23.07.2020	Ending the temporary suspension of Choice Based Lettings	Agreed that the temporary suspension of Choice Based Lettings be lifted
16.	31.07.2020	The acquisition of properties under the Council's Right to Buy acquisition programme for lease to the Haringey CBS, N17 ◆	Acquisition of Property as part of Council's Right to Buy acquisition programme at N17 ◆
17.	31.07.2020	The acquisition of properties under the Council's Right to Buy acquisition programme for lease to the Haringey CBS, N17 ◆	Acquisition of Property as part of Council's Right to Buy acquisition programme at N17 ◆
18.	31.07.2020	The acquisition of properties under the Council's Right to Buy acquisition programme for lease to the Haringey CBS, N17 ◆	Acquisition of Property as part of Council's Right to Buy acquisition programme at N17 ◆
19.	08.08.2020	The acquisition of properties under the Council's Right to Buy acquisition programme for lease to the Haringey CBS, N17 ◆	Acquisition of Property as part of Council's Right to Buy acquisition programme at N17 ◆
20.	08.08.2020	The acquisition of properties under the Council's Right to Buy acquisition programme for lease to the Haringey CBS, N17 ◆	Acquisition of Property as part of Council's Right to Buy acquisition programme at N17 ◆
21.	08.08.2020	The acquisition of properties under the Council's Right to Buy acquisition programme for lease to the Haringey CBS, N22 ◆	Acquisition of Property as part of Council's Right to Buy acquisition programme at N22 ◆

DIRECTOR OF Housing, Regeneration and Planning

Significant decisions - Delegated Action - For Reporting to Cabinet on 15th September 2020

◆ denotes background papers are Exempt.

No	Date approved by Director	Title	Decision
22.	13.08.2020	The acquisition of property to assist with the delivery of wider regeneration objectives, N17 ◆	Acquisition of Property to assist with the delivery of wider regeneration objectives, N17 ◆
23.	13.08.2020	The acquisition of property to assist with the delivery of wider regeneration objectives, N17 ◆	Acquisition of Property to assist with the delivery of wider regeneration objectives, N17 ◆
24.	14.08.2020	The acquisition of properties under the Council's Right to Buy acquisition programme for lease to the Haringey CBS, N15 ◆	Acquisition of Property as part of Council's Right to Buy acquisition programme at N15 ◆
25.	20.08.2020	The acquisition of properties under the Council's Right to Buy acquisition programme for lease to the Haringey CBS, N22 ◆	Acquisition of Property as part of Council's Right to Buy acquisition programme at N22 ◆

Delegated Action

Type	Number

Director Signature *David T Joyce* Date.....07.08.2020.....

DIRECTOR OF Children's Services

Significant decisions - Delegated Action - For Reporting to Cabinet on 15 September 2020

◆ denotes background papers are Exempt.

No	Date approved by Director	Title	Decision
1.			

Delegated Action			
Type			Number
10.02.01(a)	Independent Visitors Service to LAC	£148,333	2
	Domestic Abuse Perpetrators Service	£81,480	
10.02.01(a)	Provision of Sanitary Bins in Children's Centre	£37,000	1
	International Recruitment	£50,000	1

Director/Assistant Director Signature . Ann Graham . Date: 7 September 2020

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of the Local Government Act 1972.

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